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FRONT COVER: These sailors are watching the atom
bomb cloud at Bikini on 1 July from a position many miles
away but can still see it with ease. (See p. 2)

AT LEFT: Fueling and replenishing operations were an
important phase of recent Eighth Fleet exercises in the
Caribbean. USS Steinaker (DD 863) takes on fuel from
the USS Chemung (AO 30). USS Princeton (CV 37) is in
background.

CREDITS: Front cover, inside front cover and inside back cover,
official U. S. Navy photographs. On pp. 40-41: lower left,
upper right, lower right, Press Association, Inc.; upper left,
left center, official U. S. Navy photographs.
Great ships were tossed about Bikini lagoon as if they were a child’s toy boats and the sea literally blew into the sky on Baker Day of Operation Crossroads. The fifth atomic bomb to be detonated by man, suspended beneath the surface of the lagoon from USS LSM 60, did far greater damage than the B-29-dropped bomb caused on July 1.

The USS Arkansas, oldest battleship in the Fleet, plunged to the floor of the lagoon minutes after the blast to become the first battleship victim of the Bomb. Seven hours later, beloved Saratoga ended her glorious naval career, the first aircraft carrier to sink from an atomic explosion. Frantic efforts to beach the gallant Saro in time to save her were in vain.

Saratoga’s poignant death struggle caused emotion among spectators. Few eyes were dry as the rescue tugs rushing to the aid of the mortally wounded lady were forced back.

Radioactive Rain of Death

Millions of tons of deadly radioactive sea water were hurled thousands of feet into the air by the bomb, nicknamed “Helen of Bikini” by an unknown bluejacket. The settling cloud of poisonous vapor obscured the entire target fleet and some eyewitnesses thought at first that most of the ships had been sunk. As the cloud rose, the devastation proved to be less severe than unofficial pre-blast estimates but still greater than the air-drop of Able Day.

As ALL HANDS went to press shortly after the second detonation, damage stood as follows: Sunk—Arkansas and Saratoga, a cement oiler YO 160, two LCTs and, of course, the LSM 60 from which “Betty” hung 25 feet into the water. Probably sunk—Five submarines, which were submerged about the bullseye to test underwater blast, USS Pilotfish, Apogon, Skipjack, Sea Raven and Dentuda.

Badly damaged—USS New York, the Jap BB Nagato, U. S. destroyer Hughes, and APA Fallon.

The first “Big Boom at Bikini” on 1 July had given its full share of thrills in the most colossal of man-made spectacles.

At 0900 Bikini Atoll awoke from a silent slumber in the tropic heat, and quaked to the rumbling devastation of the world’s fourth atomic blast. Thirty-six thousand observers tensed as the initial burst of white brilliance and subsequent ball of scarlet fire rose into a towering mushroom-like cloud of radioactivity. Everything short of the end of the world had been predicted as a possible result of Gilda’s explosion and some shadow of doubt lay in the back of many minds.

Starboard decks of the USS Appalachian, task force press vessel, provided “box seats” for 118 news representatives who crouched alongside some 400 Navy men, crowded topside to view the history-making event. Staring through special Polaroid goggles toward the expected position of the blast, the spectators were 18 miles from the USS Nevada.

ALL HANDS Writer Saw Blast;
Here’s His Eye-Witness Story

An ALL HANDS correspondent watched the burst, saw the mushrooming cloud of the atomic bomb at Bikini 1 July. Later he entered Bikini lagoon and observed the damaged target fleet at first hand. In this article, written aboard USS Appalachian (AGC 11), Frank A. Weihs, Slc, USNR, gives his impressions of the historic experiment, and brings ALL HANDS readers up to date on latest developments at Bikini.
which was the center and zero-point of the 75-ship target array. Observers were hushed as the "Apple's" public address system kept them abreast of developments. Special arrangements had been made to keep all personnel of the task force informed of minute-to-minute occurrences. Radios below decks gave every man a ringside seat.

At 0900, "Dave's Dream," the atomic B-29, made its final target run and released the nuclear missile. Thirty seconds later a brilliant green-white flash heralded the thunderous detonation of the bomb. A brilliant light momentarily obscured all vision, and a pillar of scarlet fire formed into a flaming ball which climbed slowly into the sky. A long, rumbling sound reached the press ship near a half minutes later. Pink and white in the morning sun, the soaring "mushroom" had reached a height of 30,000 feet in twelve minutes. Reactions among the observers were varied. Some shouted, some cursed. Others just sat there and stared. Some joked about the tidal wave that didn't come. Others laughed and mentioned the hole that didn't drop out of the bottom of Bikini lagoon.

They had seen the dreaded A-Bomb in action. It was a big day.

While the atomic cloud churned and boiled in its climb, distant drone planes could be seen weaving in and out of the mass of radioactivity. Four B-17s, empty of personnel and operated by radio, were flown through the immediate area of the bomb blast. They were controlled from mother planes, one for each drone. These pilotless aircraft carried a variety of equipment and instruments required to obtain data on the bomb test and its effects. In addition to cameras and television equipment, the drones were equipped with specially designed bags to obtain air samples from the blast area. These bags, installed in bomb bays, were opened and closed by radio control from the mother plane.

Radio-controlled F6F Hellcats flown from carrier decks also were used to collect data.

Drones were performed a similar task. Small pilotless craft were dispatched into the lagoon soon after the detonation to scoop up water samples for testing purposes. Success of their mission determined later entry of observers into the target area.

No drones were lost as a result of blast or radioactivity. However, one drone plane got out of the protective control of its mother ship, and crashed into the sea.

Favorable meteorological conditions
NAVY PHOTO PILOTS from USS Saidor get a briefing before recording on film the historic Bikini operation.

THE BIG BOOM microseconds after the bomb detonated over the target fleet. Electrical camera made this series.

made the first drop possible at the earliest planned date. Weather conditions for test Able were later described as "good to excellent," though there were cloud banks on the horizon which, in some cases, made it difficult to observe all of the radioactive "mushroom" from a distance. The sky overhead was clear.

Five hours after the blast, boarding parties moved boldly into the lagoon to inspect the target array, which looked like a ghost fleet, silent in the calm waters of its circular anchorage. It included five battleships, four cruisers, two aircraft carriers, 14 destroyers, eight submarines, 19 APAs, one ARDC, two YOs (concrete barges) various LSTs, LCTs and LCIs. About 30 of the ships had suffered damage of a sort, ranging from devastation to slight scars. It was difficult, however, to appraise the entire range of destruction until correspondents boarded an LCT on 2 July for a survey cruise among the target vessels.

Five ships had been sunk. They included two destroyers, the Anderson and Lamson; two APAs, the Carlisle and the Gilliam; and the Japanese cruiser Sakawa which lay submerged near the Nevada; the carrier Independence was in sorry condition, her flight deck torn from stern to stern and her superstructure gone. Her sides had been all but completely torn away, and she had to be towed out of the array, with the submarine Skate, to prevent sinking. Among others which received damage were the Nevada, and the heavy cruisers Salt Lake City and Pensacola.

The German cruiser Prinz Eugen, which has been described as comparable to our latest heavy cruiser, was anchored some distance from the zero point and consequently escaped with superficial scars, a broken mainmast and a seared port side. The Japanese battleship Nagato, which had been in bad shape even before the blast as a result of war damage, was in worse condition after the explosion. Her heavy, pagoda-like forward superstructure was a mass of twisted rubble, and her deck was piled high with debris.

In the center of the target array, the battleship Nevada lay beneath the wreckage of her superstructure. Her orange and white paint, newly applied to insure greater bombing accuracy, was black now, and dried rivulets of green radioactive material were apparent on her forward quarterdeck. Piles of torn and warped Army material lined her decks, and crates of exposed medical supplies and E-rations lay strewn about the ship. A goat was wandering dazedly about a forward gun turret.

Humor was apparent even in this battered fleet. The APA Dawson was labeled "Kilroy Was Here," and the proud old battleship New York bore a prouder inscription. Her former crew, which had now reboarded the old ship, had protested vigorously before the test (as had the crews of many other target ships) against the use of their battle-gloried vessel for experimental purposes. When correspondents viewed the New York after the blast, she was virtually undamaged, and on her port side the blue-chalked inscription "Old Sailors Never Die" served as a triumphant motto for the ship that survived.

Complete extent of the damage, as well as exact relative locations of the different target vessels during the test, cannot be revealed for security reasons. However, it was not difficult to surmise that the atomic bomb is a potent weapon against naval architecture.
ATOMIC FIREBALL begins mushrooming skyward. The first green-white flash turned into this ball of scarlet fire.

In addition to the target ships, several hundred civilian and military articles were tested for their reaction to resultant flame, heat, concussion and radioactivity. Three important elements of civilian economy, food, clothing and fuel, were placed aboard 19 of the target vessels and more than 100 different ordnance materials were spotted in strategic places aboard the target fleet.

Also aboard the targets were limited samples of nearly every type of clothing, fruits, vegetables and cereals, both processed and fresh, as well as fuels, including petroleum products and coal. While the test primarily was to gain military information—the effect of an atomic bomb against naval vessels, as well as Army Air and Ground Forces equipment—it was so carefully instrumented and so scientifically carried out that much data of importance to the peacetime development of atomic power is anticipated.

The Army Quartermaster Corps put aboard each of 19 naval vessels standard test lots of Army rations which were variously stored in protected sections of the ships and exposed on deck. Two of the primary purposes of the food tests were to determine how packaging withstood the intense heat and flames resulting from an atomic bomb, and how food properly canned would withstand the radioactivity and its residual effects. Whether food properly canned and packaged becomes inedible is one of the questions yet to be answered by CROSSROADS scientists.

The effect of the initial burst of heat on clothing also is expected to be determined. A variety of textiles underwent the experiments to disclose what possible steps can be taken to develop clothing that will withstand the effects of an atomic bomb explosion.

Identical 200-ton sets of ordnance items were loaded on the Nevada, Arkansas, Pennsylvania and Saratoga. Though many of these articles appeared heavily damaged, those more distant from the zero-point of the blast seemed only moderately or

AUGUST 1946
QUEEN DAY ON PENNSY found few laggards. Elaborate check-off systems made certain that no one would be aboard ships when Dave's Dream arrived.

slightly damaged after the test. The material was exposed to the blast, and the ship was returned to the United States for exhaustive study. Effects of the atomic bomb—not visible to the naked eye—were accurately simulated the reactions of experimental animals essential.

Representative samples of all articles subjected to the blast have been returned to the United States for exhaustive study. Effects of the atomic bomb—visible to the naked eye—which alter the strength, stability or function of animals, including those placed at the zero-point, remained alive after the explosion. Many of the scientists and doctors interested in that phase of the experiment felt that it would be impossible, with instruments alone, to draw complete and accurate deductions as to the effect of the atomic weapon upon human life. They considered the use of experimental animals essential.

Batteries of ground and aerial cameras afforded complete still and motion picture coverage of the test. The overall effect of the explosion and the accompanying phenomena will remain a permanent record. Cameras were at work on the ground and in the air before, during and after the bomb drop. Aerial photos were taken at various altitudes from drone planes equipped with standard and high-speed motion picture cameras and with aerial cameras with long focal lengths. Point of aim was the center of the burst for some cameras, and a point mid-way between the burst and the horizon for others.

Surface photography was conducted from 10 destroyers serving as station ships, and similar coverage was made from fixed installations on 75-foot steel towers, placed at strategic points on the islands of Bikini Atoll. One unusually large camera, capable of legibly recording the dial of a wrist watch a quarter-of-a-mile away, was also used. Television cameras were used both for photographic recording and for the benefit of personnel stationed below decks of the observer ships.

Primary purpose of the atomic bomb test was to determine the effects of weapon upon human vessels. It was seen necessary to gain information upon the possible changes required in ship design, tactical formations at sea and operating distances in port. The number and locations of operating bases and repair yards and the strategic disposition of ships might also be affected by such a weapon.

Armed forces in the postwar era definitely will be affected by the implications of the atomic bomb. For the next several years study, experimentation, invention, development and training should point the way toward the best kind of armed force to be built in the event that atomic weapons are outlawed. Crossroads is the first step in that program of study and investigation.

HOW A-BOMB BLASTS JARRED JAPS

Japan was staggering under the weight of Allied attrition in the middle of 1945. Public confidence was at a low ebb, and 44 per cent of the population felt they just couldn't go on with the war. Two atomic bombs exploded in this receptive atmosphere and Japan bowed out of the war without loss of face.

The U.S. Strategic Bombing Survey, which has been evaluating the effect of the war on Japan, gave the above estimate of the impact of the bombs which leveled Nagasaki and Hiroshima. The report of the Survey said that the bomb did not convince Japan's leaders of the necessity of surrendering; rather, it hastened the political maneuverings of a group of former premiers and others close to the emperor who had been trying to end the war since the spring of 1944.

The power of the atom bombs which struck Japan is eloquently spoken in a tabulated comparison of the atom attacks and attacks in which high-explosives were used. The table was prepared from the Survey's report:

<table>
<thead>
<tr>
<th></th>
<th>Tokyo: Average of 93 9 March attacks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hiroshima Nagasaki</td>
<td>279</td>
</tr>
<tr>
<td>Planes</td>
<td>1</td>
</tr>
<tr>
<td>Bomb load</td>
<td>1 atomic</td>
</tr>
<tr>
<td>Population density per square mile</td>
<td>46,000</td>
</tr>
<tr>
<td>Square miles destroyed</td>
<td>4.7</td>
</tr>
<tr>
<td>Killed and missing</td>
<td>70-80,000</td>
</tr>
<tr>
<td>Injured</td>
<td>70,000</td>
</tr>
<tr>
<td>Mortality rate per square mile</td>
<td>15,000</td>
</tr>
<tr>
<td>Casualty rate per square mile</td>
<td>32,000</td>
</tr>
</tbody>
</table>

ALL HANDS
HEAVIEST HIT submarine of target fleet was USS Skate. Technician above tests for radioactivity amid the Skate's wreckage forward of conning tower.

The evaluation board of the Joint Chiefs of Staff reported that the five ships sunk and the vessels most seriously damaged all had been anchored within a half-mile of the center of the explosion. Relatively minor damage was done to vessels more than three-quarters of a mile from the blast point, and Bikini island, three miles away from the blast didn't even lose a palm frond.

The President's commission reported: "A study of this damage will point the way to changes in design which should minimize damage from blast and heat ... there was extensive damage to superstructure, radar and fire control. Had the ships within the damage area been manned, casualties and psychological injuries would have required a large percentage of replacements.

"Until the readings of complex instruments and the future life history of animals within the ships have been determined, no accurate appraisal of potential damage to humans within the ships can be made."

If there are still any public doubters of the power of the A-bomb, they might note the comment of Vice Admiral W. H. P. Blandy, USN, commander of Operation CROSSROADS. Admiral Blandy said the bomb burst nearest the transport Gilliam, and that hapless craft "sank in a matter of seconds." Divers probing the lagoon's bottom later reported the Gilliam's hull ripped open vertically in two places as though a giant can opener had gone to work on a sardine tin. Gilliam's stack, Admiral Blandy said, was "shredded like a bouquet of flowers."

NEXT GENTLEMAN—Goats are sheared prior to bomb detonation. Anti-flash ointment was placed on skin to determine probable effect on human beings.
SECRETS OF THE STORM

EVERYBODY TALKS about the weather, but the Navy is doing something about it!

Adapting the wonders of this “Buck Rogers” age, Navy research men and aerologists are delving into the mysteries of the atmosphere, with quicker, more accurate forecasting as their goal.

The trials of an aerologist, as a Navy weather man is termed, are many. His reputation is as much at stake when he is forecasting good weather for the admiral’s golf game as when he analyzes weather conditions for a large-scale amphibious landing.

His chief function, supplying ships and aircraft with weather data vital to their safe and efficient operation, assumed tremendous importance during the war. Aerological tools developed during the war to meet the problems of strategic operational planning today are being utilized in the important peacetime functions of weather forecasting.

At the same time, research is going ahead on many fronts to develop new aerological methods which may make obsolete the present methods of the weather man. One of the most effective of these war-developed aerological tools was the application of radar, magic weapon which helped speed war’s end, to storm detection and tracking.

As early as 1942, storms were being detected at distances up to 150 miles. Aerologists quickly applied the results to forecasting, and by the end of the war radar storm detection was a vigorous new branch of the aerological service. Practically every known weather phenomenon which can appear on radar scopes has been photographed and studied, with the possible exception of the tornado.

To realize the importance radar plays in weather forecasting, it is necessary to understand something of the methods used by the aerologist. The present art of weather forecasting, as practiced in the field, is based on the so-called “Norwegian analysis.” This system uses a synoptic weather map on which the analyst draws isobars, weather fronts and centers of high and low pressure. The analysis of a typical synoptic chart is based on hundreds or even thousands of individual station reports.

To illustrate the use of radar in storm detection, we will place our forecaster in a typical situation. The morning weather map, which by the time the analysis is completed is already three and a half to eight hours out of date, shows a moderate cold front situated about 200 miles west of the station.

Past history, determined from the map, shows that the front has been advancing at the rate of 22 knots and that there has been no increase or decrease in the intensity of weather associated with the front. The questions which the forecaster must answer are: “Will the front pass the station in about 10 hours from map time as the history would indicate, and will the weather be the same?”

ALL HANDS

RADAR OBSERVES the weather. Operator above follows a cloud front on the PPI scope of a Navy air search radar.
Many factors affect the motion and intensity of such a front. By careful study the experienced forecaster may be able to answer these questions accurately. However, the prognostication is not an exact process and may be incorrect.

Our forecaster, however, has available suitable radar equipment and inspects the PPI scope as the antenna rotates in a 360-degree circle about the station. On the scope he sees a line of cloud echoes at a distance of 82 miles. He can distinguish cloud echoes from other target returns by their motion, fuzziness, shape, and vertical extent. He not only can determine if the front has speeded or slowed since map time, but he can follow the front visually on the scope so that any further change in velocity is immediately apparent. If the echoes are becoming larger both in horizontal and vertical extent, the front probably is intensifying, and more severe weather can be expected than was shown by the weather map.

Various weather forms may be picked up at much greater distances in the future, as a result of experiments now being conducted by the Navy at an abandoned Army air base in the desert at Gila Bend, Ariz.

At Gila Bend, scientists of the Navy Electronics Laboratory of San Diego are seeking to extend the range of ultra short-wave radio, radar and television to 2,000 miles. Their findings may prove useful in detecting advance atmospheric conditions which give rise to stratus cloud formations that form the low fogs prevalent off the Pacific coast.

Different frequencies are known to operate best under certain weather conditions. By determining the correct frequency for each particular weather condition, the scientists hope to extend greatly the range of ultra short-wave transmissions, which generally have been limited to the optical...
horizon, or at best to about 150 miles. “Our data still is in a preliminary stage,” states the project’s chief aerologist, “but we already have been able to detect subtle atmospheric changes which precede approaching weather fronts two days before the most sensitive meteorological instruments have been able to pick up the change.”

Modern forecasting techniques are utilizing an ever-increasing amount of upper-air data, not only temperature, pressure, and humidity aloft, but wind direction and velocity as well. The method previously used to obtain wind direction and velocity was to send aloft a balloon, following its wind-buffeted path by means of a theodolite, a sort of surveyor’s telescope.

When low clouds prevail, the balloon is lost quickly in the low-cloud deck and an important sounding cannot be made. “Rawin” techniques give the answer to this problem. Rawin, an abbreviation of the words radar and wind, is a method of obtaining wind direction and velocity aloft by means of radar. The idea is to send up a balloon with a reflector attached. Then, by means of a suitable radar set, the reflector is tracked to give direction and speed of the wind.

Instead of reflectors, transponders or pulse repeaters frequently are used. The transponder is designed to receive the frequency emitted by a radar pulse and to retransmit that frequency to the radar equipment. Extreme range of response is one and one-half hours or flight (approximately 50 miles). In addition to greater range, it gives a stronger and steadier signal.

Another electronic device now in use in weather forecasting is the radiosonde, a small, lightweight radio transmitter which sends data to a special receiver on the ground or aboard ship. Carried aloft by a balloon, the device obtains temperature, air pressure, and humidity. It can be used in conjunction with a radar reflector or transponder to give simultaneous data on wind direction and velocity. The present limit of radiosonde observation is approximately 20 miles. The U. S. Weather Bureau has been operating 76 radiosonde stations in the United States and its possessions, and in cooperation with the Coast Guard, on ships in the Atlantic and Pacific. The radiosonde’s signal is automatically recorded. At extreme altitude the balloon bursts, and the device parachutes to earth, continuing to transmit data.

Another ultra-modern device used by the weather man is the so-called automatic weather station, which transmits data automatically by radio for a period of three months, unattended. These stations are placed in lonely, out of the way places, where living conditions are intolerable.

Now practicable is the transmission by radio photo of completed weather maps from analysis centers. By means of this system, a photograph of a map can be sent to any weather station by radio, with great saving in time. Eventually, a nationwide network will be established.

Important as these new developments in the weather forecasting field may seem, Navy research men have not even scratched the surface in their search for new aerological knowledge.

Radar, for instance, occupies an important new place in the field, but it can be improved to a great extent. Since it was developed for detecting enemy ships and aircraft and as a navigational aid, the use of radar in picking up various weather forms was merely a by-product.

The present gear accurately gives the elevation of the lowest bank of clouds, but does not tell how high they extend or how many decks compose the cloud layer. Research now is being carried on to develop radar especially for aerological work.

The Navy’s Office of Research and Inventions currently is at work on many projects in the aerological field.

One of these projects is in connection with atmospheric dynamics, a field in which present knowledge is extremely incomplete, and in which research was crippled during the war. Realizing that no real advance in the techniques of applied aerology can be taken until more is known about the machinery of the atmosphere, an investigation has been taken on by a group at the University of Chicago. It is expected that much essential missing information will be supplied.

A second project in this field proposes to develop an understanding of the physical mechanisms associated with changes in the atmospheric pressure distribution. This project, already under way at the Massachusetts Institute of Technology, involves such fundamental processes as the forming of cyclones. Another program of dynamic research under consideration involves a study of large-scale vertical motions in the atmosphere. This has as its aim the developing of improved methods for computing vertical motions in the atmosphere, and a study of vertical motion charts in weather forecasting.

The mechanics of rain formation are of particular interest. Most unreliable of all weather forecasts at present are those dealing with rain, because there is no clear understanding of what causes liquid rain droplet formation. Along this same line, a project under discussion with a West Coast institution would involve a study of fog, specifically the effect of various factors involved in the forming and dissipating of fog.

**GRAPHIC PORTRAYAL** of weather conditions over a wide area are made on a synoptic chart to aid forecaster.
COLD FRONT moves across screen at Lakehurst, N. J. Bright pips top of picture at left are thundershower. One hour later showers pass Lakehurst (right).

An urgent need exists for physical data, which is for the most part totally lacking, describing the upper atmosphere. Interest in this field centers around three projects: experiments with rocket sonde devices, which will permit measurements to be taken at extreme altitudes; the piloted balloon ascent, which will provide a measuring platform in the stratosphere, and the "flying laboratory," which will utilize high-capacity high-altitude aircraft to permit observations in the upper troposphere.

The latent possibilities of trans-arctic air commerce and of possible military operation in this area demand that considerable attention be given both to basic research and to operational factors. Although ORI has negotiated no specific projects in this field, a representative will accompany a forthcoming expedition to the Arctic to formulate an adequate long-range program of Arctic research.

Perhaps the most important project in the aerological field is that to be undertaken at the Institute for Advanced Study, Princeton, N. J. This involves an entirely new method of weather analysis, a method which reduces everything to a mathematical problem.

This mathematical type of analysis promises to offer a more exact approach to weather forecasting. Present basic equations describing the physical state of the atmosphere are easily written, but their general solution is impossible except in specific instances. This results from the fact that at least eight independent variables are necessary to describe atmospheric conditions, and any practical solution must result from almost endless assumptions and approximations.

A fairly complete solution may be obtained through the efforts of a large group of analysts working for a long period of time (9 to 12 months). Also, a special solution which is often in no way representative of actual conditions can be reached by a single analyst in from three to six hours. Because of the factors of slowness on one hand and inaccuracy on the other, no operational use has been made of this method.

However, to make practicable the mathematical type of weather analysis, the Princeton project will seek to develop meteorological theory so as to make it accessible to fully automatic electronic computation. Proposed computers will have an electronic memory of about 4,000 numbers and will be able to transfer these numbers in a time interval of from 10 to 20 micro-seconds (a micro-second is one-millionth of a second). Its multiplication time would be from 100 to 200 micro-seconds, and 10,000 numbers having 30 to 40 digits each could be multiplied in a single second.

With such a computer, incoming weather reports could be directly channeled into the machine and a complete analysis of the weather situation over an entire hemisphere obtained in from three to four hours. Before such a technique and computer can be utilized, considerable revision in present observational methods will be necessary and a thorough investigation of the theory of dynamic aerology must be made.

The ultimate value to the Navy of such a system of machine weather forecasting is apparent. In military operations the uncertain factor of weather makes it difficult to schedule operations in advance. Although present forecasting accuracies allow intelligent planning, the fact that any two forecasters differ in their predictions has led to much confusion, and at times serious misunderstandings. A uniform weather forecast would result from the mathematical type of analysis.

The electronic computer would enable analysts to determine the result in any particular area of a change in any weather variable elsewhere—say a five-degree rise in temperature in a locality several hundred miles away.

It is not inconceivable that human beings, equipped with this form of forecasting, actually may be able to control weather. Although the means of producing artificial variations in weather factors are not yet within our immediate reach, who is to say that this is impossible in this age of discovery?

AN AEROGRAPH, which makes readings of atmosphere, is attached to plane.
AT VIGILANT REST lie six APDs of history's greatest wartime fleet. The ships will remain serviceable for 20 years.

V-J DAY... end-of-a-war day. The end of the biggest bloodletting in history.
All anybody wanted to do a year ago was go home and forget. Mostly go home.
That year slipped by and the Navy demobilized nearly 2,800,000 men in less than 11 months. The Navy had said a million and a half to two million and a half would be turned loose in a year to 18 months. The arguments slowed down to things like whether the uniform should be changed and what was going to become of the Big E.
On the anniversary of V-J day thousands of men, some in Navy blue, others wearing the ruptured duck, cannot help reflecting on the years preceding that 14 Aug 1945 and on the Navy's part in traversing the bumpy way to victory.
It looks a little different now. There's less smoke and less noise. There's a different perspective to the whole picture, its heavy background showing how the Navy came back from a one-count knockdown in the first round at Pearl Harbor...
Took some more hard punches the following February down in the Java Sea, where the cruiser Houston was lost...
Gave heart to a discouraged nation by sending off the gallant Shangri-La flyers on 18 April for the first bombing of the Japanese capital...
Struggled to get on her stride, delivered some stingying blows the next May to earn better than a draw in the Coral Sea, though she lost the old Lex...
Completely outfoxed the enemy, anticipated the Jap attack and scored a clean victory at Midway, a turning point in the fight; there was a price, as usual—the old Yorktown, the widely honored air squadron Torpedo Eight, the destroyer Hammann were among units lost; that was in June 1942...
Put the Marines ashore on Guadalcanal the next August in the first major Allied offensive of the Pacific war...
Failed two days later at Savo Island, where three U.S. cruisers, the Astoria, the Vincennes and the Quincy, as well as the Australian cruiser Canberra, were sunk in the night...
Swung back on balance and in October and November, 1942, threw punch after heavy punch into Japanese sea forces in the Battles of Cape Esperance, Santa Cruz Islands, Guadalcanal and Tassafaronga; again there was a cost: the Hornet lost, the Enterprise damaged...
Pouréd in fire as the Gilbert and Marshall Islands were seized from the Japs, and as Attu and Kiska were retaken in the North...
Landed men carrying guns at Saipan in mid-June 1944 and then, her air arm administering almost its full potential in destructive power, knocked 402 Japanese planes into the ocean in one day, 19 June...
Returned to Guam the next month to lay the groundwork for B-29 raids and the A-bomb death blow...
Hopped west of Tokyo to cover the capture of Anguar and bloody Peleliu in the Carolines, setting ahead the day of Philippine vengeance...

1946

NAvy AND V J...

Put men ashore at Leyte the following 20 October and in the days after dealt a death blow to Japanese naval aspirations in battles at Surigao Strait and off Samar and Formosa; the cost was heavy: the carrier Princeton, the escort carriers Gambier Bay and Saint Lo, several destroyers, destroyer escorts and submarines...
Launched more than a thousand aircraft from carrier decks not 100 miles...
NAVY'S HAPPIEST DAY came year ago. (Above, V-J at Pearl). It was a long, road from Day of Infamy (below).

ONE YEAR AFTER

from the enemy's homeland for a crippling blow on Tokyo industry . . .
Threw in a thunderous, killing fire in preparation for and support of the landings on bloody Iwo Jima in February 1945; the capture of the island cost the CVE Bismarck Sea and more than 20,000 Marine Corps casualties . . .
Fought and mastered, not without woeful losses, the frenzied Kamikaze Corps in the Battle for Okinawa, spring 1945; the CVs Franklin, Hancock, Bunker Hill, Intrepid and Enterprise were badly hurt by suicide planes . . .
Sent the Missouri into Tokyo Bay to accept the Japanese surrender on 2 Sept 1945.

These, and thousands of others, were the jobs that had to be done in the fighting of a war. These were the jobs that won the war. They were close to the men of the Navy. A shell had to be tucked into a gun, a rifle fired, a hand grenade thrown. There stood an enemy. He had to be killed—or he would kill.

With the passing of a year, new light brings out new perspective on some aspects of the war necessarily remote from the wearing job of death assigned to the man who fought the battles. The meticulous probing of the Japanese mind by naval experts reveals some interesting attitudes on the part of the Japanese people and of some high officials who had a finger, so to speak, on the pulse of the war.

There can be little doubt that the two bombs dropped on Hiroshima and Nagasaki helped to bring the war to an end. They were the coup de grace. But quite aside from its deadly, terrible force, the atomic bomb actually gave the Japanese a chance to get out of the war and, incredible as it may seem, still save face within the nation.

Japan had been ripe for peace for some months prior to the blast over Hiroshima. On 20 June 1945, the Emperor had called a meeting of his ministers at which he said, "I think it is necessary for us to have a plan to close the war at once as well as one to defend the home islands." The Japanese Army at that time was making much of its plan to defend the homeland against invasion.

Soon after this, Japan asked Russia to intercede with the U. S. in order to stop the war. Moscow replied that Marshal Stalin and Vyacheslav Molotov, foreign minister, were just leaving for the Potsdam conference and any official reply would have to await their return.

So Japan waited. On 26 June came the Potsdam Declaration, with its terms of unconditional surrender. The Japanese military thought the terms too severe, "too dishonorable." (This seems inconsistent with the government's approach to Russia. U. S. naval officers, however, cite this explanation from a high Japanese official: "The War Minister knew of our negotiations, but he never told his military staff. . . . On the outside and officially he pretended that we must continue the war, but inside himself he had made his decision that it must be brought to a stop.")

Japan waited some more. The same Japanese official gives an interesting account of this hiatus:

"On the 7th of August," he relates, "early in the morning, about 2 o'clock, the bell rang beside my bed. (My own house was bombed in April and I moved to my official residence . . . That was bombed in May, so I moved my bed into my office, and I stayed there 24 hours a day. In the morning when I got dressed, I would put on my hat and walk through the building, return to my office and hang up my hat. That I called coming to the of-
Bewildered Enemy tried to determine what hit him. Japanese had high praise for U. S. Navy’s island hopping strategy and our use of submarines. They made their calculations, but found that a 4-ton bomb could not do that much damage. They suggested that it might be a 100-ton bomb. After the announcement, we sent some scientists to inspect Hiroshima, and they reported that it was a real atomic bomb...

"The chance had come to end the war. It was not necessary to blame the military side, the manufacturing people, or anyone else — just the atomic bomb. It was a good excuse. Someone said that the atomic bomb was the Kamikaze to save Japan." He meant by this that without the bomb the war might have continued until the Japanese nation was wiped out.

This man made some singular comments about the Emperor and his attitude toward the war. Possibly these remarks are of questionable worth, possibly they reflect the Emperor's true feelings on war and peace. In any event, the official described the Emperor as the wisest, most perspicacious statesman in Japan. He recalled that at one time Tojo (some-time prime minister) had tried to "educate" the Emperor to start the war and had found it difficult. He strongly intimated that the war was not the Emperor's will, that it was forced upon him by the powerful military clique.

A few days prior to the ending of the war, the official said, the Emperor pleaded as follows: "My ancestors and myself have always wished to put forward the nation's welfare and international world peace as our prime concern. To continue the war now means that cruelty and bloodshed will still continue in the world and that the Japanese nation will suffer severe damage. So to stop the war on this occasion is the only way to save the nation from destruction and to restore peace in the world. Looking back at what our military headquarters have done, it is apparent that their performance has fallen far short of the plans expressed. I don't think this discrepancy can be corrected in the future."

A hint at the motivating power behind the Japanese war is given by some opinions of a former Jap ambassador to the U.S. This man, who was one of the central characters in an infamous incident occurring in Washington some years ago, was asked directly if he thought the Japanese high command actually thought they could fight and win a war, or if they had in mind a compromise peace. He said he thought they had a draw in mind.

"In the Russo-Japanese war," he said, "... our fleet defeated their fleet at Tsushima, and intelligent..."

"We knew Hiroshima damage had been severe. We didn't think it was an atomic bomb because our scientists said you couldn't have finished one."
people knew that was the end of the war (and that) we got a compromise peace. Public speakers always told that we had won a brilliant victory, and the Army didn’t think it was a draw.” This artificial impression, he said, was created “so as to maintain morale of the people.”

The former diplomat, who was once a high naval officer, indicated that the Japanese had high regard for their German allies. He said they never could believe that Germany could be defeated, and that they considered the Normandy landings, for example, too difficult for the Allies to handle. “They were disillusioned,” he said.

It has been the belief in some circles that the Japanese, had they known the real damage wrought at Pearl Harbor, could have landed on Oahu with relative ease. The ex-ambassador had this to say about it:

“I did not know that our Navy was going to make a surprise attack on Honolulu, but when I returned (from Washington) I found out from the Navy Department that this was the limit of the Navy strength and they could not go any further than Honolulu. Some of your people say we could have landed; but with so large an expedition necessary for this, it was impossible to effect surprise. Therefore the plan was to make an attack and retire; that was the maximum we could do.”

Other comment by the former diplomat shows, if further proof is necessary, that the Allies’ island-hopping tactics were sound, so sound that the enemy never did catch on enough to anticipate a blow sufficiently in advance to do any good. Asked if the landing on Leyte came as a surprise, the former ambassador replied that some high Japanese had expected the blow to be aimed at Davao, on Mindanao, by way of Bongainville and New Guinea.

“You did not come to our defended points,” he said, “but hopped over defended places and went to weaker places. Our Army and Navy should have guarded against such an operation from their knowledge of past experience. There were several occasions in New Guinea and the Solomons where you by-passed well defended points. You did not come to Rabaul but left it behind; therefore, they should have known and guarded against this.”

There was little doubt in anyone’s mind, including that of the Japanese, that the U.S. eventually would strike the Philippines. “There was much talk by one of your generals,” the ex-diplomat said, “that he would capture the Philippines. He . . . said he would come back to the Philippines. Therefore, it was our opinion that you had to go there.”

The strength and attritive power of U.S. submarines is well known. We have proclaimed it, the Japanese have woefully admitted it. The Japs might not have been so sorrowing had they not sadly underestimated not only the effectiveness, but also the scope of development of U.S. underwater craft. The onetime ambassador said that Japanese officials “very greatly underestimated the strength of your submarines; they did not expect they would be so effective . . . It was believed in Japan that your people did not like submarines because in the past your Navy always advocated the
abolishment of undersea craft. Therefore, we did not believe that you would employ submarines so extensively."

Another man, a Japanese vice admiral, said the enemy fell into the human error of supposing her own submarines to be the best in the world. The Japanese appear to have coasted along with some misty notion that submarines are a very fine thing, but, after all, mere auxiliary craft. They could never, the Japs thought, be expected to take a principal role in naval operations. Actual developments were a bitter blow.

"We had looked," the vice admiral said, "very lightly upon the Allied submarines. The reason for that view was that, apart from Japan, Germany was the only power which relied heavily on submarines, and even Germany used them principally against shipping. So we thought that the United States and Great Britain would use their submarines against our shipping in cutting off communication lines, and hence, they were not likely to prove very serious, although we did not lose sight of the fact that, because of the relatively large number you had, they could do considerable damage against shipping. In other words, we had overestimated our submarines, and underestimated the Allied submarines.

"The principal reason for the failure of our submarines to come up to expectations was probably the inferiority in armament, equipment, experience, and electronic equipment. It must be stated as a fact that the results obtained by your submarines against our naval craft and against our shipping far exceeded anything we had expected, and it served to weaken our fighting strength and to spend up the termination of hostilities..."

Thus a vanquished, obsequious enemy interpreted the factors of his defeat in the first twelve months of peace. The victor, his bloody lessons learned, spent the time initiating a program of vigilant leadership to insure that never again might a free people be jeopardized by a tyrant's lust for empire.

History's mightiest fleet sailed home, not to a self-imposed graveyard but to its most progressive era of peacetime development and watchful readiness. Ships entered retirement preserved at near-fighting trim; the men who fought them returned to the pursuits of peace but prepared to maintain their war-won skills; and what was left over still comprised the greatest Navy in the world. This nucleus of national strength—national life insurance—moved into an unprecedented period of scientific development.

"Peace without power is an empty dream," said the Secretary who led in victory. "The United States Navy will be one of the great elements of the power which insures the peace of the world—and the freedom of our nation."

Not while these words were remembered by Americans could dawn break on another Day of Infamy.
NINE LIVES

Navy Pilots May Match
The Proverbial Tabby
If New Gear Works

When an airplane plows straight in the ground at 100 miles per hour, a force equal to 65 times the force of gravity may slam the pilot against the instrument panel. For a brief, perhaps fatal instant, a 150-pound pilot weighs 9,750 pounds!

But in the same crash, the cockpit or the entire cabin may be nearly undamaged. Clearly, the pilot's fatal injuries occur when he is hurled against the forward bulkhead; or, if his safety belt holds him, it may crush his abdomen.

The Bureau of Medicine and Surgery, after a year of research, has devised a new-type safety belt which, it is hoped, may end this seeming inconsistency: that a pilot may be mangled while the cockpit is nearly undamaged. The new belt is designed to hold the pilot, to prevent him from being thrown forward into the lethal array of protuberances on the dashboard, and yet not cut him in two as it grips his plunging body.

The new "belt" is actually a sort of vest with a harness, big enough to distribute the shock of impact over about 150 square inches of the upper body, and strong enough to withstand a 10,000-pound pull. It is made of three-ply, undrawn nylon, which has the property of stretching under great stress. The harness will take a 5,000-pound force without stretching, and beyond that point stretches out under the strain. It is not elastic. Once stretched, it won't snap back into shape, but it's unlikely anyone would want to crash in the same harness twice.

The device has not yet been tested in an airplane smash (though such tests are planned as the harness is developed). So far, a unique testing machine has been devised. A platform was built at the Naval Medical Research Institute, Bethesda, Md. A 500-pound weight suspended on a cord beneath the platform is given five feet of dropping room, enough to generate a 10,000-pound impact (2,500 foot-pounds of energy). This shock is transmitted up the rod, which is attached to a sample copy of the new harness. The harness is won by any lucky guy who happens to be around and wants to feel a few tons of impact tickling his ribs.

When the weight is tripped and crashes down in its five-foot drop, the tremendous jerk throws the victim's feet up into the air and causes him to make unbecoming grimmaces and noises. But he comes through a shock comparable to that which mangles airplane pilots.

Considerable work remains to be done on the vest, but officers in charge of the project feel confident they're on the way to solving the problem. The test device has taught them much about absorption of heavy shocks by human beings, and the tests are resulting in a continually improved harness design.

AUGUST 1946
GREAT GUNS

U. S. SHELLS VS. NAZI ARMOR—14-inch face-hardened plate came out second best when hit by 14-inch projectiles.

EVER SINCE the day when David's slingshot proved superior in firepower to Goliath's out-sized baseball bat, war has involved a desperate race between nations for the most effective arms—a race in which the winner generally takes all.

Thus Adolf Hitler, as his Nazi empire tottered on the edge of the abyss, could bolster the sagging morale of his minions with promises of cataclysmic secret weapons, the nearest realization being the formidable V-2. Japan in a last desperate effort during the summer of 1945 was accumulating 2,000 huge man-guided torpedoes to attack an anticipated American invasion fleet.

And the United States persuaded the Japs to quit with two new bombs dropped on two cities.

In the final analysis, the best gauge as to who had the most effective weapons in any war can be found in the answer to the question, "Who won?"

But the winner need not necessarily have had consistent superiority in all items of ordnance, for sheer weight of weapons thrown at the enemy is important in total war. For instance, the mere numbers of ships and planes the United States had in Japanese waters in the spring of 1945 made things tough for the enemy even if individual Jap aircraft and ships had been superior to ours—which they weren't.

And in determining what is "superior" ordnance, a great many factors must be considered. Altogether, you might say that the best ordnance is usually the most efficient—the weapon that can do the most damage with the least expense. During a war, expense (in dollars) becomes less important, and the devastating power of the weapon, if great enough, is the sole criterion. No better example can be found than the atom bomb; the cost of dropping just two on Japan ran into billions.

Expense is not measured only in dollars, but in lives. The fact that Japan, and to some extent Germany, considered the lives of their own men exceedingly cheap is reflected in their ordnance. To save additional money expense they often gave their crews equipment with an extremely narrow margin of safety. Lack of financial resources and the desperation of inevitable defeat, especially during the last years of the war, were undoubtedly contributory factors in the use of kamikazes and related tactics.

There is another element determining the effectiveness of ordnance—namely its use. For instance, the advantage of surprising the enemy with a new and completely unexplained or unexpected weapon is obvious, although perhaps not as important in World War II as previously because of the premium on mass production of arms. Yet the secrecy which surrounded our initial use of the VT fuze indicates the emphasis placed upon confusing the enemy with a weapon which he could not even understand.

Finally, since wars are fought by people, no equipment no matter how good, is any better than the men who use it. This nation undoubtedly had the most skillful, resourceful and best trained forces in the world. Although
The native intelligence of America may be no higher than that of other nations, our way of life is such that young men have had greater opportunities for education and acquisition of skills. When the United States went to war, lads who had been ham radio operators became radar specialists, and those who had picked up ancient jalopies from junkyards and made them run kept complicated fire-control mechanisms functioning smoothly. This meant that our Fleet could use effectively more complex weapons than could our enemies.

The Navy's Bureau of Ordnance found at the beginning of the war that both Germany and Japan had ordnance superior in many respects to that of the Allies, and they had more of it. More especially they had better and more than the United States. You know why. Germany and Japan had been preparing for war for years; money had been given generously to all military projects, and their outstanding scientists and technical men had been directing efforts to producing the most advanced types of weapons. Their work continued during the war, though actually these nations finished the war with practically the same equipment with which they began it.

In contrast, consider the situation in this country. Although a nucleus of new equipment had been installed, the battleships which were so desperately damaged at Pearl Harbor had much apparatus dating back to the days immediately following World War I. For while new and better equipment had been developed, there had been no money available to produce it in quantity and to equip the Fleet with it. In many types of ordnance, not even spade work had been done. Our mines were the same as those used to mine the North Sea in 1917. We knew virtually nothing about guided missiles, and the atom bomb was little more than a gleam in the eyes of scientists. A survey of the months that followed Pearl Harbor, however, shows an almost unbelievable job accomplished in an amazingly short time. Industrial and military minds went to work together and designed and developed ordnance not only as good as the enemy's but often better than that. And materials were turned out in masses which the Axis never dreamed of. Also, as new improvements were found they were incorporated into old equipment without waiting for new equipment to be built to include it. The Navy finished the war with not only the biggest fleet in the world, but also the best equipped.

Part of the problem was outguessing the enemy—being able to predict accurately what would be needed several months from the time blueprints of new equipment were being made. Germany, for example, knew that proximity fuzes would be valuable in a war. She had been working on them as far back as 1935. But she gambled on fuzes for big rockets like her V-1 and V-2. Most of Germany's fuse testing was at the same time a test of the big rockets. The little radio proximity fuse—the VT fuse that the Navy developed—was used principally in anti-aircraft projectiles, and proved of inestimable value protecting the Fleet from kamikaze pilots. The same fuse was used by the Army in combat against Germany, who had nothing comparable to our VT fuse although she had mechanical fuzes better than ours. Japan, which all along proved an imitator of Germany rather than an original designer of ordnance, tried to develop a proximity fuse depending on a beam of light which would explode the projectile when it approached the target. It was the same principle as the "seeing eye" door that opens as you approach.

Japan put her faith into the biggest torpedo ever built—one that was 24 inches in diameter and carried twice the explosive charge of our 21-inch torpedo. It had longer range and more speed than ours, for it could go 40,000 yards at 50 knots, 20,000 yards at 40
INVASION of Japan would have brought amphibins under fire of 240-mm railroad gun. Right, Jap 20-cm naval gun.

knots, and 10,000 yards at 50 knots—all this without sacrificing accuracy of aim. We knew she had those big torpedoes—had had them since 1930. But we didn’t figure they were enough better than our largest ones to warrant either a larger ship to carry the same number of the large torpedoes, or a reduced load on ships of the same size. The matter of space and weight limitations is one that plagued not only the U. S. Navy all through the war, but was equally a problem for our enemies when designing ordnance to go onto naval craft or planes. So far as torpedoes were concerned, we concentrated on improving the ones we had.

The Japanese, characteristically, did not consider it necessary to include in those big torpedoes certain safety features which were standard in the U. S. Navy. Going a step beyond this were the suicide torpedoes all ready for the invasion of the homeland. Actually, the torpedoes were small surface boats. They were built in the general shape of a torpedo, as large as 56 inches in diameter and with a range as high as 60,000 yards. They had room for a man to get into them, to guide them. Once in, he was secured fastened and couldn’t have changed his mind if he had wanted to. He could travel on the surface until he was near enough to the target to dive under water with his weapon to strike the ship it its most vulnerable point.

Guided missiles, next to the atom bomb, probably represent the greatest advance in ordnance during the past war. Scientists envision a deadly alliance of atomic explosive and guided missiles in any warfare of the future. Because Germany had the V-2 rocket bomb, the layman has perhaps concluded Germany to have been far ahead in guided missile development by the war’s end than she actually was. Germany could make her missiles go farther and faster than ours, as V-2 illustrated. But the U. S. Navy had better guidance systems. Here was one outstanding field in which this nation’s insistence on the automatic to replace human direction becomes especially apparent. Where Germany’s development relied almost entirely on human guidance, our chief efforts were directed toward producing automatic guiding systems to eliminate human error. That was why we produced the Bat, the only fully automatic guided missile of the war.

On the other hand, Germany’s propulsion systems included the pulse-jet or aeropulse which was a unique and useful development. We had missiles using turbo-jets and liquid rockets under development, but none of them saw service. Our ram-jet has been recently demonstrated, and current development is being directed to improving simplicity, ruggedness, and reliability of guided missiles.

The first guided missile Germany put into use was the HS-293, which was a line-of-sight glider appearing about a year ahead of similar equipment in this country. The glider called for a “sitting duck” course by the launching plane, with attending danger. Used almost exclusively in the Mediterranean theater, it was directed principally against merchant shipping. Germany’s FX-1400 was a later development, and was a line-of-sight high angle bomb about three years ahead of anything we had. It sank the Roma in 1943, and was the weapon that damaged the U. S. cruiser Savannah.

The V-1 buzzbomb was a cheap, inaccurate weapon comparatively easy to
shoot down once correct countermeasures were found; V-2 was the most advanced weapon used in the war from the viewpoint of aerodynamics and propulsion. The only countermeasure known against this weapon is destruction of its launching sites and plants where it is built. Many losses resulted in handling the weapon; structurally weak, it serves as an example of Germany’s disregard for the safety of her personnel.

Stacked up against Germany’s guided missiles that saw service were the Pelican, a Bureau of Ordnance development that had three-quarters automatic radar homing, and demonstrated its effectiveness in test drops but was not used in combat, and the Bat. The latter, the most advanced weapon of the war in guiding, saw effective service against Jap warships.

One field of operations in which the Navy outstripped its enemies was in amphibious warfare. Neither Japan or Germany made any landings comparable to ours in Normandy, and on the many Pacific islands that were taken. Beginning with bombardment by the big 16- and 14-inch guns of the Fleet right through the beach landings, the sheer weight of materials thrown at the enemy undoubtedly had a deciding effect on the outcome of the landings. Japan had 18-inch guns on her newest battleships, the Yamato and Musashi; an experimental 18-inch rifle was built at the Naval Gun Factory and was tested at the Proving Ground at Dahlgren, Va., after the last war. Had the decision been made to mount 18-inch guns on our battleships, the number of guns would have had to be reduced. Fewer projectiles could have been carried. Reduced rate of fire and range would have resulted. So we kept our 16- and 14-inch guns and they did a good job.

Germany’s antiaircraft fire control on surface ships at the beginning of the war was possibly superior to ours of the same date. Both had been designed about 1935 or 1936. Both relied on optics, and Germany’s optics were superior to ours. By the end of the war, however, the story was different. For one thing, radar had been incorporated into our antiaircraft fire control system. Germany had search radars, but the information obtained by radar had to be relayed to the fire control equipment on the guns. Our fire control radars and fire control directors were all incorporated in one mechanism, and information was passed on automatically to the firing controls, with excellent results.

The Germans had also developed a magnetic amplifier in their fire control system, which was used in place of electronic amplifiers. It had the advantage of such ruggedness and needed so little maintenance that magnetic amplifiers in the Prinz Eugen were said to have been undisturbed for 19 years. Where electronic amplifiers are used, tubes must frequently be replaced as the result of shock and vibration.

The Japanese had nothing in radar or fire control which could compare favorably with ours except superior optical sights, which may have been adopted from Germany. Their large binoculars, used on bridges of ships at night during torpedo attacks, were so made as to give sharp contrast between an object and its background. Thus long range optical detection of a target was made possible even in darkness. But the superiority of our radar fire control equipment contributed to the sinking of numerous Jap combatant ships in night battles in the Solomons area in 1942 and 1943, and in the Battle of Leyte Gulf.

In underwater ordnance the enemy was in general superior at the beginning of the war, but again we caught up and surpassed her. Germany, waging a successful submarine war in the Atlantic during the black early days, used torpedoes similar to our own, and experienced almost identical problems in their operation. She used a homing torpedo of the acoustic type, attracted to the target by the sound of the propeller.

Although our mines were World War I models when this last war began, our mine blockade of Japan had helped bring that nation to its knees before the atom bombs were exploded. We had not only out-produced both enemy nations, but has so improved design of the mines that sweeping was not only difficult but in many cases impossible. We were the last nation in the world in type of nets and bombs we had available when the war began, but by the end of the war we had the only nets that cannot be penetrated by any known submarine or torpedo.

To fight submarines, depth charges were the only weapons available at the beginning of the war. The Hedgehog and Mousetrap, weapons adapted from the British, were developed during the war, and were used against
TRIPLE 5.9-INCH TURRET as fitted in light cruisers of the Koenigsberg class. Single mounts in the foreground are old Mark 3.5-inch dual purpose guns.

the Japanese in the Pacific. Because they reduce the need for the great amount of ship maneuvering required by depth charges, the weapons were found to be highly effective. The enemy did not have anything comparable in service use.

In aviation ordnance, again German equipment developed early was good, but wartime developments did not get into sufficient production to be really effective. The Norden bombsight developed by the U. S. Navy and used throughout the war was better than anything anyone else had. Our bomb- ers late in the war had radar equipped bomb sights which Germany never did have. Germany, however, was building no bombers late in the war; she was concentrating entirely on fighter planes.

Germany used the same type of non-computing gun sights for aviation as we did. Optically they were of typically excellent quality, although ours were of larger aperture, and hence more useful since they gave more eye freedom. Lead-computing sights, new during the war, provided a means of tracking a target smoothly and automatically. They were first used by the Allies, and the Germans were frantically trying to catch up at the end of the war.

Our caliber .50 aircraft guns (these and our 20-mm guns were developed under primary cognizance of the Army) are said to have won the air war in both the Pacific and European theaters. But the Germans were ahead of us in some aircraft guns. Their M.K. 108, a 30-mm designed solely for their ME 262 plane achieved a miracle of production. They designed and had the gun in production in nine months, a job that would normally take five years.

Aviation rockets were in general about equal so far as the U. S. and Germany were concerned. Ours were primarily air-to-ground rockets, and Germany had nothing to match our largest rockets of that type such as Tiny Tim. However, Germany did design rockets for air-to-air use, in which phase of rocket development the Allies lagged.

By 1945 Germany was using every possible device to fight off Allied bombers. At the end of the war that nation had some very advanced and untried scientific ideas in the field of aviation fire control. In their desperation they put such equipment into limited numbers of planes to see if it would work. This country has taken over such projects and is exploring their ideas to develop them fully.

In general, Jap aviation ordnance took ideas where possible from either Germany or the United States. So far as major items of ordnance were concerned, she developed nothing new; in some details, however, such as certain devices which are part of aircraft fire control equipment, she did produce some improvements, some of which were captured and adapted to our use.

As long as an Army and Navy are needed for the defense of this country, ordnance is of vital importance to the nation's protection. The atom bomb, ordnance experts agree, may change tactics and naval vessels, and may eliminate the need for some weapons and create the need for new devices. But it is also agreed generally that it will not be the only weapon of future wars.

While no forward looking, no real planning could be done in ordnance during wartime, real planning is being done now. Weapons needed at the present time to counteract known weapons already in existence are being developed. But the longer view is being taken into consideration too.

The whole process is slower than during wartime, for funds and personnel are limited. Industrial and educational institutions are being enlisted, but they cannot give as much time to such projects as they did during war. But planning and careful consideration are making the best possible use of all available facilities and personnel to safeguard the nation—to be sure the United States, if there should be a “next time,” will not be caught off guard as it was when the Japanese struck Pearl Harbor.

Official U. S. Army photograph

BAZOOKA, NAZI VERSION, is demonstrated by an American soldier in borrowed togs. This lethal weapon enabled infantry to ward off tank attacks.
GIDEON WELLES, luxuriantly be-whiskered Secretary of the Navy from 1861 to 1869, kept a voluminous diary of the bloody Civil War years, and frequently put pen to paper thereafter. Reminiscing 20 years after the conflict, he wrote that in 1861 David Glasgow Farragut "was not more prominent than others of his grade." He added that "those great qualities which have since been brought out were dormant. He had a good but not a conspicuous record."

What the Secretary wrote was true. Farragut's naval career was no royal highroad to a pinnacle of achievement. He had been skillful but not always lucky, kindly but not always diplomatic, efficient but not even uniformly successful. He had come up the hard way.

His mother died when he was seven years old, and the home was broken up. He was taken in by Capt. David Porter who treated him like a son thereafter (though there was never a legal adoption), and at the ripe age of nine, Farragut was appointed a midshipman and accompanied Porter on the Essex on that ship's famous raiding cruise around the Horn.

The romantic voyage of the Essex came to a bitter close with the bloody defeat of that ship by the British Phoebe and Cherub in the harbor of Valparaiso. Returned to the United States, Farragut subsequently shipped with Commodore Bainbridge to the Mediterranean, and on his return first failed, then passed his examinations to become a lieutenant. Followed marriage, the death of his first wife, remarriage and a son; duty in Brazil, the Carribean, the West Indies; illness and recurrent illness; action against pirates and Mexico; recognition as an ordnance expert; command of the new steam sloop Brooklyn; promotion, ultimately to captain. . . .

And now, with rumblings of civil war intruding upon the consciousness of the young Republic, David Glasgow Farragut was a 60-year-old naval officer with a good but not conspicuous record living with his family in Norfolk, Va., awaiting orders.

About six months after hostilities began, Farragut was ordered to active duty, but was disappointed to find himself a member of a board set up to review officers' fitness. In the meantime, however, the Navy was working on an ambitious plan which gave Farragut his opportunity to acquire lasting fame.

The plan was this: splitting the Confederacy through capture of the Mississippi River, to be initiated by capture of New Orleans from the south, and subsequently the strangling of the enemy by depriving him of all his ports. The South of the 1860s was the ideal target for such strategic aim—an agrarian district, it depended for its tools of war on imports, chiefly from the British Isles. The objective, then, was highly desirable; but could it be gained? Gideon Welles thought it could, and when Farragut was consulted he said he thought so too. He got the job.

In March 1862 Farragut was at the head of a fleet comprising 17 men-of-war—four ship-rigged screw steamers, one old side-wheeler, three large screw steamers, and nine smaller boats of the same sort. In addition he had a mortar flotilla of 20 ships under the command of Comdr. David Dixon Porter, son of Farragut's old commanding officer. On 23 March he wrote his wife in that somewhat stilted fashion of the 1860s, curiously suitable to Farragut's sober, straightforward nature: "I have now attained what I have been looking for all my life—a flag—and having attained it, all that is necessary to complete the scene is a victory. If I die in the attempt, it will only be what
THREE-SCORE YEARS was Farragut's term of service in U. S. Navy. He was appointed midshipman (left) at the age of nine, learned seamanship aboard the old Essex. After Mobile Bay he became country's first full admiral.

every officer has to expect. He who dies doing his duty to his country, and at peace with his God, has played out the drama of life to the best advantage."

The flag-officer's rather pessimistic forebodings were not borne out in the ensuing battle. The attack on New Orleans was made late in April, after a delay while the fleet waited in vain for Porter's mortar flotilla to reduce Forts St. Philip and Jackson.

Up the river steamed the fleet, over-riding a formidable barricade erected by the defenders, beating down weak naval opposition, outgunning the forts. Soon, the "Queen of the Gulf" was in Union hands.

For the next 14 months Farragut steamed up and down the Mississippi. He did not gain his every objective; sometimes his forces suffered serious losses; but in July 1863 when he turned over his command to Porter, President Lincoln was able to say with pardonable pride—and only slight exaggeration—that "the Father of Waters rolled unvexed to the sea."

Shortly thereafter Farragut went home on leave until January 1864. Then he returned to Southern waters, his objective one which he had long advocated and which could have been much more easily accomplished at an earlier date—the knockout of Mobile Bay.

The important manufacturing center of Mobile was protected by two strongholds, Fort Gaines and Fort Morgan, though the former could be largely discounted because two miles of shallow water prevented attacking ships from approaching it even if they wanted to. Fort Morgan, on the other hand, directly overlooked the narrow deep channel, which was in addition blocked by nearly 200 "torpedoes" as the anchored mines of that day were called, leaving an unobstructed passage only 100 yards wide. Twenty-three heavy and 46 light guns covered the approach and the torpedo field beyond.

To augment these rugged defenses, the Confederates had built and brought to Mobile the Tennesse, massive ironclad ram, the most powerful vessel ever to fly the Stars and Bars. This colossus was giving the wooden ships of the Union forces awaiting Farragut a bad case of jitters—"ram fever" they called it in 1864. The ironclad hulks never fully lived up to their promise during the Civil War: their big guns, dangerous ramming power, and nearly impervious defense were offset by slowness, unskillfulness, and frequent mechanical failures. Nonetheless, no one could prove that one ironclad ram could not sink a whole wooden fleet.

It was therefore with considerable relief that Farragut welcomed the iron monitor Manhattan which arrived in July; soon the Chieftain and Winnebago, similar vessels, joined him; and when on 4 August the ill-fated Teesnoah arrived, Farragut was ready.

The evening of that day it rained; after midnight it became clear and hot, with a breeze from the southwest. At 0900 it was clouding up, but the breeze still held, and the admiral said quietly, "We will go in this morning."

Go in they did, about 0600 on 5 Aug 1864. The overall plan was to run past the forts, defeat the Confederate naval force inside the bay, and reduce the two forts in cooperation with the army, after which Mobile would hang ripe for picking. Farragut gave much thought to his attack, finally deciding to send in his wooden ships in column, lashed together in pairs in the hope that if one ship were disabled her companion could tow her on into the bay; in the meantime, the four monitors were to form a column to starboard (toward Fort Morgan) and ahead of the rest.

Leading the column of monitors was the Teesnoah, Commod. T. A. Craven commanding; the lead ship of the wooden vessels was the Brooklyn (lashed to the Octorara) with Commod. James Alden in command, and Farragut's Hartford, under the command of Capt. Percival Drayton (lashed to the Medacomet) was next. At 0655 the Brooklyn opened fire with both turret guns, and the fort replied 10 minutes later, smartly directing its fire at the more distant Brooklyn. Admiral Franklin Buchanan, in charge of the Confederate fortresses at Tennesse near the channel at the rear of the torpedo field; Admiral Farragut climbed into the rigging of the Hartford for a good ringside view. The battle was joined.

At 0725 the attack, which had gone according to plan until then, met with serious complications. Farragut received the following message from Brooklyn: "Monitors are right ahead. We cannot go on without passing them. What shall we do? What had happened was that the Tecumseh had veered to port, the other monitors had followed her, and the sluggish ironclads now were blocking the passage of the speedier wooden ships. Farragut, probably beginning to feel keen misgivings at having allowed himself to be persuaded not to lead the column, signaled impatiently: "Go ahead."

Worse was to follow. Craven, ordered to go inside the buoy marking the eastern limit of the torpedo field, reckoned somehow that the order "must be a mistake." The ship ran...
just its breadth of beam to the westward—and struck a torpedo. It went down like a stone in less than 30 seconds.

Trapped in the pilot house of the sinking Tecumseh, the pilot—John Collins—and Craven met at the threshold leading into the turret and a chance for life. “Go ahead, captain!” cried Collins. “No, sir!” answered Craven, “After you, pilot!” Collins recalled, but Craven (ironical name) died along with 93 other men.

Now Comdr. Alden, appalled by the fate of the Tecumseh and sighting buoys ahead on which he had been using the channel to evade torpedoes, attempted to back his ship to keep clear; the single screw of the vessel churning the waterline. Meanwhile the monitors joined in, Manhattan finally registering an effective blow as a 15-inch shot laid open the port side of the Southern ship. But the real damage was done by Chickasaw, taking a position under Tennessee's stern and for half-an-hour smashing at the enemy with 11-inch shot at distances of from 10 to 50 yards.

Finally the stricken behemoth wallowed helpless. Twelve men aboard were dead, 10 wounded, when the Tennessee surrendered at 1000 and the battle of Mobile Bay came to an end...

The Confederate forts were soon reduced, though Mobile itself was not given up until the following spring; and Farragut went home to receive the thanks of his countrymen. He had outwitted the Great White Fleet of Southern ironclads, though he recognized their power. The ship struck Tennessee a glancing blow, and in maneuvering collided with Lackawanna, receiving a gash near the waterline. Meanwhile the monitors joined in, Manhattan finally registering an effective blow as a 15-inch shot laid open the port side of the Southern ship. But the real damage was done by Chickasaw, taking a position under Tennessee's stern and for half-an-hour smashing at the enemy with 11-inch shot at distances of from 10 to 50 yards.

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SCHOOL OF JUSTICE ESTABLISHED

In accordance with the Navy’s policy to insure all personnel a square deal, the School of Naval Justice has been established at the U. S. Naval Station, Port Hueneme, Calif.

Essential purpose of the school is to “provide intensive instruction in the fundamental principles of the naval disciplinary and court martial system and their practical application.” In periods of seven weeks length, 160 officers and 50 yeomen together will explore naval legal precepts and proceedings. The course will include the following:

- Introduction to naval law.
- Disciplinary powers of the commanding officer.
- Elements of offenses and drafting of charges and specifications.
- Jurisdiction of courts martial, trial procedure, and review.
- Rules of evidence.
- Misconduct and naval fact-finding bodies.

Administrative matters related to discipline.

Coordinated with the above will be a course for yeomen which includes training in advanced typing and shorthand. Theory is taught but placed second to practical work. Each student is supplied with the school text, Naval Justice, which he is permitted to retain as a guide for future reference.

Thus the officer will be better prepared to serve as a deck court officer, a member of a summary court or general court martial as a recorder, judge advocate or defense counsel, and the yeoman will gain a legal and technical knowledge necessary for a court reporter.

Personnel attending should be detailed by their COs and will be returned to the activity from which they came. All requests for attendance should be directed to the OIC of the U. S. Naval School (Naval Justice), Naval Station, Port Hueneme, Calif.

The first class convened 1 July. Additional classes will enter the school at eight week intervals. The Judge Advocate General of the Navy has stated that as many officers and men as possible should take the course in order to effect an overall improvement in the performance of disciplinary, court martial and other legal duties.

The school of justice is no sudden development; it began as far back as 1942 when the Bureau of Yards and Docks recognized the necessity for a course in naval law for all officers and men of the preembarking construction battalions and other naval advance base units stationed in the Pacific. Accordingly, BuDocks initiated a naval courts and boards training course at the ABRB, Port Hueneme. As the war progressed and the Navy expanded, the need for adequately trained legal personnel became apparent.

As a result, in July 1945 the school was enlarged and established as a separate command supplying many men from all types of units with a two weeks indoctrination of naval law. One year later, having proved its value to the Navy as a whole, the school was moved to permanent quarters and the course was lengthened to seven weeks. In line with the Navy’s plan for postwar continuance and development, it was formally dedicated on 29-30 June.

OFFICERS AND MEN of the Navy descend steps of School of Justice at Port Hueneme, Calif. School opened as permanent activity on 1 July.

NO LONGER will Navy men run aground on “rocks and shoals” simply because their maps and charts are not up-to-date, nor will they be stranded for lack of knowledge on the part of those whose job it is to get them off. For the Navy is overhauling its legal procedure and modernizing the Articles for the Government of the Navy, based largely on the course of naval justice since 1862.

In June 1945 when Rommel had just been chased out of Africa, when Halsey had only begun to hammer Japan’s Pacific strongholds, and when you could buy meat if you had the red points, the Navy began work on this project which at the time rated few headlines. Culmination of the three-year job came this year with a report submitted to the Secretary of the Navy by a special civilian-naval board.

To insure more justice under law for all accused men, the report made the following recommendations:

- Separation of the functions of the trial judge advocate and prosecutor in court martial procedure.
- Clarification of what persons are subject to naval courts in what places and for what offenses.
- Reduction in the number of general courts martial by empowering summary courts to impose more severe penalties.
- Reduction of the maximum number of members of a general court martial from 13 to 9—the minimum to remain at five.
- Establishment of a board of review, composed of at least one civilian with a legal background, one naval lawyer and one or more general service officers “of mature judgment” to review high penalty and complicated cases.

Generally, in the opinion of the board, the disciplinary system of the Navy has functioned at a high level. Most of the board’s criticism was directed against the court martial procedure and the lack of adequately trained personnel to administer it. All proposals were made in the interest of insuring greater protection of the rights of the accused.

“The objective,” said Arthur Ballantine, New York lawyer who headed the board, “is the fullest possible reconciliation of the responsibilities of command with the fundamental safeguards of the rights of the individual.”

A step in the right direction in the attainment of this goal, the board believes, would be separation of the functions of the trial judge advocate and the prosecutor. Under present practice one officer handles both these duties. It is suggested that an officer qualified in law and specially trained be appointed as the trial judge advocate to advise the court, the prosecutor and the accused impartially on all questions regarding law and procedure, and for what offenses.

In any case where the court does not follow the advice of the judge advocate with respect to
law and procedure, a notation and the reason for the rejection would be made in the record.

Another recommendation of the board was to increase the punishment powers of summary courts, thus relieving the general courts of much of the work load. The board suggested scaling up the punishments which a summary court may give to confinement for six months. This will close the gap in the punishment scale and allow the summary courts to handle more cases than heretofore.

At the present time a summary court is authorized to award sentences of confinement not exceeding two months and loss of pay not exceeding three months. Summary courts also can give a bad conduct discharge. However, they are not empowered to award both a BCD and a sentence of confinement. Thus in some cases where a BCD is later mitigated, the offender escapes adequate punishment. Morale is undoubtedly affected and the interests of justice are not best served. Accordingly, it was proposed that a summary court should be enabled to award a sentence of confinement and loss of pay in addition to a BCD.

A previous report submitted by the Ballantine committee in 1943 concerned itself with the expedition of procedure, simplification and provisions for more uniformity of sentences. Some of these recommendations were adopted by the Navy under the wartime powers of the Secretary, and some have been incorporated into new legislation.

One of the most significant was the suggestion that commandants of naval districts in the United States be granted the same authority to convene general courts martial as that held by commanding officers of certain forces outside the country. Formerly, authorization for the trial and for approval of sentence had to be given by SecNav after processing through the offices of JAG and BuPers. During this time the accused would ordinarily be confined and confinement time would not count on a possible ultimate sentence. Now commandants would convene a general court on the spot, prefer charges, make out specifications, and the man could be tried and his sentence made effective with little delay.

Another recommendation of the original committee was the publication of a table of suggested punishments for the more common offenses, particularly AOL and AWOL. While no one will deny that individual circumstances alter cases considerably, the board felt the cause of justice was not advanced when an offender is punished a great deal more, or less, than others who have committed similar offenses.

In view of the fact that a large number of reserve officers with legal training are now leaving the service, the second Ballantine report recommended the creation of a group of
SEA LAW RUGGED IN OLD DAYS

Naval justice was at its roughest during the days of Richard the Lionhearted. In 1190 he drew up these rules, the first made by an English king to apply specifically to discipline on naval ships:

- Anyone that should kill another on board ship should be tied to the dead body and thrown into the sea.
- Anyone that should kill another on land should be tied to the dead body and buried with it in the earth.
- Anyone lawfully convicted of drawing a knife or other weapon with intent to strike another, or of striking another so as to draw blood, should lose his hand.
- Anyone striking with the hand, no less than a hundred lashes, should be tied three times into the sea.
- Anyone uttering opprobrious or contumelious words to the insulting or cursing of another should, on each occasion, pay one ounce of silver to the injured person.

Rear Admiral O. S. Colclough, USN, the Judge Advocate General of the Navy, stated: "It would be a grave mistake to believe that modernization of the Articles for the Government of the Navy, overhauling of procedural rules, and the issuance of a new military law manual would guarantee the highest degree of naval justice. Rather, we must all recognize the fact that no system, no matter how well conceived, will be any better than the legal ability of those charged with administering it."

The Navy would be the last to deny that injustices were committed during the war years. It has not been insensitive to its responsibilities in the field of naval justice either during the war or in peace. For example, prisoners in confinement as the result of a general court martial sentence have their cases considered by the Naval Clemency and Prison Inspection Board. This body studies the applications for clemency and restoration to duty of men presently in confinement, naval prisoners and discipline in general.

As of the first of this year, 80 per cent of all persons whose cases were reviewed had been restored to duty. About four out of five had completed their term of probation and thereby upon separation wiped the stigma of a BCD or a DD from their records. Upon discharge from the service they are entitled to a discharge "under honorable conditions" and all benefits which accrue to a veteran.

To insure justice further all cases which have been passed through the Clemency Board but on which restoration or discharge have been disapproved will be reviewed by a special body—the General Court Martial Sentence Review Board. This group is currently reviewing the sentences of all naval personnel now in confinement who were tried and sentenced by general courts prior to 1 Sept 1945. Its function is to correct any injustices committed under the stress of war. It is a special short term project consisting of a carefully selected group of men headed by Professor Arthur J. Keeffe, professor of law at Cornell University. This board assumes the point of view of the original sentencing courts in reviewing a case which has been thoroughly prepared and investigated.

Another body—The Board of Review, Discharges and Dismissals—was established by the Secretary of the Navy in 1944 in accordance with the provisions of the GI Bill of Rights. It also attempts to rectify any miscarriage of justice that may have occurred heretofore. This board is authorized to review, upon its own motion or upon request of the individual former officer or enlisted man or woman or his representative, any separation other than honorable from the Navy except those brought about as the result of a general court martial.

The Navy has initiated legislation to extend this review to all general court martial discharges and dismissals since the beginning of the war. If such legislation is passed SecNav would have the authority to change, upon recommendation, a DD or a BCD imposed by a general court martial, though the recipient is no longer in the service.

A final aspect of naval justice has to do with prevention of violations. Since a large percentage of men awarded extended sentences by general courts have had one or more previous convictions, it is clear that cutting down repeated offenses is important. With this end in view naval places of confinement have now been classified into three types.

- Disciplinary barracks for the detention of persons awaiting disposition and for confinement of general court martial prisoners. The sentences of those of moderate length who do not qualify for a retraining command.
- Retraining commands for general court military offenders who offer the best prospects for restoration to duty.
- Brig for detentioners and persons serving confinement sentences other than by general court martial.

Of these the retraining commands and disciplinary barracks present a

TWO POINTS to be considered for any prisoners are physical condition and morale. Basketball helps both.
departure from traditional Navy confinement activities. These innovations have proved so valuable in salvaging men that the Navy has adopted it for peacetime use. Designed as minimum-security activities for the most tractable offenders, particular care is taken to restore to duty men benefited by their period of confinement. In all places of confinement, the Navy has consistently emphasized rehabilitation above mere punishment.

Always keeping as its goal the ideal of returning every man to duty as a better-than-average sailor, the Navy stresses physical and mental conditioning. The program followed is one of useful productivity, not "made work," and construction of material—cargo nets and fenders, for instance—and salvage of athletic equipment have saved thousands of dollars.

But in the last analysis, the test of the program is the subsequent record of the men themselves; and four out of five men returned to active duty make good.

**NAVY PLAYS PART SEEKING OUT WAR CRIMINALS**

The *Jean Nicolet*, U. S. merchant ship, was enroute on 2 July 1944 to Columbo, Ceylon, with 100 persons on board. At 1915, without warning, she was torpedoed, and all aboard abandoned ship. The survivors—these 100 people, only 23 survived.

A Jap sub surfaced and cruised among the life boats and rafts, machine-gunned them and ordered survivors to board the sub. As they came on board, each survivor was stripped of his valuables and the Japs tied their hands behind their backs with wire and rope. Of the 95 who climbed upon the sub's deck, 65 were clubbed and beaten to death. An Allied plane forced the sub to submerge, leaving the 30 survivors floundering in the water, and only 23 were left when a small British vessel picked them up. The list of dead included 31 U. S. Merchant Mariners, 18 U. S. Navy armed guard men, four civilians, seven Navy technicians and 17 soldiers.

This is only one of many atrocities Japanese and Germans are accused of committing during the war. To track down and bring to justice the men responsible for war crimes, the United Nation War Crimes Commission recommended that member nations establish War Crimes Offices in their respective countries.

Eleven Allied nations have each set up tribunals to bring to justice the men responsible for these horrors of World War II. Although the investigation and prosecution of these accused war criminals is under the supervision of the Army, the Navy also plays a major role in bringing them to justice. The Navy has provided translators, investigators, defense and prosecution lawyers, information for investigations and trials and many other necessary services.

A typical case in the European theatre the War Crimes Office has been concerned with is the "Malmedy Massacre" in Belgium during the Battle of the Bulge. In this case American troops were pressing a detachment of German troops who held a group of American prisoners. It became evident to the Germans that they had better be moving. When the U. S. troops arrived, they discovered the bodies of the Americans, with their hands and feet tied, riddled with bullets. The War Crimes Office was notified, and an investigation was immediately begun.

By going through intelligence files and by screening 350,000 captured Germans, it was determined exactly what company was in that area at that particular time, and exactly which men were in that company. Out of the 350,000 men screened, confessions were obtained from three or four, and the men actually responsible for the massacre are being prosecuted.

To enable them to bring to justice every person accused of atrocities such as these, the War Crimes Office asks that any person who has information about an alleged war crime submit this information to the War Crimes Branch, Civil Affairs Division, Pentagon Building, Washington, D. C.

**DAY OF RECKONING** comes for Jap atrocity suspects as they are led to bar in Far Eastern War Crimes court. Navy legal personnel assist in trials.

*Work on hobbies, such as that shown here at Great Lakes, Ill., not only gives prisoners creative work, but produces useful models for Navy training.*
SERIOUS TROUBLE can be caused in landing operations if surf conditions are miscalculated. Attempting to land on beach at Iwo Jima this LCM is being broached by surf. Outgoing tide will leave boat high, dry and helpless.

NAVY FORECASTS of surf conditions on enemy beaches 24 hours in advance of D-days are credited with reducing the cost in men and ships of amphibious operations on opposite sides of the world. Surf forecasts made possible the initial landings of the late General George S. Patton, Jr., and the 7th Army at Gela, Sicily, with little opposition in July, 1943. A storm had made the surf too rough for landings. The enemy expected the surf to run high for a considerable time, the usual aftermath of a period of high winds. However, the Navy's oceanographic and weather information indicated that in this instance the surf would quickly subside. The invasion fleet moved accordingly and the enemy was taken by surprise. The forecasting of surf conditions 24 hours in advance became common practice during the war, and under favorable conditions reliable predictions were made with an even greater time advantage.

Much of the basic research behind oceanographic advances was conducted by the Woods Hole (Mass.) Oceanographic Institution and the University of California Scripps Institution of Oceanography at La Jolla. Contributions, particularly in the development of instruments, were made by the University of California College of Engineering, Berkeley, and the Navy Electronics Laboratory at San Diego, Calif. The Navy Photographic Interpretation Center, Anacostia, D.C., advanced the use of aerial photographs for depth determination. The Army Engineers' Beach Erosion Board supplied research facilities. The Navy Hydrographic Office contributed to the publication of results in practical form for use by the fleet.

Oceanographer's Study of Tide Conditions Cut Loss of Men, Ships in Amphibious Operations Against Enemy Beaches

Among unique instruments developed to gather data of value in forecasting was a wave-measuring radio buoy which Navy planes, before VJ-Day, were ready to drop in Japanese waters. A large flat disc suspended below the buoy prevents it from rising and falling with the passing waves. Changes in water pressure automatically stimulate a submerged recording device, while radio signals are sent to a plane above. After 20 minutes of radio transmission, the buoy sinks itself to avoid recovery by the enemy.

Another device was a pressure-operated recorder for measuring waves and tides a short distance off shore. In friendly waters its signals are sent to land by wire as electrical impulses. In enemy waters the recorder is equipped to make a self-contained record. A supply of the recorders for use in Japanese waters was ready for Demolition and Reconnaissance Team "frog men" to plant one night and recover the next.

Weather forecasting from wave information is possible because waves outrun the storms that generate them. Studies show that Atlantic hurricanes and Pacific typhoons which move along at 10 to 15 knots usually generate waves that run ahead of the storms at 20 to 25 knots and sometimes travel more than 5,000 miles. From knowledge of weather in the region where an amphibious attack was planned, it was possible to predict waves just off the assault beach. But to forecast surf—the size of the breakers, their location and their frequency—it was necessary to know the depth of the water on the beach, the slope of the beach and other topographical features. This data was obtained through photographic reconnaissance. Overlapping pictures were taken every few seconds from a high-flying plane. By comparing the overlapped areas, trained photographic interpreters measured the distance the wave crests advanced between pictures to determine the speed of the waves. This information then was applied to special graphs to obtain depth readings.

Another photographic method of quick depth determination, developed by Navy Photographic Interpretation, depends on photographing the bottom through calm, clear water. The plane flies low. A strip of film is pulled rapidly past two slits without shutters in opposite ends of the camera. When the print is viewed with a special lens, there is a strong stereoscopic...
effect which brings out in sharp relief changes in depth and bottom features.

The Navy expects to continue its oceanographic research and to establish permanent recording stations in areas where hurricanes and typhoons cause destructive waves far from their sources. Information obtained from waves is especially valuable in typhoon and hurricane forecasting because it often comes from distant waters from which no other data can be secured. Islanders in typhoon areas know that a certain kind of surf indicates a typhoon is in the vicinity.

The method of determining water depth from aerial photographs is being put to peacetime use by the British in surveying inaccessible areas off the coast of Africa. The new knowledge of waves and surf will be of value in drilling off shore for underwater coastal oil and in protecting beaches and harbors.

The Navy's surf predictions were based on carefully interpreted weather data and on knowledge of the topography of the enemy beach obtained from aerial photographs or from Navy underwater demolition team swimmers. Weather forecasting in areas where insufficient meteorological data was available from ships and planes was aided by shore station studies of ocean waves which ran ahead of distant storms.

The wartime advances in oceanography, which also included the new system of charting shallow water areas by aerial photography, followed in the Navy tradition of Commodore Matthew Fontaine Maury who charted winds and ocean currents a century ago. They were based on extensive research by several laboratories under the coordination of the Bureau of Ships and the Hydrographic Office of the Navy Department, and were applied in operations by the Navy Aerological Service.

The relation between speed of the waves and depth of the water is tested by this machine. Information received is invaluable in storm areas.

Small waves in this picture are generated by machines and measured against grid painted on side of the pool. Experiments such as this with artificial waves are an important part of basic research necessary for surf forecasting.
This Sounds Fishy

The old saying is that a surprised sailor is an oddity, but back in the days when the "four pipers" used to drop their hooks or tie up at the buoys off the 5th Street landing in San Diego, a young cox'n received the surprise of his life.

Hitting the deck at reveille, the cox'n having the running boat duty, dashed madly to the quarter boom and, like a fireman manning the ladder at a fire in a tall building, he climbed down the jacob's ladder into his boat.

Everything went along fine for the first few seconds. His gear was secure. Everything was in shipshape order ready for the morning trip when he decided to take a look at the bow painter.

Imagine his surprise when, seated on a thwart, was a seal unmindful of the world about him, taking a siesta.

After You, Alphonse

Question of precedence and seniority came up a while back in Seattle when one of the demobilizers demobilized a demobilizer and the man being demobilized demobilized the demobilizer.

All the confusion resulted when M. A. Fritschle, Slc, head of a separation section, and his assistant, W. K. Broman, Slc, both became eligible for ruptured ducks at the same time.

But the fellows solved the problem themselves. With a small ceremony to baptize them back into civilian life, they demobilized each other.

New Signal Book

Some time last spring when the Pacific Fleet was reconverting to the necessary but dull task of maneuvering in formation, the skipper of a destroyer applied a little psychology in his attempt to have the monotonous evolutions knocked off.

At least that's the way it sounds, for at the completion of what seemed to be the ten-thousandth "turn-one-eight" he flashed the following message to the OTC, information all ships.

"Attention is invited to Hebrews, Chapter XIII, Verse 8."

On board each destroyer a scurry took place for the ship's Bible; the reference the other captains read was: "Jesus Christ, the same yesterday, and today, and forever."

Padreward

Chaplain Monroe Drew, Jr., USNE, made one of those long, seemingly hopeless journeys crisscrossing the Pacific in search of his ship, and one of the stops he made was aboard the USS Heywood L. Edwards (DD 663) which had never had a sky pilot aboard.

The novelty of having a real live chaplain aboard apparently overwhelmed the crew, for when he left he was awarded the following citation unique in the annals of heraldry:

"For his patience, perseverance and understanding while aboard the destroyer USS Heywood L. Edwards. By his constant devotion to duty and untiring zeal he aided materially in maintaining the morale of the crew. His untiring efforts in keeping the ice-box temperature up to a maximum saved many tiresome hours of defrosting. His conduct throughout was in keeping with the highest tradition of the United States Naval Service."

Commendation ribbon was authorized, and the letter included a forged signature of Admiral Nimitz.

Cut It Out!

What with "Operation Thiasanthat" and "Operation Tother" a limit had to be reached sometime. It has.

Seems a sailor returned wan and fidgety from sick bay to tell his division officer he was to report the following morning to a naval hospital.

"Whatever for?" queried the boss.

"Operation operation," wailed the seaman.
It's Still Goodby

Seems the original edition of the Japanese phrase book has become outdated, with its practical hints on how to get a glass of water or tell the natives you're an American. From reports filtering back from Nippon, the Japs know that Americans get plenty of water aboard ship, and they also have found how to tell a U.S. uniform.

Anyway, there's a new and enlarged book on the press that is planned to cover situations arisen since last September. Included are all sorts of conversational helps like: "You're very pretty," "How about a date?" "Where will I meet you?" and an introduction into the polite way of bidding farewell.

Salvaged: One Sawbuck

From the Separation Center at Shoemaker, Calif., comes word that the Navy is richer by $10 and that Diogenes can put out his lantern and knock off his search for an honest man.

The following letter with enclosed sawbuck was in the mail one morning:

Dear Sir:
The enclosed money was paid to me in error. I am returning it.
The Navy always used me right & it's on my conscience.
Ex-Sailor.

It's the Nuts

Courtesy of the old China Station, "cumshaw" has entered the American language as a word denoting free-will offerings or minor graft. It comes from a Chinese phrase—"kum-sha"—meaning "many thanks" or "give me," an expression used by beggars.

But you could hardly expect a seaman making his first liberty in Tsingtao to have been indoctrinated into these intricacies. On the dock were boys selling varieties of merchandise; and, when the seaman saw one shouting, "Hey, Joe, peanuts!" he held out his hand and said "kum-sha."

The junior salesman passed him the peanuts, but when the seaman tried to pay, he wouldn't accept the money. After all, beggars say "kum-sha" when making a touch, and who was he to refuse a poor sailor.

Service in the Service

Proving that time erases all pain, even the strain of aching backs and ruptured kidneys, a horde of veterans estimated as high as 10,000 stormed the Benicia Arsenal in California to attend a mammoth jeep sale.

Peter Bosko, the first purchaser, proved he was willing to let bygones be bygones by standing in line since the day before to get first crack at the 1,588 lizzies. He knew what he wanted—a tin steed priced between the $99 minimum and the $700 cream of the crop. He got one at $250.40.

But as the beaming owner started to drive off, a recurrence of long-remembered woes shook his dream of cheap, efficient transportation. He'd hardly arrived at the spot where the American Legion Auxiliary had set up a field kitchen when the jeep snorted.

Service the like of which was rarely seen in the service came to his rescue, though, and a couple of mechanics dashed out to make minor adjustments that sent Bosko driving off again.

It's Night School—7:50 p.m.

Proving that the Navy isn't the only spot in life where there's a form around every corner—SandA 71, page 9, NavPers 310-A, or even feminine—is the yarn of the naval separatee who was being indoctrinated into Veterans' Administration Form 1950.

The ESO asked: "Do you have any questions?"

But his satisfaction vanished when the ex-sailor replied: "You bet. I want to go to school this next September. And here you give me this paper that says I have to wait until 1950!"
THE WORD
Frank, Authentic Advance Information On Policy—Straight From Headquarters

PROPOSED QUALIFICATIONS

for ratings in the new, streamlined postwar structure were mailed to each emergency service rate within each qualifications proposed were those to be in final form by about 1 September used in connection with all petty officer ratings, except exclusive emergency service (warranty) rates, and included those for pay grade b non petty officer ratings (seaman, airman, etc.). For details on the proposed postwar rating structure, see ALL HANDS, July 1946, p. 67.

Implementing the proposed rate structure, the new qualifications are designed to channel men into logically developed naval careers, and at the same time make them of greatest use to the Navy under peace and war conditions. All pacetime general service ratings would be broken down in wartime to emergency service ratings in which the specific abilities of each man would be used to the fullest extent. In make-up the new qualifications are radically different from the old. Rate for rate, war experience and everyone except petty officer ratings are grouped under .200. A new feature termed “Normal Path of Advancement to Warrant Grade” accompanies each rating qualification sheet and is numbered .300. In addition, a few rates include the number .400 for test instructions and miscellaneous qualifications.

Each sheet is keyed to show at a glance how the various practical factors, examination subjects, etc., are applicable to the various pay grades in each rate and in each emergency service rate (see table).

A new section, “Military Requirements for All Men in the Navy,” is intended to replace BuPers Manual Arts, D-5203 and D-5204, which covered fundamental knowledge and petty officer requirements, respectively. Like the other qualifications, the sheets listing the new “military requirements” are keyed for quick reference, to determine to which pay grade each requirement applies.

The following table illustrates how the rating qualifications sheets are “keyed” to show the applicable rates. The example used is taken from the examination subject section of the boatswain’s mate sheet, as proposed.

FAMILY ALLOWANCE benefits, in case you were wondering, are not about to be cut off.

Any enlisted man with dependents, regardless of his enlistment date, is eligible for these benefits for the “duration and six.” Date of termination of the emergency is, of course, anybody’s guess. It now seems unlikely that the present Congress will do anything about it. Assuming, therefore, that the new Congress legislates the emergency out of existence as of January 1947, family allowance benefits still would go on for six months. At the end of the emergency the benefit will end for all whose enlistment date is 1 July 1946 or after. For all others, the benefits will be discontinued at termination of their enlistments.

One benefit plan proposed and sponsored by BuPers asked for continuation of family allowance until 1962.

APPLICABLE RATES

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<td>Safety precautions to be observed in handling of cargo Mechanical advantage of each form of tackle. Rules to follow when working with manila and wire rope in handling heavy weights, including breaking strain of the major types of wire and manila rope. General rules for stowage of all material and equipment. Various types of rigger and thumb splices for the repair of Tarps and other forces.</td>
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NAVY V-5 AND V-12 program took more definite form as legislation to make them permanent passed the Senate in the form of a bill to provide generally for the training of naval officers.

Favorable and speedy action is anticipated on the bill. (For previous information on this, the Holloway Plan, see ALL HANDS, July 1946.)

The bill provides that:

1. Applicants with educational qualifications, upon satisfactory completion of flight training, be designated naval aviators and ordered to duty involving flying.

2. Any male citizen of the U.S. not more than 25 years old may be commissioned as ensign in the Navy or second lieutenant in the Marine Corps, who shall have completed satisfactorily a four-year course at an accredited college or university, or any enlisted man of the Navy or Marine Corps who shall demonstrate by test that he has attained an educational level to that of an individual who has satisfactorily completed four-year course at an accredited regular Navy university.

3. Staff corps officers will be selected by a board of officers of the corps concerned.

4. Upon termination of regular commission each aviator then under the program who accepts a commission in the naval or marine reserves may apply for retention at the rate of $100 for each calendar month during which he pursues full-time instruction at an accredited college or university, total retention pay not to exceed $1,000.

5. SecNav may provide for payment of all expenses incident to the administration of this Act, including but not limited to, payment for tuition, fees, books and laboratory.


7. Each midshipman and naval aviation officer candidate will be required to sign an agreement that, if his resignation from a commissioned status in the regular Navy or Marine Corps is accepted prior to the sixth anniversary of the date of rank stated in his original commission in the regular Navy or Marine Corps, he will accept a reserve commission and will not resign that commission prior to such sixth anniversary.

8. The President may appoint annually 75 midshipmen to the Naval Academy from among the sons of Navy, Army and Marine Corps personnel in addition to appointments now authorized.

NAVY GRIDMEN will combine early fall practice with aviation instruction late this month. The Annapolis football team was scheduled to go to NAAS, Martha’s Vineyard, Mass., for two weeks of workouts and air training.

Navy Coach Capt. Tom Hamilton, USN, announced the trip, which was bailed as probably the highest grid club any where a grid club has combined football and flight school. Effects of the new combination will be watched with interest when Capt. Hamilton unveils his team’s attack schedule of the season against Villanova at Annapolis on 28 September.

ALL HANDS
A NEW RATE
which eventually may offer considerable opportunity for technical training, is under consideration by the aid of the Office of Research and Inventions. The new rate is termed, in the proposed postwar rating structure, "training device (TD) rate", and would carry the abbreviation TD. (For latest information on the new rate structure, see story on "qualifications" on previous page).

The rating TD would, as planned, absorb the functions of such wartime ratings as SAD, SFG, SPTLT and those SPTs whose were cephalic navigational "TDs". The structure would not, automatically, absorb personnel from those previous rates. All personnel would have to qualify in the new rate.

A considerable need for men trained in this field grew up in the wartime Navy and will certainly continue in the "push button" Navy of the future, in which the main barges of war and the training devices which teach the use of the machines grow ever more complicated. The plans for establishment of these devices, however, in preliminary form only. An early estimate was that the Navy might use as many as 2,000 TDs.

TDs would find duty at nearly all shore stations and air stations, and aboard many of the larger Fleet units, maintaining and repairing training devices and acting as instructors on the devices.

Current plans call for three levels of schooling. Class A schools would offer about a 10-week course in basic training and practice on the simpler devices. Class B schools would train TDs to handle more complicated devices, and include considerably more instructor training. Class C schools might offer training in the most complicated and specialized training devices, including Link celestial navigation, aerial target and operational flight trainers. TDs might receive training in all three schools, or might be assigned to after completion of one or more of the courses. ORI is affording considerable assistance to BuPers in setting up the technical aspects of the schools. SADs were trained at the same rates of the ORI during the war, and the school was since disbanded, but the new schools may be set up at the old SAD school. It is probable that some training will be carried on in other locations.

Because of the urgent need for these personnel, training will be set up at the earliest possible time. However, the rating TD will not even exist until about 1 Jan 1948, when the postwar rating structure goes into effect. In the meantime schools graduates might be rated as SADs or specialists or otherwise designated, and would change over to the TD rate after January 1948.

Qualifications for the rating TD have been set up in the proposed postwar rating structure, which probably will be sent out to the Fleet in final form next month. Like other rates in the structure, TD is a general service rate for skilled or unskilled personnel. The rate would be split into several emergency service ratings, and each individual would be given emergency service designation according to his particular abilities. Emergency service TD ratings have been established: TDR (repairmen, non-aviation), TDI (instructors, non-aviation), TDF (repairman, aviation) and TDU (instructors, aviation).

HOUSING FOR PERSONNEL
at home and abroad is a subject of active interest in the Navy Department these days. Plans are being prepared for the construction of housing at bases within the continental limits and overseas. Funds have been allocated, and more were included in the Navy's 1947 fiscal appropriation. Naturally, progress in the housing program is being hampered by the same factors which have made civilian housing a nationwide headache.

To insure that when housing is built it will be in the areas of most critical need, CNO now is examining the results of its recent survey of on-station housing at continental stations (see ALL HANDS, June 1946, p. 48). Procedures are for CNO to determine areas of need and recommend them to SecNav as such, and SecNav then gives his go-ahead to the Bureau of Yards and Docks authorizing that Bureau to spend the money. BuDoD has responsibility for the letting of contracts and the actual construction.

Considerable sums of money have been delegated for housing. From funds on hand the Navy has allocated about $50,000,000 for construction of needed dwellings at stations within the continental limits. And the 1947 Navy appropriation act includes housing in its provisions. The Federal Bureau of the Budget had recommended to Congress appropriations of $7,755,000 for construction of 422 married officers' quarters and 410 married enlisted men's quarters within the continental limits, and sums for reconstruction overseas as follows: Barracks for 8,210 men, $16,- 420,000; BOGs for 600 officers, $3,180, 000; married officers for 420 families, $6,300,000; and married enlisted men's quarters for 1,065 families, $9,052,000.

LEGISLATIVE ROUNDUP

Aid to China—(Public Law 512)—Provides assistance to China in augmenting a naval establishment; not more than 271 small vessels excess to U.S. naval needs will be sold or transferred to China; no aircraft carriers will be transferred to China without specific authority of Congress; signed by President 16 July.

Science Foundation—(HR 6448)—Navy-supported bill to establish National Science Foundation considered by House subcommittee of Interstate and Foreign Commerce; Public Health subcommittee recommended bill to full committee.

Research—(HR 5911)—Bill to establish an Office of Research in the Navy Department; passed House; passed Senate with amendments 17 July; back to House for reconsideration.

Naval Reserve—(S 2437)—Bill to amend Naval Reserve Act of 1938 to extend certain benefits to naval personnel engaged in training duty prior to official termination of World War II; companion bill (HR 7039) introduced in House; both bills favorably reported by Committees 17 July.

Fiances—(Public Law 371)—Facilitates admission into U.S. of alien fiancés or fiancées of members of armed forces of U.S.; signed by President 29 June.

Reserve Retirement—(S 389)—Would revise basis and rate of retirement of members of retired list of Naval Reserve; now in Senate Naval Affairs Committee; Navy is studying a broader and more equitable proposal for retirement of Naval Reserve personnel, therefore has recommended against enactment of S 389.

Navy Nurses are needed, and the Navy is prepared to commission any eligible or qualified candidates of the Naval Corps, U.S. Navy, with temporary rank. Legislation is being drafted, according to Alnav 365-46 (NDB, 15 July), looking to establishment of the Nurse Corps by a Staff Corps under the active Navy with full rank from ensign to captain and providing pay, allowances and benefits accordingly.

BuMed asks that any reserve nurse eligible for transfer under Alnav 279-45 (NDB, 30 September) investigate "the advantages of a career in the regular Navy Nurse Corps with pay, allowances and privileges as contrasted with civilian, private, or institutional nursing." Such candidates are urged to submit immediately their applications for transfer. Inquiries concerning transfer should be submitted to BuMed.

Nurses of the active and inactive reserve whose requests for transfer have been given favorable consideration will be transferred.

BuMed further informs registered nurses in civilian life that the Navy desires their services and asks them to consult their local offices of Naval Officer Procurement on the matter.

Send ALL HANDS
Word on Addresses

Copies of ALL HANDS returned to BuPers because of obsolete addresses indicate that present methods of keeping the mailing list up-to-date are inadequate. Activities which keep pace with the rapid roll-up of naval activities. It is requested that commanding officers of ships and stations be notified by notifying the Director, Informational Services Division, BuPers, when ALL HANDS is no longer required. Activities receiving the magazine in excess of present needs because of reduced complements also are requested to forward this information.

AUGUST 1946
IN ONE of the books reviewed on this page, Somerset Maugham writes: "If readers wish to inform themselves of the pressing problems of the day, they will do better to read, not novels, but the books which specifically deal with them." This advice, good as it may be, is not widely followed for novels—Mr. Maugham's, for instance—will always be popular appeal more than the most instructive analytical writings. And don't think Mr. Maugham isn't aware of this.

Many of us have learned at least as much revolutionary history from Kenneth Roberts as we did from textbooks; and our parents and grandparents got their English history from Sir Walter Scott. Gone With the Wind helped give the word on the warring and reconstructed South, and even Forever Amber (yessah man!) would, if you looked at it that way, cast some light on the days of Charles II.

The following volumes make history—American and European, Renaissance and modern alive. They are being forwarded by B&HMS to ship and station libraries.

In these United States

- "Still to the West" by Nard Jones; Dodd, Mead and Company, $2.75.

This book of broad scope—the first written by the author since his service as a Naval Reserve officer during the war years—returns back to the old West and rises to a climax just prior to World War II. There are characters to remember—old Oregon O'Malley; his son, a watchman's version of a lodger man; and his granddaughter who has the courage to break with the past and so follow David Morse into a new life.

The background is the country lying between the Cascades and Rockies, and particularly the new land and new people created by the Grand Coulee Dam, the biggest thing ever built by man.

- "Long Storm" by Ernest Haycox; Little, Brown and Company, $2.50.

Portland, Ore., during the days of the Civil War would have been a good liberty town; 55 saloons were available to a population of 6,000. In this bracing, booming frontier city is set a typical hardhitting Haycox romance of adventure, centered about Adam Musick, captain of the Daisy McGovern. He loses his flight to buck the monopoly held on river traffic by the Navigation Company; but he wins in a larger struggle—against Floyd Ringrose, leader of the Conperhead organization, Knights of the Golden Circle—and he wins the right girl.

- "The Unterrified" by Constance Robertson; Henry Holt and Company, $3.00.

No appeasers or enemy sympathizers were able to stem the orderly administration of selective service in the past war. In New York City in July 1863 it was a different story. There and then anti-draft mobs for three days controlled the city, laying waste two million dollars worth of property and causing 1,000 deaths; the government, though successful in quelling the riots, was forced to suspend the draft until the following August.

In those tempestuous times is laid the story of the King family, bound in a web of apprehension, espionage and treachery. But Miss Robertson's best efforts fail to vitalize her fictional characters; the meat of the book is its excellent picture of an unsavory period in American history.

Of Princes and Prelates

- "Then and Now" by W. Somerset Maugham; Doubleday and Company, $2.50.

In this book, the Literary Guild's June selection, one of the leading fiction craftsmen of our time tells a story of amorous and political chicanery against a backdrop of Renaissance Florence. The central characters are a protege of Machiavelli and the notorious Italian statesman himself; the latter formulates the ideas he later set forth in The Prince while attempting to ascertain the intentions of Caesar Borgia.

It has become the fashion of late to apologize (in the original sense of the word) for Machiavelli's exposition of power politics, and Mr. Maugham presents that astute man's ideas with great clarity if not necessarily with sympathy.

On the last page, the author has Machiavelli say: "It is well to have right on our side, but it is madness to forget that unless we have might as well it will avail us nothing." There is wisdom in this; an outstanding American reviewer has suggested consideration of what wisdom there may be also in Tennyson's conception of Sir Galahad, whose strength was as the strength of ten because his heart was pure.

Tennyson vs. Machiavelli in 10 fast politico-literary rounds might be a pretty good fight to watch; Tennyson would be a short-ender in the betting, but he might do all right at that.

- "Lustre in the Sky" by R. G. Waldock; Doubleday and Company, $2.75.

The thesis of this book—that history repeats itself—has perhaps suffered from over-repetition, and it may be just as well to ignore the attempt of the author to parallel the U.N. meetings of today in her depiction of the Congress of Vienna, 1814-1815, for the story of that great concave is sufficient in itself. Though all the important figures of the Congress troop through the pages, the dominating figure is the great French statesman, the unscrupulous Talleyrand. By any and all means he gains his objectives—though amid the banquets, ballads, balls and such, how anyone accomplishes anything is something of a mystery—only to see his policy finally wrecked by the return of Napoleon to Paris.

South of the Border

- "The Takers of the City" by H. R. Hays; Reynal and Hitchcock, $2.75.

The takers are a little band of barefoot friars under Father Bartolome de las Casas; the city is in remote Chiapas in the Mexico of 400 years ago. The purely fictional hero—the young nobleman Ricardo—who is the central figure in the love interest of the book is, like the Kings in The Unterrified, completely overshadowed by the genuine historical figures and episodes. Brutality of man and nature, in massacres and earthquakes, is exploited to make this a strenuous novel.
THE INDIAN WHO FINALLY MADE CHIEF

Not a chance...

By the shores of AdComPhibsPac,
By the shining Pac-Sea-Water,
Stood the wigwam of No-Make-Rate,
Not a chance for Chief, No-Make-Rate,
Dark behind him rose the vision,
Rose the black and gloomy spectre,
Rose the spectre: Over-Complement.

"Go thou forth," said old Jamokey,
Tribal Chief with many hashmarks,
"Join the Navy of the Alnav,
Of the OinC and Cinc and FruPac,
Of the Dirpac docks and JosCo,
Of the ComNavAir and BuShips,
Of the SOSU, CASU, POA,
Of the carbons in nine copies,
Where the Complements are open,
Complements for Chief of summers.
You will then be Chief, No-Make-Rate!"

Then joined the Navy, young No-Make-Rate.
Got his sea bag and his hammock,
Suits of blue, drawers of nainsook,
Suits of white and shirts of chambray,
Hats and skivvies, shoes and towels,
Many things for health and comfort
Filled his bag to overflowing,
Filled it till he could not lash it
Ere came the Bo-sun's Mate upon him:
Smote him with a look of ire,
Called him Fubar, called him Snafu!
Called him $18*$%$%??!
Out of boot camp on to Shipboard
New was transferred young No-Make-Rate,
Skilled in all the crafts of sailors,
Learned in all the lore of Navy,
Navigation, sails and sailing,
Marlinspike, communications,
Calisthentics, nomenclature,
Learned in all was young No-Make-Rate.

Therefore sent was young No-Make-Rate
To the chow hall, to the galley:
Washed he there the trays and silver
Till they glistened like the sunrays,
Like the shining Pac-Sea-Water.
Sweated out his time as First-Class,
Swabbing, toiling, swabbing, striving,
Also getting in much sack-time.
One day then there came a letter:
Washington was stamped upon it:
Signed by Cominch, signed by BuPers,
Signed by Pentagon and Perry,
Couched in language dark and mystic,
References and strange enclosures:
Passed before him then a vision,
Of the word he'd long awaited,
Saw it there upon the paper,
Black on white he saw it clearly,
Bestowed upon him with all honor,
Greatest glory of all mankind:

Made a Chief was old No-Make-Rate!
From the brow of old No-Make-Rate
Gone was every trace of sorrow,
All the earth was bright and joyous,
All before him was in sunshine.
Thus departed old No-Make-Rate
From the ranks of common men:
To the Regions of the Favored
To the Island of the Happy
To the Mess Hall of the Chiefs!

Written by Leo Selkin (in the manner of Longfellow).
Drawings by V. A. Taft.

August 1946
Transfer to Fleet Reserve

SIR: When is the Navy going to let men with 20 years service transfer to the Fleet Reserve and inactive duty?-L.R.J., CQB, USN.

- Enlisted men of the regular Navy who meet the service requirements for transfer to the Fleet Reserve are transferred upon their own application if otherwise qualified. However, due to the present urgent need of the Navy for trained and experienced personnel, men transferred to the Fleet Reserve subsequent to 15 Aug 1941, except those in the ratings of barge master, torpedoman, and musician, are retained on active duty. It cannot be determined at this time when it will be practicable to release all enlisted men of the Fleet Reserve, but it is the intention to do so as soon as the interests of the service allow.-Ed.

Why the Sara?

SIR: You state (Letters, p. 38, May 1946) that the Saratoga "cannot handle modern planes efficiently," as she'll be blown up in the atom bomb test. I was landing signal officer and later flight deck officer aboard the "Sara" and I protest. The "Sara" was record proving you wrong! She launched strikes from Guadalcanal to Tokyo and she kept pace with the newer carriers all the way. She handled both night and day air groups with no mean feat for even the Essexes. I speak for every officer and man ever to work aboard the ship.-S. W., CPhM, USN.

- Enlisted men of the regular Navy who meet the service requirements for transfer to the Fleet Reserve are transferred upon their own application if otherwise qualified. However, due to the present urgent need of the Navy for trained and experienced personnel, men transferred to the Fleet Reserve subsequent to 15 Aug 1941, except those in the ratings of barge master, torpedoman, and musician, are retained on active duty. It cannot be determined at this time when it will be practicable to release all enlisted men of the Fleet Reserve, but it is the intention to do so as soon as the interests of the service allow.-Ed.

Broken Service Reenlistments

SIR: Are broken service reenlistments between September and October 1939 counted toward retirement benefits?-R.C.W., SC, USN.

- Yes. You will find the complete and exact word on enlisted retirement in ALL HANDS, June, p. 74.-Ed.

V-12 Time Deducted

SIR: I am a former Navy man and am an aviation college and I want to get the Bill of Rights. I was a V-12 student for a year and in my letter of entittance for GI V-12 time was deducted. However, I did not complete my course and under the law I believe my V-12 time should not have been deducted. Am I right in my belief?-J. P.

- Yes. According to the Servicemen's Re-adjustment Act of 1941, as amended, the V-12 time may be deducted since the course was not completed. You are advised to contact the nearest regional office of the Veterans Administration and have an adjustment made.-Ed.

Dependent's Allowance

SIR: Ever since I joined the Navy in 1942, my mother has received a dependent's allowance. I will not be eligible to reenlist in the Navy until I reach 19, so I expect to be married within several months. If I ask for dependent status for my wife, will my mother's allowance be stopped?-R.N.W., GMl, USN.

- No. Your mother will continue to receive her allowance as a class B-1 dependent, provided that she continues to be dependent.-R.W., GMl, USN.

Vision Drops to 1/20 At Sea

SIR: I note that vision requirements as outlined in Chapter 11, Manual of Medical Administration, have been modified to a minimum of 1/20 in one eye and at least 1/10 in the other, correctable to 20/20. Since 1939 my vision has gone from 20/20 to 1/20 and is still dropping, and I have served continuously at sea during that period. I would like to know (1) if I will be able to ship over in 1948, when my optical condition expires if vision requirements remain the same, and (2) if it is possible for me to be transferred ashore now for limited duty.-L. J. S., CY, USN.

- (1) It is impossible to state whether you would be eligible for reenlistment in 1948 based only on visual needs and other factors cannot be foretold at this time. BuPers at present does not plan to reduce vision requirements for reenlistment or reassignment in the Navy. (2) Yes, you can be considered for limited duty. You should initiate a request for such a transfer with the medical officer of your ship, with the view of investigating your visual defect and possible medical survey. With 1/20 uncorrected vision you should not be at sea and on an essential duty. The medical officer will take steps to have you transferred ashore if the defect is as indicated.-Ed.

For Gold Hashmarks

SIR: What is the conduct mark required for a man to wear gold hashmarks after 12 years of service?-G.T.O., CMM1, USN.

- To qualify for gold hashmarks, a man must have at least 12 years of continuous service during which he must have three or four consecutive Good Conduct Medals, as the case may be, in (1) at least 1934. (2) service requirement for the three or four medals for each period of continuous service received during three or more years, or for service in the Fleet Reserve and the latter would not be accepted by the Chief of Naval Personnel.-Ed.

Honorably Discharge Certificate

SIR: Upon completion of six years in the regular Navy, is a man awarded an honorably discharged certificate, although he leaves the Navy on the list of ability?-T.G., CPhM, USN.

- No. Under BuPers Circ. Ltr. 158-42 (NDB, cum ed.), discharge certificates will not be issued for the duration of the emergency in the case of men transferred for the purpose of transferring for the purpose of reenlisting immediately.-Ed.

Specialist (5) Rating

SIR: I am on active duty with the Navy Shore Patrol, have 12 years of broken service, and am 50. What are the (1) opportunities for men rated Specialist (5) in the postwar Navy, and (2) my chances of remaining in the service?-J. D., Ch Sp, (E), USN.

- There are no provisions at present for re-rating the Specialist (5) in the postwar Navy. Men holding this rate and desirous of remaining in the service have been advised to change their rate. (3) There is absolutely no opportunity for you to remain in the service. At present men between 17 and 36 years of age are eligible. For the purpose of determining your age for reenlistment you may subtract the number of years of broken broken service from your age. On this basis, you would be too old by eight years for reenlistment.-Ed.

Excess of Painters

SIR: Would a change of rate from CQM to CPhM be authorized if a man qualified in the new rate?-E.L.H., CQM, USN.

- Changes in ratings are governed by the comparative needs of rates concerned. At the present time, because of the excess of chief painters in the regular Navy, it is improbable that any change in a chief quartermaster chief painter would be approved by the Chief of Naval Personnel.-Ed.

Good Conduct Medal

SIR: In your Letters page (p. 38) in the June 1946 ALL HANDS you state that time served by an enlisted man in officer status may be counted by him toward meeting the eligibility requirements for the Good Conduct Medal when he reverts to enlisted status. I think a correction is in order.-W.M.C., Capt, USN.

- Yes, sir! Right you are! BuPers Manual, Art. A-1946, includes the following statement with regard to eligibility for the Good Conduct Medal: "Service—any three (3) years of continuous active service as an enlisted person in the regular Navy, Naval Reserve, or as an inductee. Service in either a commissioned or warrant rank will not be included in computing time served, but will be considered as an interruption in computing enlisted service." To illustrate the last sentence of the quoted material: If an enlisted man served one year in enlisted status, one year in officer status, and one year as a warrant officer, he would then have two years of service remaining before meeting the three-year requirement for the Medal.-Ed.

ALL HANDS
Service Credits

Sir: I am a reserve officer with 14 years of active service. I have 4 years active commissioned service. If I transfer to the regular Navy, would it be (1) my service credit for purposes of retirement? - E. N. D.
-ED.

- (1) Eighteen years; (2) four years.

Parents' Consent Needed

Sir: At what date was it effective for a minor to enlist in the regular Navy without his parent's consent (1) could a parent contest the enlistment in the regular Navy can be accepted for a person under 21 (1) must be consented to by the parents. By Alnav 138-46 (NDB, 30 March), the consent is not applied to personnel existing in the Marine Corps.-ED.

Ribbons Right Side Up

Sir: In your article on wearing of ribbons, p. 72, you state that stars are worn on ribbons point down, and then you show an illustration with the stars point up. I (1) think your picture is wrong. Also, (2) how about a mention of the Purple Heart?-F.T.H., YN, USN.

(1) No. (2) Yes. (3) Yes.-ED.

Uniform of Chief Cook, Steward

Sir: (1) Is a chief cook (officer) or a chief steward (officer) a device of a chief petty officer? (2) Are there any rank badges, other than the rank badge of a chief petty officer? (3) Are they authorized to wear the eagle and chevrons on the sleeves of their blouses? - M. S. C., CEM.

- (1) No. (2) Yes. (3) Yes.-ED.

Pay Grade Designation

Sir: Alnav 119-44 (NDB, January 1944) said no designation would be used to distinguish pay grade 1 (i.e., CY(PA) 1 would be CY(PA 1). Alnav 35-46 (NDB, 31 January) cancelled Alnav 110-44. Should pay grade 1 again be distinguished as it was before? - W. J. J., CY, USN.

- No. Alnav 110-44 corrected all BuPers directives and deleted the use of (PA) integrally with the rate of pay grade 1. The designation (PA) was not restored by Alnav 35-46.-ED.

No Purple Heart

Sir: Does a man who has succumbed to combat fatigue rate the Purple Heart? - F.A.T., LL, USN.

- No. However the Purple Heart is awarded only to those wounded or injured as a direct or indirect result of enemy action. Combat fatigue is not considered a wound or injury.-ED.

More on New Uniform

Sir: Navy blues were the most comfortable and easy-to-take-care-of clothes I have worn. I was impressed with the way the Navy would be if it was still a navy where a man was "in" for his pay, and not a "loyal吸入" for his pay. - F.A.T., LL, USN.

- ED.

Alnav 138-46 (NDB, 30 March) was effective March 15, which provides that no enlistment or reenlistment in the regular Navy can be accepted for a person under 21 unless consented to by the parents. By Alnav 138-46 (NDB, 30 March) the consent is not applied to personnel existing in the Marine Corps.-ED.

More on New Uniform

Sir: In the section "More on New Uniform," p. 72, you state that the material used in the new uniform is sergé or inferior material. It is composed of 55% cotton and 45% rayon. - E. J., Lt., USN.

- ED.

Eligibility for V-12s

Sir: I enlisted in V-1, USN, on 30 October 1942 and was placed on inactive duty. I was transferred to active duty in class V-12, USN, on 1 July 1943. Does my longevity pay begin 1 July 1943 or 30 October 1942? Prior to my enlistment in the Navy V-12 program I had one year of college. On enlistment in this program I received one year of work in the line I had chosen and received the equivalent of one year seniority. In other words, my education was interrupted, but I was eligible for further college work under the GI Bill. If so how much? - G. R. M., Ensign, USN.

- Your longevity pay begins 30 October 1942. All college courses taken by you or active (inactive duty) is credited for longevity pay. Yes, you are entitled to seniority plus the equivalent of the time you spent on active duty other than as a student, providing such active duty other than as a student was 90 days or longer.-ED.

Fraudulent Enlistment

Sir: If a man enlisted in the USN for four years and left to marry a deceiver or a fraudulent baptismal certificate, and was arrested and imprisoned, would he be discharged at his own request? (2) Would discharges of discharge he receive? (3) What is the Navy take? (4) If he enlisted to benefit under the Navy, would he be subject to punishment by civil authorities? - E. J., St. Co., USN.

- (1) No. However, if proper consent to enlistment was not given, his pay and his pay for any time after his enlistment, provided he has not become 18 years of age, may be deducted from his pay. (2) If a man enlisted, received a discharge and then applied for and received a commission as to age does not affect the type of discharge he is entitled to. The individual receives a certificate of service, in connection with the application, guaranteed by his record of service, in connection with service, that he is free from any claims, (3) Upon receipt of indeterminate evidence of true date of birth, an individual's record is corrected and no further action is taken, unless his enlistment was without proper consent to enlistment. If his discharge within 90 days, or unless he is not exonerated from any punishment in the service and it is desired to discharge him for the reason that he under the law is considered a minor. A discharge of consent to enlistment in effect for the reason of misstatement of age upon application, proceeding, an individual from obtaining any benefits of the GI Bill. Rights to which he would otherwise be entitled. (3) It is the policy of the Navy Department to take no disciplinary action against a minor who misstated his age for the purpose of enlistment if a minor, and on the face of it, one it is not believed he could be prosecuted by civil authorities for such act.-ED.

Three-Year Law Course

Sir: On page 71 of your March 1946 issue you printed a story stating that applicants were being sought for a three-year law course beginning 1 October. I would appreciate being advised of the Alnav or Circular Letter that could be used as authority for forwarding my application for the training. - J. H. M., Ens., USN.

- Authority in Alnav 37-46 (NDB, 31 January).-ED.

Navy Unit Citations

Sir: Was a Presidential Unit Citation awarded to naval personnel attached to United Nations forces in the Korean area and ships operating off the Philippine islands from 2 Dec 1950 to 2 Dec 1954? It is understood the Army awarded Distinguished Unit Badges to those personnel.-R.J.S., ShClk, USN.

- There was no Presidential Unit Citation awarded by the Navy, however, the Army did award Distinguished Unit Badges to Navy personnel under their command.-ED.

Souvenir Books

In this section ALL HANDS each month will publish notices from ship, station, or shore, which are publishing souvenir books or "war recollections" for sale. The copying of unapproved notices is asked to pass the word to station, or shore, or command for which the notice was copied. ALL HANDS has no information on souvenir books published by an entity not associated with the Navy. Those notices which have appeared in this space since March, 1946, are as follows:

- USS Bairoko (APA 212). Address: Commanding Officer, uss Bairoko (APA 212), c/o Commander Fletcher Group, 10th Fleet, U.S. Navy Supply Depot Annex, Stockton, Calif. Copies available now, free. Address: Red-Ed.


- USS Guadalcanal (CV 60). Address: special services department, uss Guadalcanal (CV 60), c/o Commander Fletcher Group, 10th Fleet, U.S. Navy Supply Depot Annex, Stockton, Calif. Copies available now, free. Address: Red-Ed.

SURPLUS BULLDOZER was purchased (upper left) for her construction firm. Up as it won in Newport to Bermuda yacht a special award. Left center: USS Fargo (trouble spot. Lower left: Yokosuka dock enlisted men and wives, among first dep in seas duty. Lower right: "Mister America he's embarassed when his bulging muscle
CONGRESS DIFFERS ON METHOD OF GI TERMINAL LEAVE PAYMENT

PERIOD 21 JUNE THROUGH 20 JULY

President Urges Bonds

A joint Senate-House conference was split over conflicting GI terminal leave bills as ALL HANDS went to press late last month.

Crux of the argument was not the principle of terminal pay for enlisted men but the manner in which it would be disbursed. The House bill called for straight cash payment at the rate of two-and-one-half days pay for each month of service for which leave was not granted. The Senate measure allowed the same amount but specified that payment should be made in non-negotiable bonds payable in five years with accrued interest at two-and-one-half per cent.

President Truman proposed the bond method and indicated fears that cash reimbursement at the present time would have dangerous inflationary tendencies.

Officers are now paid for terminal leave in cash but under the Senate-passed bill they would have to take payment in non-negotiable bonds. The securities, all in $25 denominations, could not be used as collateral.

New Draft Law

A draft law extended until next 31 March and prohibiting the induction of 18-year-olds has been signed by President Truman. The law, supplanting the stopgap measure which expired last 30 June, now:

- Exempts all fathers.
- Provides for the drafting of men 19 through 44.
- Limits service to 18 months.
- Permits fathers to ask for discharge after 1 Aug 1946.
- Requires the registration of all boys of 18; they cannot be drafted.

The Navy, meanwhile, has been pushing steadily ahead with its demobilization plans. All reservists who so desire will be discharged by 1 Sept 1946. The Army says it expects to lose 130,000 men this month, 105,000 in September, 100,000 in October.

Under the law, all drafted men who will have completed 18 months service by next 30 November will be released on that date. After 30 November draftees will be discharged at the end of the month in which they complete 18 months' service.

Plying Arctic Seas

Four developments last month highlighted America's growing interest in the North and South Polar Caps.

- Announcement was made in Ottawa and Washington that arrangements had been completed for a northern training cruise this summer by a small contingent of U.S. Navy and U.S. Coast Guard ships. Since the cruise will take place partly in Canadian arctic waters, the approval of the Canadian authorities has been obtained. The purpose of the cruise is to amplify existing knowledge of navigational and weather conditions and provide routine training for personnel. Planes will be used to inspect ice conditions ahead of the cruise ships.

The U. S. Naval contingent will be under the command of Capt. Richard H. Cruzen, USN, who commanded the famous uss Bear and acted second in command to Rear Admiral Richard E. Byrd, USN (Ret.), in the Antarctic Expedition of 1939 to 1941. Ships presently assigned to the cruise include the U. S. Coast Guard ice-breaker uss North Wind, commanded by Capt. Richard Hoyle, USCG, well known for his previous assignment with the North Atlantic International Ice Patrol; the naval converted ice-breaker uss Whitewood, commanded by Lt.
THE MONTH'S NEWS

JAP JET interceptor plane 'Shusui,' found in Empire by Navy officers, is now on demonstration in United States. It was flown in tests, never saw combat.

Comdr. William H. Daly, USN, who also served in the Byrd Antarctic Expedition, the naval sea plane tender USS Norton Sound, commanded by Capt. Alan Smith, Jr., USN.

Officers of the Canadian Navy, Army and Air Forces will participate in the cruise.

The ships of the U.S. Navy contingent sailed from East Coast ports last month, and are expected to return in October.

- At about the time the expedition shoved off, the Navy placed on sale at the Hydrographic Office in Suitland, Md., an Ice Atlas of the Northern Hemisphere. Containing more than 100 charts and tables, the atlas shows the location of northern sea ice for each month of the year and designates the sheets as "fast ice," not usually navigable, and "drift ice," dangerous to shipping. Charts show in detail areas of interest to shipping such as the Grand Banks of Newfoundland and the Baltic, Black, White and Baffin Seas.

- A private expedition to the Antarctic late this year was revealed in a request for legislation authorizing the Navy to transfer one vessel of ATG, ATL or AN type to the group which plans the trip. Comdr. Finn Ronne, USNR, a veteran of two previous South Polar expeditions led by Rear Admiral Richard E. Byrd, USN, (Ret.), will lead this year's explorations, which it was expected will last 18 months. An attempt will be made to more clearly define the Antarctic land mass.

- The War Department announced large-scale Arctic maneuvers planned to last eight months and centering around Fairbanks, Alaska, and Adak in the Aleutians chain. Men and equipment already are being assembled on the West Coast and at Camp McCoy, Wis., for preliminary training in cold weather operations. The Army's plans were revealed when Secretary of War Patterson spoke before a Senate Appropriations Subcommittee.

Three New Ships

Three new ships recently were added to the Navy—uss Forrest B. Royal (DD 872), uss Hemmer (DD 718) and uss Saipan (CVL 48).

The Forrest B. Royal has a standard displacement of 2,200 tons, is 391 feet long, with six 5-inch guns in paired turrets, and secondary armament. The ship is under the command of Comdr. James M. Clute, USN.

The Hemmer, also a 2,200-ton super-destroyer, was the last of that type ship built under war contracts on the West Coast. Comdr. Joseph B. Swain, USN, will command the ship.

The 14,500-ton aircraft carrier Saipan was assigned to the Navy's operational development force conducting new carrier tactics. Command of the ship was turned over to Capt. John G. Croommelin, USN. The vessel will go on a shakedown cruise this month.

Azores Bases

Bases in the Azores which the Allies set up by agreement with Portugal will be available for use by the U.S. and Great Britain for another 18 months, under an agreement with Portugal. Use of the Atlantic islands as bases will assist Allied nations in maintaining their occupation armies abroad.

15 LSTs for Sale

LSTs were first offered for sale last month; as surplus, with 15 available, the United States Maritime Commission announced.

Bids were opened in Washington on 22 July and no bids less than $100,000 were considered.

LSTs, because of their shallow draft and bow cargo doors, were seen as highly useful commercially in specialized haulage jobs. Those up for sale were LSTs 782, 295, 517, 520, 200, 367, 412, 37, 622, 766, 79, 541, 993, 637 and 925.

President Names Aide

President Truman recently appointed his naval aide, Capt. Clark M. Clifford, USN, to the key administrative post of special counsel to the President, and selected Capt. James H. Foskett, USN, to fill the naval post.

The position of special counsel first gained prominence when it was held by Judge Samuel I. Rosenman, and it has been vacant since Judge Rosenman resigned early this year to resume private law practice in New York City.

Prior to entering the naval service in 1944, Capt. Clifford has practiced law in St. Louis, specializing in the trial of cases, and corporation and labor law. As naval aide he handled many executive assignments, particularly in connection with the President's policies for emergency labor legislation.

The new naval aide to the President, former commanding officer of the cruiser Augusta, had been serving as chief of staff to the Commander, 19th Fleet. Capt. Foskett began his naval career as a seaman in World War I, and was appointed an ensign following the war.

Marine Band Tours

The first concert tour of the Marine Band since 1941 will be made this fall. Opening on 28 September at Lancaster, Penn., the tour will play in many of the principal cities in Pennsylvania, West Virginia, Ohio, Indiana, Illinois, Missouri, Kansas, Nebraska, Iowa, Wisconsin, New York, Massachusetts, and Connecticut, and make its final appearance in Atlantic City on 23 November.

Photograph from United Press Association, Inc.

SEABEE MASCOT Jimmy Carrick fights to walk again at Philadelphia hospital. Jimmy is honorary QM1c.

ALL HANDS
Seattle to Boneyard

Commissioned in 1906 originally as the USS Washington, armored cruiser number 11, the USS Seattle (IX-39) headed up the Hudson River for the scrap heap last month on the last cruise the historic old ship will make. Her destination was the Iona Island "boneyard" where many surplus ships are placed in reserve.

The Seattle (then the Washington) was launched 18 March 1905, at the New York Shipbuilding Company, Camden, N.J., at a cost of $4,035,000. With a displacement of 13,700 tons she was 502 feet long, 72 feet 11 inches across the beam, and on her trial run reached the speed of 22.27 knots. Included in her armament were four 10-inch 40-caliber guns, four 6-inch 50-caliber guns, two 3-inch 50-caliber guns, and four 21-inch submerged torpedo tubes. Her name was changed to the uss Seattle (CA 11) in November 1916. She was first placed in commission at Philadelphia 7 Aug 1906.

The USS Seattle sailed on her first World War I trip on 14 June 1917 as escort in the first American convoy to Europe. She later became flagship for ComCruLant, doing escort duty until the end of the war. From the war's end until 5 July 1919, the Seattle made six round trips to Europe, bringing 3,397 passengers to the port fittings the World War's end until 5 July 1919, the Seattle headed up the Hudson River for the "boneyard" where many surplus ships are placed in reserve.

After removal of her special transport fittings the Seattle sailed to the West Coast in July 1919 to join the Pacific Fleet. She was reviewed by the President at Seattle, Washington on 12 Sept 1919, and from there went to the U.S. Naval Shipyard, Puget Sound to be placed in reduced commission.

Placed in full commission again 1 Mar 1923, she made a cruise to Hawaii as flagship of the Commander-in-Chief, U.S. Fleet, and on her return was reviewed by the President at Seattle, 27 July 1925. Operating continuously with the Fleet, the Seattle added a cruise to Australia in 1925 to many and varied assignments.

Upon her return to New York from Australia, the Seattle was given minor repairs and sailed shortly after 25 Nov 1925 for Panama to join the fleet, and then operated on the West Coast. She returned to Hampton Roads to join the Atlantic Fleet and passed in review before the President 3 June 1927. After a cruise along the East Coast, she arrived in New York City 29 Aug 1927 to take duty as Receiving Ship of that port. She remained in New York from that time until July of this year, when she began the "last long mile" to the scrap heap.

The Seattle was reviewed three times by Presidents, put in active commission four times and placed in reserve five times. She has been on the Navy listing of ships in the unclassified section as IX-39 since 29 Aug 1927.

Coordinate Sub Warfare

With an eye to improving U.S. capabilities for undersea warfare and strengthening countermeasures against submarine attacks, the Navy has appointed a Coordinator of Undersea Warfare.

Rear Admiral C. W. Styer, Assistant CNO (Operations), has been named to the post. He will be charged with:
- Initiating action to improve the material readiness and state of training of the submarine forces.
- Representing CNO and presiding at conferences on submarine matters.
- Coordinating the operational readiness and actual operations of the concerned elements of undersea warfare.

Admiral Styer, a submariner for more than 25 years, was CMBUAdant from November 1944 until 1 Feb 1946.

AMPHIBIAN MARINER, PBM-5A, has been delivered by Martin company to BuAer. New plane is expected to be of value in air-sea rescue work.

New Mariner Accepted

Considered particularly suitable for air-sea rescue, a new amphibious Mariner, designated PBM-5A, has been accepted by the Navy, according to BuAer.

The new plane, which is undergoing additional flight tests at the Naval Air Test Center, Patuxent, Md., was developed by the Glenn L. Martin Company, Baltimore.

The Mariner is a variation of the Navy seaplane of the same name which was used extensively in long-range patrol, convoy coverage and antisubmarine warfare during the war. In air-sea rescue work it would be used as a companion to the amphibious Catalina, PBY-5A.

Gross weight of the new plane is 60,500 pounds, with a useful load of 22,000 pounds, including fuel. The U.S. Coast Guard has shown interest in it because of its air-sea rescue adaptability.

Penalty for Strikes

Containing a strict penalty for strikes against the Government, an act to appropriate the biggest peacetime naval fund in U. S. history was signed last month by the President. The act calls for cash appropriations of $4,119,660,300.

Section 109 of the act says nobody gets paid who "engages in a strike against the Government" or is a member of an organization of Government employees that "asserts the right to strike against the Government" or who advocates the overthrow of the Government by force or violence. Any such person also is subject to $1,000 fine or a year in prison, or both.

The bill otherwise is intended to provide a naval force of 500,000 enlisted men and 68,000 officers, with a Marine Corps of 100,000 enlisted men and 7,000 officers.

Navy veteran and member of the Peary expedition, Donald MacMillan, is on his 25th scientific voyage North.

August 1946
TORPEDO FIRE control problem is explained by chief to four Naval Reservists. Men are part of group making first peacetime training trip.

Organized Reserves Go On Pay Status

Members of the Organized Naval Reserve were placed in a pay status on 1 July in which status they receive one day’s base pay of the rank or rate for each drill attendance. Longevity will continue for all officers of the Naval Reserve, and in the case of active duty in the case of a threatening emergency they will receive the benefit of full longevity for both active and inactive duty in the Naval Reserve.

Latest figures through 10 July show enrollments in class V-6 of the Naval Reserve have reached 55,292. Members of the organized Reserve are selected from class V-6.

The complement of Naval Reserve brigade staffs has been fixed as follows: one captain, two commanders, one lieutenant commander, one cy, and one Yc for each brigade.

Cities authorized as locations for brigades in naval districts are as follows: First naval district, Boston and Providence; Second, New York City, Newark, Brooklyn, Buffalo, New York; Third, Philadelphia and Pittsburgh; Fourth, New Orleans, Mobile, Pensacola; Fifth, Baltimore; Sixth, Atlanta; Seventh, Miami; Eighth, Birmingham, New Orleans, Oklahoma City, Memphis, Dallas, Houston, San Antonio, Ninth, Chicago, Indianapolis, Louisville, Detroit, Minneapolis, Kansas City; St. Louis, Omaha, Akron, Cincinnati, Cleveland, Columbus, Toledo, Milwaukee; Eleventh, Long Beach, Los Angeles; Twelfth, Oakland, San Francisco, Denver; Thirteenth, Portland and Seattle; and the Potomac River Naval Command, Washington, D.C.

Air-Sea Rescue Control

The Navy last month discontinued its directional control of the Coast Guard’s air-sea rescue functions. In addition, under Alnav 351-46 (NDB, 15 July), similar control was terminated regarding the maintenance of ocean weather stations and air-sea navigational aids.

Navy control was lifted in the Atlantic, Continental, U.S., Alaska, and east of Pearl Harbor. West of Pearl, present arrangements will continue until further orders as far as naval and military operations are concerned. Naval theater and area commanders, including sea frontier commanders, were instructed to:

- Provide rescue facilities where additional required for naval and military operations.
- Continue cooperation with other agencies including the Coast Guard insofar as means are readily available.
- Render assistance in cases of emergency or distress at sea as practicable.

Performance of the above functions by the Coast Guard was specifically continued under directional control of the Navy by Executive Order 9666 which returned the Coast Guard to the jurisdiction of the Treasury Department on 1 Jan 1946.

1,456 Ships in Reserve

Additions from 15 June to 15 July brought total ships in the merchant marine temporary reserve fleet to 1,456. The Maritime Administration announced. Going into anchorages in seven ports were 234 ships, and 40 were withdrawn for sale, returned to former owners, or placed in active service. Highest number of bottoms were in James River, Va., where 97 vessels were added and 12 withdrawn to make a total of 661. Inactivated in Suisun Bay, California, are 37, and the Mobile River, Ala., 174, in the Columbia River, Ore., 24, in Puget Sound, Wash., 63, in the Neches River, Tex., 56, and in the Hudson River, N.Y., 174.

All ships in the temporary reserve fleet are capable of being returned to service after a small amount of reconditioning. With increased cargo requirements in the New York area, 22 ships were put back in use from their Tarrytown, N.Y., anchorage.

New Reservist Magazine

A new Navy publication, "The Naval Reserve" (Naval Reserve Magazine), was mailed to former Navy men last month. The magazine will keep members of the Naval Reserve informed of Reserve activities. It will contain information of interest both to officers and enlisted men of the Reserve.

The first issue included stories on the developing Reserve ship and armory program, training of warrant officers in the Organized Reserve, status of the Reservist under Selective Service, need for instructors (station keepers) at Reserve installations, and an article on the place of the Naval Reserve in the overall Navy organization.

By keeping their District Director of Naval Reservists informed of changes in addresses, Naval Reservists will be assured of continued receipt of the magazine.
Food Stocks

The total of food available for famine relief to over 275 million pounds, the Navy in June offered an additional 38 million pounds of food from its operating stocks for foreign famine relief. This offer was in response to a plea from the Department of Agriculture which asked all government agencies to give maximum amounts of food to aid the peoples of the famine-stricken countries “over there.”

Alnav 315-46 (NDB, 15 June) noted that in addition to the critical shortage of wheat, rice stocks are greatly depleted. The Alnav directed conservation of rice through the use of potatoes, fruits, oats and corn cereals.

Since April the Navy has saved more than 5,000 tons of wheat flour by using darker flour, cutting thinner slices of bread, using corn bread instead of white bread from two to six meals a week and using rolled oats, cornmeal and hominy grits instead of wheat as cereal. Fewer and much smaller sweet and wheat rolls are being baked, and wheat has almost lost its place as a breakfast cereal in Navy chow lines.

Included in the latest Navy offer were over 17 million pounds of canned fruits and vegetables, 500,000 pounds of cocoa, 1 million pounds of corn meal, 600,000 pounds of flour (buckwheat, graham and rye) 13 million pounds of evaporated and powdered milk, 8 million pounds of ice cream powder, 200,000 pounds of canned plum pudding, 500,000 pounds of tea and 100,000 gallons of vinegar.

Previous Navy contributions to the famine relief program include corned beef and corned beef hash, pork sausage, veal leaf, tongue, flour, tea, hard bread, chopped ham, candy, dehydrated products, emergency rations and other dry provisions.

SILKWORMS AT WORK are displayed by Okinawan. Navy government of island, recently turned over to the Army, helped natives return to normalcy.

Ship's Power for City

Stern half of the SS Sackett's Harbor, 16,000-ton tanker that broke in two on 1 Mar 1946 will furnish electric power for Anchorage, Alaska, the U. S. Maritime Commission announced.

The 6,000 h.p. steam turbines in the after section will provide power for the city until permanent facilities are obtained. As cost of fitting a bow section on the wreck was considered prohibitive, request of Anchorage for the stern was granted.

Built by the Portland, Ore., shipyard of the Kaiser Co., Inc., in 1943, the Sackett's Harbor transported gasoline until she broke up in heavy seas. Capt. A. S. Morse and nine crew members on the stern section were picked up by the USS Orlando (PF 99), and they later rejoined the stern to sail it into port. The rest of the crew was rescued by other vessels. Under her own power the ship made two knots, and later the USS Sversat (ATF 111) towed the derelict at Adak, Alaska. The bow, a menace to navigation, was sunk by naval gunfire.

Back to Normal

Fifteen months after they went ashore on Okinawa with the assault troops on Easter Sunday 1945, Naval Military Government units turned over administrative control of the island to the Army. Okinawa is the largest island captured from the Japanese during World War II.

With the end of the fighting on 21 June 1945 NMG personnel began the battle of caring for the sick, wounded, hungry and homeless people of Okinawa. They found only 10 per cent of the buildings standing, the entire population of 300,000 civilians on relief, fields and crops devastated. In addition, most of the 115,000 civilians behind the Japanese lines had gone without water for days.

Now the island is well on its way to normal. Staffed by Okinawans, the bureaus of education, agriculture, industry, police, commerce, finance, fisheries, postal affairs and labor already are operating. The silk industry is being built up to a peacetime basis, a process which will be expanded by importation from Japan of thread and “silk eggs.”

Three fully-equipped hospitals, 135 out-patient dispensaries and a leper-sarium, plus more than 1,000 medical personnel, provide medical care and handle sanitation measures for the native population. School classes, with mimeographed texts on hand, are held in tents, a staff of 2,828 teachers instructing 95,289 students.

Col. Charles I. Murray, USMC, served as Deputy Commander of Military Government on Okinawa for the Navy.

Dehumidification Tests

As a possible means of safer storage of strategic materials, the Navy is conducting dehumidification tests on four warehouses at NSD, Mechanicsburg, Pa.

At present, only two methods are being tested—in wood buildings, the heating systems already installed are utilized to maintain year-round interior rate of humidity. In concrete and cinder block buildings, machines which dry the air by passing it over a drying agent are used. Future plans call for another system, which will work on the principal of refrigeration. The first two processes mentioned produce better results if surfaces of the buildings are first sprayed with a vapor of compound asphalt or liquid cement which helps keep out moisture.

Comparing these methods with the present system of wrapping each item individually, dehumidification equipment can be maintained and operated by a small force at nominal cost. The present packaging of equipment costs much more and is only 75 percent as effective.

Photograph from Press Association, Inc. 22,000 LB. BOMB will be used on Nazi sub pens at Bremershaven. The firecracker at right is a 2,000 bomb. AUGUST 1946
Intelligence School Opened

The Navy is training a permanent staff of officers for its Intelligence Service. A peacetime Navy Intelligence School opened 1 July at Anacostia, D. C., with an incoming class of 50 Navy officers and five Marine Corps officers. As future classes are scheduled to enter the school, announcement of opening of avocations will be by Alnav or circular letter. Officers in the class now in training include both Academy graduates and reserve officers who have requested transfer to the regular Navy in about a 50-50 proportion. Average age is 28; most prevalent rank is lieutenant commander.

It was pointed out that the experience of World War II indicated the necessity of a naval intelligence organization, and that time might well be lacking to train personnel in any future war. The majority of trained intelligence officers developed during the war, and a large number of them have returned to inactive duty.

The first period of training in the new school will cover 30 courses in basic fields of operational, strategic, amphibious and air intelligence, and will require seven months to complete. The officer-students then will be divided into two groups for a 10-week period of training afloat under simulated battle conditions.

The students will return to the Navy Intelligence School for intensive language studies. Each student will be required to master one of the following languages: Spanish, French, German, Italian, Portuguese, Russian, Chinese or Japanese. The length of the language course will range from three months for Spanish to 18 months for Chinese, and the language study will demand about 14 hours per day of each student.

Language mastered, the students will turn to a five-week indoctrination in the geography, history, government, economics, politics and customs of the area of their language specialization, and will be ready for duty.

Duty assignments will include stations abroad, specialized intelligence duties at home, and normal rotation between sea and shore assignments. As soon as graduates are available in sufficient numbers, it is planned to fill all overseas intelligence posts with graduates of the school.

Industry's Role Stressed

Industrial mobilization in event of another national emergency was considered when the Navy Industrial Association was called to a White House conference with President Truman. The association is a group of about 500 businesses, founded with approval of the Secretary of Navy in 1944 to serve as a liaison between the Navy and industry.

The President invited the Navy Industrial Association, the Army Ordnance Association and the Aircraft Industries Association of America to meet with him to discuss preparedness. The need for long-term cooperation between these associations and the naval and military leaders was stressed.

Vice Admiral Edward L. Cochrane, USN, Chief of the Bureau of Ships, warned: "As long as the wartime leaders in government and industry continue to occupy their positions collaboration is fairly easy. With the passage of time, however, there will be a tendency to drift apart unless the associations continuously maintain intimate contacts with government agencies in furthering industrial preparedness."

The Navy Industrial Association reported that the President expressed a willingness to assist in the solution of two specific problems: The need of funds to finance industrial planning, and an early solution of the problem of surplus plant disposal.

Rescue Came Quickly

Nearly one-third of carrier-based airmen forced to make emergency landings at sea during the last 21 months of World War II were rescued in less than 15 minutes.

Figures recently released show that out of 1,229 flying personnel for whom air-sea rescue facilities were available, rescued and reported upon, 39.9 per cent were picked up within an hour, and 85.7 within an hour, and 28.7 within 24 hours.

Surface craft, from crash boats to destroyers, accounted for 72.5 per cent of the rescues. Seaplanes and float-equipped observation planes picked up 18.5 per cent. Submarines operating on lifeguard duty in enemy coastal waters rescued four per cent. An additional four per cent reached land, and one per cent was classified as "unknown."

Of the 1,229 reported upon, 95 per cent survived the emergency landings. Nine out of ten pilots reported that they elected to ditch their planes rather than to bail out. The parachute was used as a last resort.

Reasons given for landing planes on the water instead of parachuting were: all carrier planes have ditching characteristics: aircraft survival gear would be lost on a bail-out; and the pilot of a multi-seat plane is responsible for his crew members during the best possible chance of survival.

In the order of popularity, signaling equipment used were dye marker, smoke signals, flares and flashlights. A small percentage of rescues was effected by use of the signal mirror and whistle, used in combination.

Adequate medical attention and facilities were available on most surface craft, further reducing casualties of sea crashes.

Reports used for the tabulation covered a period from December 1943 through August 1945 and include incidents covering all carrier combat operations from the South Pacific to the Aleutian Islands. Bomber squadrons accounted for 76.5 per cent of the incidents, and training operations for 24.2 per cent.

Col. Carlson Retires

Marine Col. Evans F. Carlson, famed founder and leader of “Cactus’s Raiders” was retired on 1 July.

Col. Carlson, who was promoted to the rank of brigadier general upon his retirement, held the Presidential Unit Citation with three stars, three Navy Crosses, two Purple Hearts, the Italian Croix de Guerre, the Nicaraguan Presidential Order of Merit, and the Nicaraguan Medal of Merit.

The general was retired due to physical disability which he incurred at Saipan July 1944. He was wounded when he went to the aid of an enlisted man who had fallen in battle.
Universities, Libraries Profit

Scientific research of the past and in the future, in which the Navy has a participating interest, made the headlines last month. Large-scale distribution of wartime scientific information to the nation's universities and libraries, and establishment of a Joint Research and Development Board by the Navy and War Departments, were announced.

Transfer of a mass of scientific documents produced during the war to the Library of Congress for distribution was accomplished by the Office of Scientific Research and Development. The documents, results of the tremendous wartime research program of ONR, were compiled by the leading scientific minds of the country. The Navy's Office of Research and Inventions, after collecting the first 100,000 research documents, suggested the transfer to the Library of Congress.

Vice Admiral H. G. Bowen, USN, Chief of Research and Inventions, said: "The fruits of the government-supported research program of World War II are being given to civilian institutions. This information originally acquired for military use now can be applied to every imaginable civilian field."

Examples of wartime information made available to civilian use are a magnetic detector once used to track submarines which is adaptable to geological exploration; radar, metallurgical reports on aluminum alloys, rockets, optics and camouflage, sonar and others.

Some idea of the scope of the transfer project can be gained from the comment of Dr. Mortimer Taube, Library of Congress official, who said, "Three million pieces, equal in size to the entire New York Public Library, will be sorted, checked against declassification files, and subjected to preliminary cataloging controls. Included in this number are some 45,000 different titles."*

The new Joint Research and Development Board, an agency of the Secretaries of Navy and War, will coordinate research and development activities of joint interest to the two services. It is charged with establishment of a strong, integrated research and development program in the field of national defense. Dr. Vannevar Bush, director of the Office of Scientific Research and Development, is chairman of the Joint Board.

The Board will inform the Secretaries of the Navy and War and other officials as appropriate of the following:

- Allocation of research projects.
- Coordination achieved and reflected in the budget requests of the War and Navy Department to Congress.
- Need for action to fill in gaps that may appear in the War and Navy Departments' planned research programs.
- Progress being made in research in fields of joint interest.
- Resolution or need of resolution of differences arising between the Navy and War Departments in fields of joint interest.

The new board has met to discuss its working organization and committees to carry out its purposes.

ON THEIR FOURTH anniversary, the Waves can look back on a war job well done. More volunteers are needed for continuing tasks of rehabilitation.

FOURTH BIRTHDAY FOR WAVES

The war baby—the Women's Reserve—observed its fourth birthday on 20 July. During the past four years the Waves have served skillfully and conscientiously from the Atlantic Coast to the Hawaiian Islands, filling a variety of shore billets. During the war they replaced 50,000 men for sea and overseas duty, "enough men for duty afloat to man completely a major naval task force." Since V-J day they have continued to perform necessary tasks, although being demobilized on the same proportionate basis as men.

No higher tribute could be paid the Women's Reserve than that the Navy has asked for 5,000 volunteers to remain on active duty in the Naval Reserve until 1 July 1947. Over 900 officers have volunteered, but it is planned to retain only 2,000 of that number. About 3,000 enlisted women still on active duty have also agreed to remain. However, an additional 2,000 women are urgently needed in certain rating groups.

Accordingly, a program is being launched this month to reenlist this number of former enlisted women to meet the needs of the service for the coming 12 months. The ratings are as follows: S, HA, PhM, SK, SKV, T, PR, AerM, AMM1, Sp(T)LT, Sp(T) LCNT, Sp(V), Sp(Y) and Sp(G). Former Waves will be enlisted only at offices of Naval Officer Procurement throughout the country. The Navy recruiting service will assist by furnishing all necessary information to the applicants. Until such time as legislation is passed covering the status of women in the peacetime Navy, Waves will be assigned to naval activities only within the continental limits of the United States.

Meanwhile, a bill HR 5015 proposing to make the women a permanent part of the Navy is pending.

On 26 July Capt. Jean T. Palmer, Director of the Women's Reserve, USNR, since 2 Feb 1946 turned over her duties as director to Comdr. Joyce S. Hancock who was an Assistant Director prior to that time. Comdr. Hancock has served the Navy in two wars. Joining the Navy as a yeoman (f) in World War I, she made chief before being mustered out in 1919. During this war she saw most of her service in the Bureau of Aeronautics.

TECHNICAL SKILLS of the Waves still are vitally needed by the Navy.
CANT' BE GOOD? THEN BE CAREFUL

The Japs and Germans stopped shooting, but the unpleasant task of the BuPers Casualty Section did not end. And now the fateful telegrams which bring such high Nac officials to next-ofkin beginning, "I deeply regret to inform you ..." carry the additional irony that the casualty is most often due to the victim's own carelessness and not to enemy action.

Losing a loved one is about as much as most families can bear, but there's some compensation in knowing the man went down fighting for his country—no solace in the knowledge that he just stepped in front of a truck.

The Casualty Section dislikes sending out those messages which tear the heart of a family.

It is that much worse when the subsequent explanation must be something like this (all samples taken from recent casualty reports): Died in jeep which turned over on a curve; drowned when caught in undertow; killed in motorcycle wreck; hit by auto while walking along highway; maimed when burns caused when his cigarette set his bunk afire; died of accident; recovered by a train, positive identification obtained through fingerprints; died of stab wounds received in a fight; died of poisoning (it really was bad liquor, but the fact wasn't stressed to the family); killed when souvenir shell exploded; fell off a deck into a boat and broke his leg; hand amputated after it had been crushed in a meat grinder.

O.K. The moral is obvious.

AUTO VS. TOJO—Casualties didn't stop because the war did. If you're careless, a country highway can be as dangerous as a beachhead on Iwo.

Jobs for Ex-Navy Men

Experience won in the Navy can be used to advantage by ex-Navy men desiring to ship in the Merchant Marine.

Active vessels in the merchant fleet and maritime employment both have declined about 14 per cent since the end of the war, but need for additional manpower in certain branches of the Merchant Marine remains acute. Requirements for July and August were set at 4,000 in the deck and 4,400 in the engine departments.

Negotiations that averted the maritime strike have raised wages $17.50 a month for unlicensed personnel; and a basic work week of 56 hours with overtime after 48, as well as other improvements in hours and pay, has been established. Monthly scales with overtime for unlicensed personnel run from $145 for ordinary seaman to $175 for carpenter and boatswain in the deck department. Pay of licensed personnel also was raised $40 to $45 a month. Initiation fees of unions vary from $1 to $50, and monthly dues range from $1 to $4. Such fees frequently include insurance rights and other benefits.

Men who do not hold papers and whose sea training has been in the Navy may qualify for certification to enable them to serve in any position for which they are fitted, if their experience meets specifications for the billet. Proof of sea experience must be in form of Transcript of Service, obtained from BuPers Inactive Records Branch, 253 North Broad St., Philadelphia, Pa. Transcript and proof of citizenship are then presented to the Merchant Marine Inspection Service of the Coast Guard, offices of which are located in principal cities.

Men who already hold papers should apply for jobs to the Recruitment and Manning Organization of the War Industries Take Vets

The trend is toward increasing employment of veterans in major U. S. industries. Most recent surveys show more than 20 per cent of employees in big industries are veterans. Industries falling below the 20 per cent figure are generally those employing a majority of women.

Here's how the percentages of veterans employed in some industries rose during April and May, the latest months for which the Department of Labor has compiled statistics:

<table>
<thead>
<tr>
<th>Industry</th>
<th>Percent Veterans of Total Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aircraft</td>
<td>18.6</td>
</tr>
<tr>
<td>Automobile</td>
<td>20.0</td>
</tr>
<tr>
<td>Brick and Tile</td>
<td>13.4</td>
</tr>
<tr>
<td>Department stores</td>
<td>6.0</td>
</tr>
<tr>
<td>Household machinery</td>
<td>22.4</td>
</tr>
<tr>
<td>Jewelry</td>
<td>11.0</td>
</tr>
<tr>
<td>Aluminum products</td>
<td>22.6</td>
</tr>
<tr>
<td>Non-ferrous foundries</td>
<td>20.2</td>
</tr>
<tr>
<td>Non-ferrous rolling shear</td>
<td>16.8</td>
</tr>
<tr>
<td>Petroleum refining</td>
<td>19.7</td>
</tr>
<tr>
<td>Plastics</td>
<td>13.2</td>
</tr>
<tr>
<td>Rayon and silk</td>
<td>13.5</td>
</tr>
<tr>
<td>Building trades</td>
<td>14.3</td>
</tr>
<tr>
<td>Steel</td>
<td>24.2</td>
</tr>
<tr>
<td>Woolen and worsted</td>
<td>10.1</td>
</tr>
</tbody>
</table>

Adm. Rosendahl Retired

Rear Admiral Charles E. Rosendahl, USN, recently terminated his active naval career in ceremonies at the Lakehurst Naval Air Station.

A pioneer and developer of American airships, Admiral Rosendahl was relieved of command of the Lakehurst air station by Capt. William A. Cockrell, USN, who was to be succeeded later by Rear Admiral Thomas G. W. Settle, USN.

Admiral Rosendahl was navigator and senior surviving officer of the USS Shenandoah, which crashed near Ava, Ohio, on 4 Sept 1925, killing 14 of the crew of 43. He later was commanding officer of the airship Akron.

Medical Research

At the U. S. Naval Hospital, Dublin, Ga., the Navy has put into operation a program to study rheumatic fever, one of childhood's most fatal infections. For more than two years the Navy has provisions, expert care for its rheumatic cases, but this is the most forward step yet taken in the search for the fever's cause, its response to treatment, and its cure.

AUTO VS. CAREFUL—Be careful or the Casualty Section will be in form of Transcript of Service, obtained from BuPers Inactive Records Branch, 253 North Broad St., Philadelphia, Pa.
About 4,224 Vessels Loaned

About 4,224 naval vessels, from PTs to CVEs, were loaned to Allied governments by the United States during World War II. The vessels were not due to be returned until six months after the emergency.

The United Kingdom was loaned 3,317 vessels; Russia, 575; France, 190; China, 9; Mexico, 6; Brazil, 27; Netherlands, 7; and about 20 other small craft were loaned to other South American or Central American countries.

Figures on the types and number of vessels loaned are as follows:

<table>
<thead>
<tr>
<th>Type</th>
<th>Lent</th>
<th>Lost</th>
<th>Returned</th>
</tr>
</thead>
<tbody>
<tr>
<td>CVEs</td>
<td>37</td>
<td>3</td>
<td>35</td>
</tr>
<tr>
<td>Fleet Mineweepers</td>
<td>31</td>
<td>5</td>
<td>26</td>
</tr>
<tr>
<td>Net Tenders</td>
<td>5</td>
<td>0</td>
<td>5</td>
</tr>
<tr>
<td>Coastal Transport</td>
<td>21</td>
<td>1</td>
<td>20</td>
</tr>
<tr>
<td>Repair Ships</td>
<td>8</td>
<td>0</td>
<td>8</td>
</tr>
<tr>
<td>LCIs</td>
<td>392</td>
<td>4</td>
<td>390</td>
</tr>
<tr>
<td>DEs</td>
<td>48</td>
<td>0</td>
<td>48</td>
</tr>
<tr>
<td>Small Landing Craft</td>
<td>2,265</td>
<td>25</td>
<td>2,240</td>
</tr>
<tr>
<td>LSTs</td>
<td>4</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>LCTs</td>
<td>116</td>
<td>18</td>
<td>98</td>
</tr>
<tr>
<td>PCCs</td>
<td>30</td>
<td>2</td>
<td>28</td>
</tr>
<tr>
<td>Corvettes</td>
<td>15</td>
<td>0</td>
<td>15</td>
</tr>
<tr>
<td>Frigates</td>
<td>10</td>
<td>0</td>
<td>10</td>
</tr>
<tr>
<td>PTs</td>
<td>120</td>
<td>22</td>
<td>98</td>
</tr>
<tr>
<td>Floating Workshop</td>
<td>2</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Aircraft Rescue Craft</td>
<td>76</td>
<td>0</td>
<td>76</td>
</tr>
<tr>
<td>Harbor Tugs</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Rescue Tugs, coastal</td>
<td>13</td>
<td>0</td>
<td>13</td>
</tr>
<tr>
<td>Rescue Tugs, small</td>
<td>15</td>
<td>0</td>
<td>15</td>
</tr>
</tbody>
</table>

OTHER NATIONS

<table>
<thead>
<tr>
<th>Type</th>
<th>Lent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Russia</td>
<td></td>
</tr>
<tr>
<td>River Tugs</td>
<td>76</td>
</tr>
<tr>
<td>Mineweepers</td>
<td>88</td>
</tr>
<tr>
<td>Subchasers</td>
<td>88</td>
</tr>
<tr>
<td>Patrol Craft</td>
<td>82</td>
</tr>
<tr>
<td>Landing Craft</td>
<td>88</td>
</tr>
<tr>
<td>Frigates</td>
<td>28</td>
</tr>
<tr>
<td>Icebreakers</td>
<td>210</td>
</tr>
<tr>
<td>Waterways</td>
<td>4</td>
</tr>
<tr>
<td>Light Cruiser</td>
<td></td>
</tr>
<tr>
<td>(Milwaukee)</td>
<td></td>
</tr>
<tr>
<td>(Reported lost: 3 PTs)</td>
<td></td>
</tr>
</tbody>
</table>

FRANCE

<table>
<thead>
<tr>
<th>Type</th>
<th>Lent</th>
</tr>
</thead>
<tbody>
<tr>
<td>DEs</td>
<td>6</td>
</tr>
<tr>
<td>Landing Craft</td>
<td>46</td>
</tr>
<tr>
<td>Subchasers</td>
<td>50</td>
</tr>
<tr>
<td>Patrol Craft Escort</td>
<td>33</td>
</tr>
<tr>
<td>Motor Mineweepers</td>
<td>21</td>
</tr>
<tr>
<td>Harbor Tugs</td>
<td>2</td>
</tr>
<tr>
<td>Float Drydocks</td>
<td>2</td>
</tr>
<tr>
<td>(Reported lost: 8 SCs, 1 PCE, 1 Motor Mineweer)</td>
<td></td>
</tr>
</tbody>
</table>

CHINA

<table>
<thead>
<tr>
<th>Type</th>
<th>Lent</th>
</tr>
</thead>
<tbody>
<tr>
<td>DEs</td>
<td>2</td>
</tr>
<tr>
<td>PCCs</td>
<td>2</td>
</tr>
<tr>
<td>Motor Mineweepers</td>
<td>4</td>
</tr>
<tr>
<td>River Gunboat</td>
<td>1</td>
</tr>
<tr>
<td>(Reported lost: 1 River Gunboat)</td>
<td></td>
</tr>
</tbody>
</table>

BRAZIL

<table>
<thead>
<tr>
<th>Type</th>
<th>Lent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Subchasers</td>
<td>8</td>
</tr>
<tr>
<td>PCCs</td>
<td>3</td>
</tr>
<tr>
<td>DEs</td>
<td>3</td>
</tr>
<tr>
<td>Coastal Transport</td>
<td>1</td>
</tr>
<tr>
<td>Float Drydocks</td>
<td>1</td>
</tr>
<tr>
<td>Floating Workshop</td>
<td>1</td>
</tr>
</tbody>
</table>

MEXICO

<table>
<thead>
<tr>
<th>Type</th>
<th>Lent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coast Guard Cutters</td>
<td>2</td>
</tr>
<tr>
<td>Landing Craft</td>
<td>1</td>
</tr>
<tr>
<td>Subchasers</td>
<td>3</td>
</tr>
</tbody>
</table>

NETHERLANDS

<table>
<thead>
<tr>
<th>Type</th>
<th>Lent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Subchasers</td>
<td>6</td>
</tr>
</tbody>
</table>

AUGUST 1946

Navy Eases Shortages

The world-wide shortages of food and housing have not caught the Navy standing still. In addition to turning over enormous quantities of general materials to help ease U. S. shortages, thousands of tons of food (75,000 tons for a five-month period up to last 1 April) were declared surplus. Nineteen thousand tons of food were turned over to the Army for civilian relief programs in Germany and Japan.

In the latter connection, the Navy has made clear the importance (Alnav 330-46, NDB, 30 June) of continuing to render "every assistance possible in making available and keeping in operation the shipping required for relief and rehabilitation in the war zone..." This move is made necessary by the heavy attrition visited during the war upon coastwise and small craft of all nations in the Orient. Subject to certain conditions, blanket authorization has been issued to 1 Jan 1947 to help place and keep ships in operation.

OUR NEWEST, QUEEREST, SLOWEST

The Navy has a new plane that you wouldn't believe if you saw it, although it probably would not surprise the Batman and Robin. It has emerged from preliminary designs made as far back as 1933 by Chance-Vought Aircraft, and is now being readied for flight tests.

It's the XF5U-1, and it's a fighter with a potential top speed over 460 miles per hour. It can also hover at something less than 20 miles per hour! Needless to say, it's unlike anything anywhere in the world since Icarus pinned on his wax wings and flew too close to the sun.

The XF5U-1 looks a little like a bat, and it also looks a little like a pancake. It's sort of like a flying wing, yet it has a horizontal stabilizer and vertical fins in the rear. The Navy says it's "the only known type which offers practically both extremely high speed and extremely low speed".

The XF5U-1 is a fighter, and its engines. The drive system is so arranged that should one engine fail, the remaining engine would drive both propellers. With its present power plants, the airplane is expected to have a speed range of 40 to 425 miles per hour. Additional power would increase the top speed and decrease the low speed. Turbo-superchargers and water injection systems added to the present engines would make the speed range about 20 to 460 miles per hour. Gas turbines have been proposed as potential power plants, and with the additional power provided by them the speed range would be further widened, placing the airplane completely out of reach as the slowest and putting it up in the category of the fastest propeller-driven aircraft.

Preliminary tests began in 1942 using a wood and fabric model with 75 horsepower engines. The flying model, a full-scale replica of XF5U-1, designated V-178 by Chance-Vought, has been flown successfully for several years, demonstrating the low-speed flying qualities of the design. The first flying XF5U-1 is now nearing complete and is expected to be flight-tested this fall.

STRICTLY FROM BUCK ROGERS is the Navy's XF5U-1. The amazing what'sit may be the fastest and the slowest propeller driven airplane.
ALBINO GOONEY BIRD—Snow white gooney bird found on Eastern Island in the Midway group. Feathered oddity is the second pure albino ever found.

**Unknown Will Be Chosen**

Remains of an unidentified serviceman of World War II will some day lie in honor in the Memorial Amphitheater in Arlington Cemetery beside the Unknown Soldier of World War I. A bill signed by President Truman directs the Secretary of War to provide for the burial of an unknown serviceman who lost his life overseas in the latest war, as a symbol of the hundreds of thousands of Americans who gave their lives.

About 21,000 unidentified Americans lie in graves across the world, victims of World War II. Efforts of the War and Navy Department to identify the bodies are constantly reducing the number. But at some indefinite time in the future, when the number has been decreased as far as ever seems possible and no further clues to identification remain to be explored, one of the nameless dead will be selected for all the honor his country can give him.

The unknown may be a Soldier, Sailor, Marine or Coast Guardsman. It has been planned the selection will be made in such a manner that no man living ever will know to which service he belonged. In this respect, his selection will be unlike the selection of the first Unknown Soldier, who actually was a member of the Army.

Details of the selection of the unknown serviceman have not been finally worked out. Proposals set forth thus far have insured that no branch of service, no theater of war will be left out of the final selection.

In the meantime, next-of-kin seeking information regarding return of overseas dead to the United States were advised to contact the Office of the Quartermaster General, Washington 25, D. C. (see p. 69).

Selection of the Unknown Soldier of World War I was one of the most dramatic moments in military history.

**NATC Is Expanded**

In one of the oldest settled parts of the U. S., but at the same time one of the most isolated sectors of the Atlantic Coast, the Navy is expanding its Air Test Center. On a 6,000-acre tract at the mouth of the Patuxent River in Maryland, Navy men are broadening the facilities of the Center to make it capable of testing any possible development of naval air warfare.

Planes powered by jet engines are flown and the problems of their service and maintenance under sea conditions are worked out. The heralded "Buck Rogers Navy" of the future may be having some beginnings at the Air Test Center. Some people have foreseen, for example, an aircraft carrier which can be fully submerged to escape atomic attack. Such a craft would require incredibly powerful, swift catapults to launch planes or guided missiles in the few moments of its surfacing for an attack.

Great double-ended catapults, which can fire a plane in either of two directions into the prevailing wind, act as guinea pigs for the Navy of the future. Similarly, a turntable more than 100 feet in diameter, to which are strung four heavy arresting cables provides a testing ground for new techniques in landing a plane on a carrier, one of the toughest feats in the service. This turntable is revolved by means of tractors, so that approaching aircraft can land into the wind.

NATC’s mission is to test finished products and new materials under the conditions in which they are fashioned to serve the Navy. Extensive runways on one hand accommodate huge aircraft. On the other are devices to test the toughest feats in the service. This is done by the third Lord Baltimore in 1665.

Photograph from Press Association, Inc.
Surplus Shortage

The brutal truth about that surplus automobile or typewriter you’ve thought about is that you can’t get it. The War Assets Administration does have these items on a “set-aside” list for veterans, but so many people have asked for them that no more applications are being taken.

There are some things, however, that you can get and the government has arranged to give the veteran certain priority privileges. While we’re about it, note that the man in service is not regarded as a veteran, no matter how many battle stars he wears, and is entitled to no priority privileges other than those he may exercise in ships’ and ships’ service stores.

Any honorably discharged veteran, then, who served in the armed forces after 15 Sept 1940 is entitled to priority in the purchase of any surplus property except land and buildings, provided:

- That it is to be used in setting up or maintaining his own small business, professional or agricultural enterprise, or
- That it is required by the nature of his employment.

This privilege, exceeded only by that of federal agencies buying for their own use, does not cover purchasers for personal use (although there is one of those who cover purchase of an initial stock for resale, but not purchases for replenishment of that stock).

Here’s what you do to exercise this general privilege:

- Find out where your local WAA Veterans Certification Office is (there are about 125 of these in the country). Take or mail to this office evidence of your status as a veteran, such as a photostatic or attested copy of your discharge, inactivation, terminal leave or final furlough papers. (Don’t send the certificate; you might lose them.)
- Take or mail to this office a list of the surplus items you wish to buy.
- File an application to purchase said items. (This is quite an operation, and space requirements prevent detailing the steps here.)

If the application is approved, a certificate covering each item is issued to you and copies are sent to the Veterans Branch of the WAA Regional Office covering the territory in which you live. When and if the property becomes available, the Veterans Branch will notify you, as to its whereabouts and tell you about price, condition, opportunity for inspection etc. WAA says the availability of property depends upon several factors, including the number and order of certifications issued. In other words, you should wait until you are notified instead of trying to locate the property yourself.

Now, in addition to this general priority, the veteran is entitled to the exclusive right to buy certain items in heavy demand and short supply. You may buy these for either business or personal use, but if you buy for personal use you may not resell the property.

This is where we get to the “set-aside” list, which simply is a list of items limited in supply and sold to veterans only. The list includes things like trucks, tractors and trailers, scooters and scrapers, crushers and cranes, and plows (one-horse and two-horse-or-more types). It also includes certain medical, surgical, dental and veterinary apparatus and equipment.

If you have been certified under your general priority, you may obtain additional certification to buy anything on the “set-aside” list—provided you have not previously been certified for the item you wish to buy. WAA points out that since all items on the list are in very short supply, certification is by no means assurance that an applicant will be able to buy any particular item. In some cases—automobiles and typewriters, for instance—the supply can hardly begin to fill the demand.

Getting back to the man still in service, BuSanA has taken steps (ALL HANDS, February 1946, p. 76) to make excess Navy goods available to ships’ stores and commissary stores, for sale to naval personnel. (Ships’ service stores, generally found at stations within the continental U. S., as opposed to ships’ stores, generally used on battleships or overseas, are not qualified to obtain excess Navy stocks.) BuSanA periodically selects specific items as excess. These, with their whereabouts, are listed for the benefit of ships’ stores and commissaries, which simply order from the activity which holds the goods. On the other hand, certain items of surplus material are sold in ships’ service stores, which obtain the goods through the WAA, just like anybody else.

About excess and surplus: When material is declared to be excess by the cognizant technical Bureau, it is turned over to the WAA or other appropriate agency for disposal. Excess materials are items no longer needed by the activity for which purchased, but which may be needed for other navy purposes or to meet the demand in ships’ stores. So they’re still under Navy jurisdiction until determined to be surplus to Navy’s need and so declared.

Overseas, the disposal of surplus property is handled by the Foreign Liquidation Commission, an appendage of the State Department which considers the man in service a veteran and accords him the accruing priorities. These latter do him little benefit, however, because the great part of U. S. surplus material abroad is disposed of in mass lots to the government of the country in which it is located. FLC says service men are welcome to write to its offices in Shanghai, Manila, Guam, Balboa, C. Z., Reykjavik, Iceland, Paris or Rome, but it makes no promises. Some odds and ends may be around, FLC says, but if you had a jeep or a truck in mind, you may as well forget it.

WAA, incidentally, last month issued a booklet on surplus property, now available at all regional WAA offices.

Tables Turned as Japs Replace Yankee Prisoners Picking Up Butts.

U. S. Army Signal Corps Photograph

RUB-A-DUB-DUB (REVISED)—Life raft, shown being tested at Wright Field, will accommodate 104 men. Raft is 38 ft. across but weighs only 79 lbs.
**THE MONTH'S NEWS**

### Revisions To ALL HANDS Atomic Extra

Since publication of the ALL HANDS Atomic Extra in June, certain actual errors, revisions and additional explanations have been compiled by the physics staff. Any nuclear physicists who supervised production of the Extra. So many readers—from physicists to seamen second—have expressed their desire to keep the Extra as a permanent reference in affairs atomic, that it was decided to print these revisions in the handy form below. It is suggested that interested readers may, if they wish, clip this table of revisions and paste it into their copy of the Atomic Extra to make it as accurate and complete as possible.

The numbered key which precedes each single revision refers, in order, to page and column number.

14-1 Line 8, for “molecule” read “molecular.”
14-2 Line 9 from bottom, for “mass velocity” read “mass and velocity.”
16-3 Lines 6 and col.: If it is believed that the neutron actually is a particle, then the mass of an electron, though the mass considerations are approximately correct, a positive and a negative particle can even simultaneously give a proton, since the neutron itself is more than the proton before anything is added. A positive particle is a particle equal to an electron in mass and carrying an opposite charge.
17-1 Fig. 2. Actual size drawing would show electron orbit about one-tenth of a diameter in comparison to size of nucleus.
17-2 Lines 1-3, for “mole of the element” read “mole of atoms of the element.”
20-1 Lines 16, 17: Term “Mev” used in these figures not otherwise explained by unit is equal to 1 million electron volts.
23-3 First track of Beta particles are curved by a magnetic field not shown. One of the most important uses of the Wilson cloud chamber employs a magnetic field superimposed on the chamber. Bending of a charged particle’s path makes possible the measurement of the charge, mass or velocity of the particle if two of these are known.
24-1 Line 7, read “true beta.”
24-1 Line 8, read “true beta.”
25-1 In table at top of column, the neutron is not shown as carrying zero charge as the hydrogen atom, and nearly the same masses, but they are not at all alike in structure.
25-1 Beginning with line 15 under the table, the mass number can increase by zero, one or two units, or decrease by one unit. Mass number can increase by zero, one, two or more units.
29-2 Last paragraph: Simple neutron capture may occur when the energy of the neutron is equal to or greater than the top of the activation energy barrier. In this case the neutron capture appears at energies less than the peak of the hill, and neutrons must have precisely one of these energies to get into the nucleus.
30-2 Lines 6 and Line 17, $^{37}P$ and $^{37}P$ are used interchangeably to represent a neutron.
30-2 Last subhead in column, for “(1) Proton (d,p)$^0_1$” read “(1) Proton (d,p) emitted.”
30-3 Line 20, “(d,p)$^0_1$” read “(d,p) emitted.”
31-3 Line 5, for “(d,p)$^0_1$” read “(d,p) emitted.”
31-3 Line 7, for “$^{37}P$” read “$^{37}P$ emitted.”
31-3 Line 1, for “$^{37}P$” read “$^{37}P$ emitted.”
31-3 Under “first subhead,” again, there is between simple capture where the energy of the proton is greater than the activation energy of the bombarded nucleus, and the reaction, where the energy of the proton is less than the activation energy of the nucleus, to one of possibly several very precise quantities.
31-4 Line 14, delete “always.”

### Scientists Honored

Ten scientists have been presented the Medal for Merit for their services in World War II. These awards were made by Assistant Secretary of the Navy W. John Kenney at a ceremony in the Navy Department.

Four of the group: Dr. Merle A. Tuve, Dr. Lawrence B. Hafstad, Dr. Luke Hopkins and Dr. Raymond D. Mindlin, were cited for their work in the development of the X, or radio proximity fuse, which is regularly used in World War II.

Three of the scientists, Thomas Keith Glennan, William H. Fritz and Timothy E. Shea, were cited for their work on underwater sound-detection devices.

Dr. Robert F. Rinehart received the citation for mathematical research and calculations which, “placed in combat operation numerous improved submarine tactics which have enhanced to a tremendous extent the offensive and defensive potentialities of submarines of the U. S. Fleet.”

Philias H. Giraud was cited for outstanding services “in foreseeing and developing” major improvements in naval ordnance, including medium and heavy guns and rocket launchers.

Dr. Charles F. Weinbusch received the award for his role in the development of a special type torpedo, and for having “designed, produced and installed many devices which have enhanced the offensive and defensive potential of submarines of the U. S. Fleet.”

**Heli-squadron’ Formed**

Another branch of the expanding air program of the Navy, Squadron VX-3, was put in commission on 1 July at Floyd Bennett Field, New York City. The squadron, composed entirely of helicopters, will operate and evaluate new planes of this type.

At present 10 officers and 100 enlisted men have been assigned to man and operate the squadron, but as more planes are made available—more personnel will be assigned to duty with the squadron.

There are now five HNS-type and 12 HOS-type planes in the squadron.

The helicopter, while still in an early stage of development, promises to be a spotting plane, as a drone target, and most recently in the war in Europe for general observation purposes. Other uses to which the helicopter has been successfully put are delivering mail, personnel and material to ships at sea, rescuing downed aviators and harbor constant. Possibly the most important development of all may be the use of helicopters on antisubmarine patrols. This type of plane is considerably less visible to submarines than blimps.

### Negro College Fund

The United Negro College Fund reported that 500 Negro men stationed at the Naval Barracks, Manana, Island of Oahu, Hawaii, have sent a check for $605.56 to the fund headquarters. This check was sent as an effort to help Washington, D. C., each of its $45,000 quota of the $1,300,000 national quota for the furtherance of Negro college education in the U. S.
National War College Faculty

Five men, prominent in the fields of education and international relations, have been added to the faculty of the National War College, highest level educational institution in the armed forces.

The new appointees included George F. Kennan, who will serve as Deputy for Foreign Affairs. Mr. Kennan has been in the foreign service since 1926 and recently returned from his assignment as counsellor of the American Embassy in Moscow. Others are Dr. Bernard Brodie, on leave from Yale University, author of Sea Power in The Machine Age; Dr. W. L. Wright, on leave from Princeton University; Dr. Sherman Kent, Yale; and Professor H. C. Dillard of the University of Virginia, who was appointed to the institution's faculty as Director of Studies.

The National War College has as its main study joint operations of air, ground and naval forces, with problems in the field of world politics and international relations, scientific research and development, and the integration of our foreign and military policies. The first course will start 3 September with 100 senior Army, Navy, Air and State Department officials in attendance, and will last 10 months.

Filipinos Honor Quezon

People of the Philippines planned homage to their first president, Manuel Quezon, in a Philippine State funeral at Manila on 1 August.

The first President of the Philippine Commonwealth died in Washington, D.C., 1 Aug 1944. His body was removed from the main vault at Arlington National Cemetery on 26 June and taken to San Diego, Calif., where it was placed aboard USS Princeton (CV 37).

The Princeton departed from San Diego on 2 July, and was scheduled to reach Manila 27 July. Accompanying the body was Supreme Court Justice Frank Murphy, representing the U.S. Government. Burial will be in a state tomb in Manila.

Flag Promotions

Recent promotions to flag rank as confirmed by the Senate are as follows:

To be vice admiral in the U.S. Navy: Harold G. Bowen, USN, for temporary service to rank from 10 July 1946.

To be commodore in the U.S. Naval Reserve: Eri Craig Gould, USNR, for temporary service while serving with the Foreign Liquidation Commission, State Department, from 2 July 1946.

To be Engineer-in-Chief of the U.S. Coast Guard with the rank of rear admiral: Ellis Reed-Hill, USCG, from 1 Aug 1946.

Up In the Air

The German V-2 rocket fired 9 July at White Sands, N. M., gained an altitude of 83.5 miles, setting a new all-time record.

The rocket, holding a Navy developed scientific unit for gathering weather and other scientific data (see All Hands, July, p. 37) was in the air 400.5 seconds and landed 63 miles due north of the launching site.

Other tests for the rocket are scheduled and higher altitudes may be attained.
Lexington Essex Hornet

Thirteen aircraft carriers and their attached air groups of the famed Task Forces 38 and 58 recently were cited by the Navy Department for their part in Pacific air-sea offensive operations during World War II. Eight of the 13—the USS Essex, USS Hornet, USS Lexington, USS Bunker Hill, USS Yorktown, USS San Jacinto, USS Cabot, and USS Belleau Wood—received the Presidential Unit Citation, while the Navy Unit Commendation was awarded the remaining five—the USS Enterprise, USS Hancock, USS Wasp, USS Cowpens, and USS Langley.

Citation of the 13 carriers emphasizes the role played by carrier-based aviation in starting offensive action against the Japanese less than two months after Pearl Harbor and in speeding the final defeat of the enemy. Figures show that the 13 flattops, of the total of 29 large and medium carriers to see action in the Pacific, staged 56 percent of all carrier-based action sorties of the war.

The USS Essex was cited for "extraordinary heroism in action" in the Pacific war area from 31 Aug 1943 to 15 Aug 1945. Spearheading the concentrated carrier warfare in forward areas, the gallant ship and her air groups struck crushing blows toward annihilating Japanese fighting power. The 27,000-ton aircraft carrier spent 17 months in continuous operations and supported every major Pacific engagement from Tarawa to Tokyo Bay.

Citation of the USS Hornet and her air groups for continuous operations in the most forward areas in the Pacific from 29 Mar 1944 to 10 June 1945. They fiercely countered the enemy's aerial attacks, destroying his planes and inflicting heavy losses. Her COs for the time mentioned were: Capt. Miles R. Brown, USN, Mountain Lakes, N. J.; Capt. William D. Sample, USN, Pensacola (listed as missing); and Rear Admiral Austin K. Doyle, USN, Pensacola, Fla.

The USS Lexington was also cited. She participated in more than 25 battles from Tarawa to the final strikes against the Japanese home islands and is credited with inflicting heavy losses on the enemy fleet and air forces. Rear Admiral Felix B. Stump, USN, Clarksburg, W. Va.; Rear Admiral Ernest W. Litch, USN, South Weymouth, Mass.; and Rear Admiral Thomas H. Robbins, Jr., USN, Washington, D. C. were her successive COs for the period covered.

Another gallant ship to be commended was the USS Bunker Hill for taking part in every major invasion in the Pacific from the Marshalls and Gilberts to Okinawa from 11 Nov 1943 to 11 May 1945. She delivered severe blows against the enemy. Her COs were Rear Admiral John J. Bullentine, USN, Hillsboro, Ohio; Capt. Thomas P. Jeter, USN, Hyattsville, Md.; Rear Admiral Marshall R. Greer, USN, Pikeville, Ky.; and Capt. George A. Seitz, USN, Coronado, Calif.

The USS Yorktown was given the PUC for inflicting heavy losses and damage on the Japanese during the period from 31 Aug 1943 to 15 Aug 1945. She took part in 38 separate actions beginning with the air strike on Marcus Island on 4 Apr 1943 and continued through the occupation of Japan. Rear Admiral Joseph J. Clark, USN, Chelsea, Okla.; Rear Admiral Ralph E. Jennings, USN, Hershey, Pa.; Rear Admiral Thomas S. Combs, USN, Lamar, Mo.; and Capt. Walter F. Boone, USN, Palo Alto, Calif., commanded the ship during the time mentioned in the citation.

"For heroism in action" the officers and men of the USS San Jacinto were given the PUC. The period covered in the citation—19 May 1944 to 15 Aug 1945—includes all operations in the Pacific from the air attacks on Wake and Marcus Islands through the assault and invasion of Okinawa, in all of which the carrier participated. Rear Admiral H. M. Martin, USN, Cairo, Ill., and Capt. M. H. Kernodle, USN, Graham, N. C., were the commanding officers at the time.

For the actions in which she took part the USS Cabot was awarded the PUC. From 29 Jan 1944 to 8 Apr 1945 the carrier struck again and

The Belleau Wood was cited for the period from 18 Sept 1942 to the end of the war for her role in the Pacific engagements. Her brave officers and men were instrumental in achieving the ultimate defeat of the Japanese Empire. Commanding officers were as follows: Rear Admiral Alfred M. Pride, USN, Somerville, Mass.; Rear Admiral John Perry, USN, Coronado, Calif.; and Rear Admiral William G. Tomlinson, USN, Washington, D. C.

The Navy Unit Commendation was awarded five other carriers for their participation in Pacific engagements. One of these, the USS Enterprise, was previously awarded the PUC and was the first carrier so honored. The Enterprise received the NUC for the period covering the 19 Nov 1943 to 14 May 1945. Her commanding officers for the time were Rear Admiral M. B. Gardner, USN, State College, Pa.; Capt. T. J. Hamilton, USN, Columbus, Ohio; Capt. C. D. Glover, Jr., USN, Camden, S. C.; and Capt. G. B. H. Hall, USN, Boise, Idaho.

The officers and men of the USS Wasp were also commended for delivering severe losses upon the Japs from 19 May 1944 to 15 Aug 1945.

\[\text{Transport Squadron Gets Navy Citation}\]

For meritorious service in support of military operations at Okinawa from 8 Apr to 23 June 1945, Transport Squadron (VR 12), NATS Detachment Okinawa was cited by the Navy.

Efficient and dependable in carrying out a dangerous and difficult mission, the squadron made possible the evacuation of thousands of casualties during this campaign. Despite severe weather and persistent enemy air attacks and artillery fire they managed to deliver vital replacement troops and war cargo to the fighting forces. By their outstanding performance of duty, the personnel of this detachment helped save many lives, stimulated general morale and provided critical medical and ordnance supplies. They contributed materially to the success of our forces in the Okinawa campaign. During this time, Lt. Comdr. Marion L. Hoblit, USN, Parkville, Mo., and Lt. Comdr. Walter E. Fallon, USN, Alameda, Calif., were the successive squadron COs.

\[\text{Action At Okinawa Wins Top Award}\]

For valor and unwavering devotion to duty in the face of almost insurmountable odds, William D. Halyburton, Jr., PHM2c, USNR, Miami, Fla., was posthumously awarded the nation’s highest tribute—the Medal of Honor. He gave his life gallantly while serving with a Marine Rifle Company in the 2d Battalion, 5th Marines, 1st MarDiv during action against enemy forces on Okinawa, 10 May 1945.

Undaunted by the deadly accuracy of Jap counterfire as his unit pushed the attack through an important draw, Halyburton dashed across the draw and up a hill to an open field where the company advance squad was suddenly pinned down by a concentration of mortar, machine gun and sniper fire with resultant severe casualties. Moving steadily forward despite the enemy’s merciless barrage, he reached the wounded marine who lay farthest away and was rendering first aid when his patient was struck for a second time. Placing himself in the direct line of fire, he shielded his comrade with his own body and continued to administer aid. Completely unfazed, he persevered in his efforts until he himself sustained mortal wounds and collapsed, gallantly giving his life for that of another.

\[\text{August 1946}\]
PATBOMRONS 71, 111
Receive Awards

Two patrol bombing squadrons, 71 and 111, recently were awarded the Navy Cross for outstanding heroic action against Japanese forces.

During numerous offensive missions from 24 Nov 1944 to 16 March 1945, the pilots and aircrewmen of PatBomRon 71 operated from advanced bases in the Netherlands East Indies and the Philippines. They overcame severe maintenance difficulties, withstood perilous weather and determined enemy air opposition to serve courageously in a series of highly successful air strikes, rescue, and reconnaissance and convoy screening operations and single-plane low-level bombing attacks. Aggressive in the execution of assignments, units worked as a superbly coordinated team, providing valuable and unusual information for important Fleet movements.

Another group of pilots and aircrewmen—those of PatBomRon 111—also were commended by the Navy for their brilliant record of service and achievement during numerous offensive search missions from 2 Dec 1944 through 31 July 1945. Operating from the bases of Timian, Morotai, Talobon and Palawan, they withstood typhoon weather and mental fatigue to penetrate tenaciously defended enemy territory and to provide thorough interim diving and valuable weather information for important Fleet movements.

By ferreting out hostile forces in a series of devastating attacks, the individual bombing and aggression squadron units dealt crippling blows against the enemy, sinking or damaging seriously 544 vessels, destroying 25 airfields, and neutralizing numerous land installations. Successive CO's during this period were Lt. Comdr. James V. Barry, USNR, Webster, S. D., and Lt. Comdr. Gordon L. Egbert, USN, Everett, Wash.

Navy Cross

No. 751 (NTS Newport, R. I.)

"No wonder they got under way so fast—he says they just painted the bunks."

"Standing record of destruction wrought upon the enemy."

First award:

★ BOWNIK, Arthur D., HtEngr USNR, Minneapolis (posthumously): While serving as medical officer of the 1st Battalion, 5th Marines, 1st MarDiv, on Okinawa in May 1945, Bownik fearlessly disregarded a barrage of Jap bullets to advance to where two wounded marines lay helpless. Working quickly, he dressed their wounds despite repeated shellbursts, and although seriously wounded himself remained with them until their safe evacuation. Thus, he saved the lives of both marines and sacrificed himself.

★ BRANDT, Thomas W., PhM3c, USN, Sparta, Tenn. (posthumously): Attached to the 1st Battalion, 27th Marines, 5th MarDiv on 4 Mar 1945, at Iwo Jima, Brandt was ordered to the fire to advance to where two wounded marines lay helpless. After carrying several wounded men to safety, he continued to minister first aid and initiate rescue attempts. After carrying several wounded and seriously wounded men to safety and ministered to the helpless until he was mortally wounded.

★ UCCA, Maurice E., Rear Admiral (then Capt.), USN, Flint, Mich.: While CO of the USS Columbus from 17 to 29 Oct 1944, Admiral UCCA directed skillfully and capably his vessel's support of the landing of our forces on Honshon and Leyte Islands, and on 21 October participated in the defense of Leyte Gulf, resulting in the sinking of at least one enemy battleship, a cruiser and six destroyers.

★ GALLAWAY, Leon, Lt. Comdr. (then Lt.), USN, Paterson, N. J.: While acting CO of the USS Lestat at Okinawa on 6 Apr 1945, Gallaway gave his men to the rescue of the USS Newcomb, fired and damaged by several enemy planes. Directing his batters against the aircraft, he blasted one of them out of the sky and organized fire and rescue parties among the crew as he ranged the Lestat alongside the burning and exploding ship until a suicide plane plunged into the stern of his ship. He succeeded in extinguishing all fires and in controlling the flooding of the after compartments.

★ HARRIS, J. D. Jr., PhM6c, USN, Chattanooga, Tenn. (posthumously): While attached to the 1st Battalion, 5th Marines, 1st MarDiv on Okinawa, 3 May 1945, Harris, although critically wounded, continued his vital service and evacuated casualties. Realizing the condition of one of the marines made removing him impossible, Harris thought of the patient and administered blood plasma and had completed his mission when he was struck by a sniper, thus giving his life for that of another.

★ HARRIS, William H. Jr., Lt. Comdr., Bethesda, Md. (posthumously): As 13th Mission leader attached to BomFitRon 83, USS Essex, during action at Yokosuka on 15 Oct 1944, Lt. Harris pressed home boldly a bombing attack against an enemy battleship and plunged through intense anti-aircraft fire to score a direct hit on the assigned target. By his skill and daring, he rendered vital service throughout but an important mission as contributed materially to the damaging of a powerful enemy warship.

★ MUELLER, Carl D., PhM3c, USNR, LaGrange, Ill. (posthumously): When attached to a Marine rifle platoon, 2nd Battalion, 29th Marines, 5th MarDiv on 1 May 1945 on Okinawa, Mueller although wounded, refused evacuation and disregarded his own condition to minister first aid to all wounded and directed their evacuation. Mortally wounded, he continued his treatment until the last moment gave his life for the lives of many of his comrades.

★ PHILLIPS, George Jr., Comdr., USN, Wash. (posthumously): While serving on the USS Independence, 12 Dec 1944, Phillips was mortally wounded by a direct hit from a suicide plane which smashed into his ship. He died instantly and was posthumously awarded the Navy Cross.

How Did it Start?

Medals on Left

The custom of wearing medals on the left breast is one that dates back to the days of the Crusades, when the practice to wear the badge of honor of their order near their heart to denote the high rank and danger in which it was held.

In the days of the Crusades, a captain's left side was the shield side—for the large shield was carried on the left arm, protecting the heart of honor and the heart. The custom of giving precedence to the left side has been handed down to us, any new formal modern styles notwithstanding.

On only one occasion in the Navy—a decoration worn on the right side. When in "full formal dress," and when decorations are worn, the Presidential Unit Citation is worn on the left side, and the others on the left breast. Reason is, this award is presented in the form of a ribbon only, not a medal.

All Hands
16 HEROES WIN NAVY CROSS

HAIC Bow nik
PMZC Bradley
Rear Admiral Doyle
PMZC Harris

Lt. Harris
Ens. Henkel
Capt. Johnson
Comdr. Kauffman

Comdr. Maher
PhM3c Mueller
Comdr. Philip
Capt. Ring

Lt. Comdr. Ross
Lt. Comdr. Rubel
HAIC Twedt
Capt. Weber


Gold star in lieu of third award:

★ INGRAM, Jonas H., Admiral, USN, Corpus Christi, Tex.: As CO of the USN carrier Ticonderoga from 23 Mar to 16 June 1945, ADMR Ingram directed his command with aggressive determination which enabled the Ticonderoga to inflict heavy and costly damage upon Jap aircraft and shore installations. Dependable and coolly efficient in the face of danger, ADMR Ingram weathered a devastating kamikaze attack and in minimum time returned the Ticonderoga to full combat readiness to continue her fight until she was sunk.

★ JIM, Stanhope G., Capt. (then Comdr.), USN, Alpine, Calif.: As CO of the USN carrier Hornet air group in the Battle of Midway on 6 June 1942, Capt. Jim led his group in bombing and strafing attacks on fleeing enemy cruisers and destroyers. In the face of heavy antiaircraft fire he coolly and methodically attacked the enemy and obtained a hit on an enemy cruiser.

★ ROSS, Robert M., Lt. Comdr., USN, Corpus Christi, Tex.: As CO of the 12 carrier-based fighters he scored a direct hit on an enemy battleship at the Kurile Naval Base on 24 July 1943, pressing home an attack in face of heavy antiaircraft fire from battleships, cruisers, carriers, and shore establishments. On retirement, he encountered approximately 20 enemy planes. He alerted the striking force and with his own fighter team fought off and prevented any of the enemy fighters from reaching the bombers before they could be escorted.

★ RUBEL, David M., Lt. Comdr., USN, San Diego, Calif.: While gunnery officer of a minelayer during action at Okinawa, 3 May 1945, Lt. Comdr. Rubel directed his five-inch gun crews in sending up antiaircraft shells when his ship was subjected to a series of Jap suicide attacks so that he succeeded in shooting down four of the enemy and damaging many more. He met every threat to his vessel with unfailing aggressiveness and kept open lanes by darting repeated attacks and in addition organized and directed fire-fighting activities, extinguishing a fire which endangered the magazine.

★ WIEBER, Carlos W., Capt. USN, San Diego, Calif.: As CO of the USN Essex in an attack on units of the Jap fleet 24 Oct 1944, Capt. Weiber skillfully directed an attack on the enemy battleship Musashi inflicting heavy damage. As a result, together with damage inflicted by accompanying carriers, the Musashi was sunk. These attacks coupled with those covering the next day prevented the enemy from putting to sea with an effective naval force.
THESE OFFICERS AWARDED D. S. M.

In recognition of the invaluable assistance rendered by the following officers in directing and carrying out the vital work of key activities of the Communications Division during the closing months of the antishipmarine campaign in the South Pacific, qualified for awards of the Distinguished Service Medal.

D.S.M. (Cont.)

T. H.: While attached to the division of naval communications from 7 Dec 1941 to 2 Sept 1945, Capt. Dyer rendered invaluable assistance in directing and carrying out the vital work of key activities of the Communications organization.

HOLMES, Wilfred J., Capt., USN, Honolulu, T. H.: While attached to the division of naval communications from 7 Dec 1941 to 16 Apr 1945, Capt. Holmes rendered invaluable assistance in directing and carrying out the vital work of key activities of the Communications intelligence organization. By his judgment, planning and devotion to his exacting assignment, he contributed to the effectiveness of important operations.

MUNROE, William R., Vice Admiral, USN, Waco, Tex.: As commander South Atlantic Force from November 1944 to August 1945, Vice Admiral Munroe directed ship's operations in the South Atlantic. Immediately following the capitulation of Germany, he launched and supervised a program to end the use of many shore facilities of the Navy in South America. By his tact and leadership he contributed to the successful prosecution of the war and also strengthened bonds of unity among the nations of the Western Hemisphere.

SILVER STAR MEDAL

Gold star in lieu of second award:

† McHale, Oliver, A. PhM3c, USN, Los Angeles (posthumously): Corpman, 4th MarDiv, Iwo Jima, 19 Feb 1945.

First award:

† Aarant, Loyd L., HA1c, USN, Dexter, Mo. (posthumously): Corpman, 5th MarDiv, Iwo Jima, 21 Feb 1945.

† Bond, William E., PhM3c, USN, Sublett, Idaho (posthumously): Corpman, 1st MarDiv, Okinawa, 5 May 1945.

† Anderson, Grant G., Lt., USN, Shoshone, Idaho: Executive officer, NavUnit 4, Southern Fukien Province, China, 20 June to 21 July 1945.

† Austin, John L., Jr., PhM2c, USNR, Pasadena, Calif. (posthumously): Serving on aircraft carrier off Philippines.

† Bailey, John D., PhM2c, USN, Kelso, Wash. (posthumously): Corpman, 4th MarDiv, Iwo Jima, 19 Feb 1945.


† Barnett, Paul M., Slc, USN, Richmond, Va. (posthumously): Gunner, 20mm battery, USS Yorktown, forward Pacific area, 18 Mar 1945.

† Banta, Fën J., CMM, USN, San Diego: Serving with naval communication center, Monkey Island, Fort Mills, Corregidor, 22 Mar to 5 May 1942.

† Biddle, Earle H., Jr., PhM3c, USNR, Cincinnati (posthumously): Corpman, 1st MarDiv, Okinawa, 14 May 1945.


† Buckner, Thomas W., Lt. (jg), USN, Nashville, Tenn. (posthumously): Torpedo data computer operator, USH 544, 5th Ward, Okinawa, 14 May 1945.

† Bunt, Lee E., PhM3c, USN, Colchester, Ill. (posthumously): Corpman, 5th MarDiv, Iwo Jima, 24 Feb 1945.

† Campbell, John D., PhM2c, USN, Ogden, Utah: Corpman, 2nd MarDiv, Tarawa, Gilbert Islands, 26 Nov 1943.

† Carroll, Glenn E., Stc, USN, Hartford, Conn.: Member of crew, LST 605, beachhead, Mindoro, 16 Dec 1944.

† Carroll, Harold C., CMM, USNR, Cleveland (posthumously): Company commander of engine room, USS Isherwood, Ryukyu, 22 Apr 1945.

† Coggan, Detlev C., 3c, USN, Shelby, Ohio (posthumously): Sky knockout, USS Louisville, Luzon, 5-6 Jan 1945.

† Davidson, Ralph L., AMM3c, USN, Edinburg, N. D. (posthumously): Crew leader and control officer, aircraft carrier off coast of Philippines.

† Dean, Joseph T., PhM3c, USN, Tallahassee, Fla. (posthumously): Corpman, 1st MarDiv, Okinawa, 7 May 1945.

† Deets, Virgil D., PhM2c, USNR, North Springs, Iowa (posthumously): Corpman, 4th MarDiv, Iwo Jima, 1 Mar 1945.

† DeLoach, Walter A., GM1c, USN, Savannah, Ga. (posthumously): Mount captain, 40 mm gun aboard USS Mayneury, Okinawa, 6 Apr 1945.

† Doody, Edward F., PhM2c, USN, Woodbridge, N. J. (posthumously): Corpman, 1st MarDiv, Okinawa, 7-12 May 1945.


† Feather, Jennings H., PhM2c, USN, Monticello, Va. (posthumously): Corpman, 5th MarDiv, Iwo Jima, 20 Feb 1945.

† Fields, Glenn A., Ffc, USN, Brooklyn, Wash. (posthumously): Member gun crew on LCT (L 466), Iwo Jima, 17 Feb 1945.

† Fuller, Robert M., PhM3c, USN, San Diego (posthumously): Company commander, 1st MarDiv, Okinawa, 2 May 1945.

† Graham, William J., Jr., RM3c, USN, Oklahoma City (posthumously): With naval communication center, Monkey Island, Fort Mills, Corregidor, 22 Mar to 5 May 1942.

† Grasser, Herbert J., Capt., USN, California (posthumously): CO, USN, Okinawa Gunto, 22 Mar to 20 Apr 1945.

† Groom, John W., HA1c, USN, Pilot Mountain, Idaho (posthumously): Corpman, 4th MarDiv, Iwo Jima, 2 Mar 1945.

† Heflin, Robert L., Lt., USN, Chicago (posthumously): CO, Naval Unit 6, Southern Fukien Province, China, 29 June to 21 July 1945.

† Heney, William E., Stc, Great Falls, Mont. (posthumously): Member gun crew on USS Leyar Wilson, Philippine area, 16 Jan 1945.

† Hare, John A., Bc, USN, Minneapolis (posthumously): Member engineer's force, USS Columbus, Okinawa, 6 Apr 1945.

† Hartman, Charles R., AMM3c, USN, Kingsport, Tenn. (posthumously): Gun mount director operator, USS Louisville, Luzon, 5-6 Jan 1945.

† Helms, Wade L., Stc, USN, High Point, N. C. (posthumously): Member gun crew of LST 665, off beachhead, Mindoro, 16 Dec 1944.

† Hembree, John E., Bc, USN, Chicago (posthumously): Gunner, USS Leyar Wilson, Philippine area, 10 Jan 1945.

† Jerkel, Elmer, Slc, USN, Windsor, Colo. (posthumously): Loader on 20mm battery, USS Yorktown, forward Pacific area, 18 Mar 1945.

† Johnson, Calvin H., PhM2c, USN, San Diego (posthumously): Corpman, 5th MarDiv, Iwo Jima, 19 Mar 1945.

† Johnson, Warner G., PhH2c, USNR, Bonita, Okla. (posthumously): Corpman, 1st MarDiv, Okinawa, 17 May 1945.

† Katz, Myron, HA1c, USN, New Britain, Conn. (posthumously): Corpman, assault rifle company, 1st MarDiv, Okinawa, 18 May 1945.

† Koon, Lorin R., Slc, USN, Minot, N. D. (posthumously): Gunner, USS Leyar Wilson, Philippine area, 10 Jan 1945.

† Linder, William C., MM3c, USN, Graham, Tex. (posthumously): Member after repair party, USS Morriso, Okinawa, 4 May 1945.

† La Porte, Sam, PhM3c, USN, Milwaukee (posthumously): Serving with rifle companies, 5th MarDiv, Iwo Jima, 19 Mar 1945.

† Lehtonen, William L., Jr., GM1c, USN, Baltimore (posthumously): Petty officer in charge 20mm guns, USS Leyar Wilson, active gun point ship, Okinawa, 14 Apr 1945.

† Lynn, Robert B., HA1c, USN, Studio City, North Hollywood, Calif. (posthumously): Aid crew, 5th MarDiv, Iwo Jima, 15 Apr 1945.


† Marques, Anthony F., HA1c, USN, Okinawa (posthumously): Corpman, 3rd MarDiv, Iwo Jima, 21 Feb 1945.

† Matttiller, John N., Ens., USN, Kellogg, Idaho: CO, demolition party, NavUnit 6, Almay harbor, 10-11 May 1945.

† McClelland, Frank K., Lt. (jg), USN, Tooneck, N. J. (posthumously): Director of a demolition crew, USH 64, did duty in Philippines, 10 Dec 1944.

† McCormick, James E., PhM2c, USN, Buena Vista, Ga. (posthumously): Aid crew, USS 4th Marines, Iwo Jima, 19 Mar 1945.

† McCotter, Roy W., RdElec., USN, (then RM3c), Yakima, Wash. (with Naval communication center, Monkey Island, Fort

ALL HANDS, p.58.
Gold star in lieu of third award:

**STUMP, Felix B., Rear Admiral, USN**, Waco, Tex.: ComLSTGrp, November 1943 - May 1945.

**RAMBORE, Homer, Capt., USN, Alexandria, and** Anthony H., Assistant Chief Signalman, BuSandA: Executive officer, Office of the General Counsel; Executive Secretary and Coordinator of the Secretary’s Committee of Research on Reorganization, and special assistant and aide to AsscNav, 15 Feb 1945 - 1 May 1946.

**BARLEON, John R., Capt., USN, Cambridge, Mass.: Chief of staff and aide to Capt. Smith, 7 Dec 1941 to 31 Aug 1945.**

**BABKIN, John S., Capt., USN, Washington, D.C.: OIC amphibious warfare section, fleet maintenance division, CNO, 16 May 1945 until cessation of hostilities.**

**RITTER, Herman, Comdr., USN, (Ret), Arlington, Va.: Amphibious section, fleet maintenance division, CNO, until World War II.**

**BLACK, Max I., Comdr., USN, (Ret), San Diego, Calif.: Deputy command, aircraft southern sector, WesseaFron.**

**HILL, Ernest H., Comdr., USN, Huntington Park, Calif.: OIC special project unit "C," Army Air Field, Bedford, Mass., May 1943 until cessation of hostilities.**

**COLEMAN, Ernest H., Lt. Comdr., (MC), USN, State College, Pa.: Medical officer, Unit 6, NavyGrp, China, September 1944 until the cessation of hostilities.**

**CURRICK, Prescott H., Comdr., USN, Bethesda, Md.: Division of naval communications, 7 Dec 1941 to 2 Sept 1945.**

**DICK, Jefferson R., Capt. (then Comdr.), USN, San Diego, Calif.: Attached to division of naval communications, 18 May 1942 to 10 June 1946.**

**DOLLAR, William A. Jr., Capt., USN, Belle Haven, Va.: Head of battleship and cruiser ship type section, Office of Naval Communications, BusShips, March 1942 to June 1945.**


**EPPLEY, James E., Lt. Comdr. (then Lt. (jg)), (MC), USN, Huntington Park, Calif.: Physiologist at San Diego, Calif., Convalescent Hospital and Moriala Hospital Camp, Japan, March 1943 to August 1945.**

**EPPLEY, Charles, Capt., USN, Portsmouth, R.I.: Operations and security officer, NOB, Newport, R.I., and later, Chief of staff, Narragansett, R.I., Dec 1943 to 1 July 1944.**

**FARMER, Hamilton, Capt., USN, Arlington, Va.: Attached to command of naval communications, 7 Dec 1941 to 2 Sept 1945.**

**FAULDY, Edward J., Comdr., USN, Arlington, Va.: Electronics officer, Staff ComSubTrainPac, October 1944 to September 1945.**

**FINNEGAN, Joseph, Capt., USN, Dorchester, Mass.: Attached to division of naval communications, 7 Dec 1941 to 2 Sept 1943.**

**FOOT, Alden I., Capt. (CEC), USN, San Diego: OIC BuDocks construction, 11th ND, 30 Oct 1942 to 15 Oct 1945.**

**FOSMIRE, Kenneth L., Capt., USN, Millis, Mass.: District Communication officer and CO, Naval Radio Stations, 12th ND, September 1943 to April 1945.**

**GILLIAN, Charles H., Capt., (SC), USN, San Francisco, Calif.: Supply officer in command, NSD, San Pedro, Calif., 3 June 1944 to 21 July 1945.**

**GRAY, Howard K., Capt. (MC), USN, Rochester, Minn.: NavHosp, Coroa, Calif.: Chief of surgical divisions, US forces, NavHosp, Alea Heights, H.T., NavHosp, San Diego, December 1941 to June 1942 and from August 1943 until cessation of hostilities.**

**GRIFFIN, Clifton G., Capt., USN, Marshalltown, Iowa: Head of interior communications and fire control section, BusShips, December 1941 to June 1945.**

**HALLAND, Herman E., Comdr., USN (Ret), Fargo, N.D.: Assistant air officer, WesseaFron, and Aviation officer, 12th ND.**

**HARTUNG, Theron A., Comdr., USN, Huntington Park, Calif.: Assistant Counsel for BuSandA.**

**HEIBERG, Walter, Capt., USN, Tientsin, China:**

"Why don't we just say the hell with it, colonel, and get a new jeep?"
large troop convey to Southwestern Pa-
Cific, February 1942 to September 1945.

**LINKE, Gerald D., Capt., USN, Wash-
ington, D. C.: Assistant director for arma-
projectiles, bombs and rockets, BuOrd,
May 1943 to August 1945.

**LOWRY, George M., Capt., USN, Bur-
line, California, Engineer and adminis-
terative head, Joint Operations Center,
WashSeaFron, throughout World War II.

**MALLORY, William I., Capt., USN, Ta-
coma, Wash.; OnIc shipbuilding and con-
version of vessels, and later, SupShip.
Todd Pacific Shipyards, Inc., Tacoma,
Wash., July to September 1945.

**MILLER, Milos R., Rear Admiral, USN,
Chevy Chase, Md.: Assistant director for
Loyalty Patriotic Army in China, July to Aug.

**MHOE, Frank R., Capt. (then Comdr.),
MoJo, then attached to 2MarDiv, action at
Tarawa, Gilbert Islands, 28-29 Nov 1943.

**MORRISON, Robert P., Capt., USN, Wash-
ington, D.C.; Head of submarine design and
construction section, BuShips, 7 Dec 1941
to January; later, Head, acquisition and
conversion branch, shipbuilding and
division, BuShips, November 1942 to February 1943.

**MYERS, Floyd R. T., Capt., USN, Chev-
y Chase, Md.; CO, USN Buchanan, probable
destruction of Japanese submarine in Pa-
icific, 22 Jan 1944.

**NIEBERG, Paul R., Capt., USN, Los An-
ger, Calif.: Assistant director for Naval

**OLSON, Melvin A., Lt. Comdr. (then
ComLCTGrp), USN, Minneapolis, Minn.; As a
POW at Moji, Japan, and a hospital patient who
survived ship sinking and subsequent sink-
ing of prison ship, cared for his fellow
prisoners, 30 Jan to 26 Feb 1945.

**POWNALL, Charles A., Rear Admiral,
USN, Falls Church, Va.; Head of internal
communications engineering division, BuShips,
July 1942 to January 1945.

**RIVERS, William C., Capt., USN, Wash-
ington, D.C.; Task group commander and
Head U. S. warship operations in the
Pacific Area, 22 May 1943 to 28 Oct 1944.

**RUBEN, Albert E., Capt., USN, Bate-
ville, Ind.; Acting commander, U. S. ports
and bases, Germany, October to June
1945, and later, Chief of staff, Commander
U. S. Naval ports and bases, Germany, March to October 1945.

**SCHWARZ, Cornelius S., Capt. (then
Comdr.), USN, Falls Church, Va.; Head of
internal communications engineering division, BuShips, July 1942 to January 1945.

**SHEFFIELD, Halbert C., Commodore,
USN, Washington, D.C.; Chief of mer-
chant marine inspection division, Office of
Operations, USN, March 1942 to June
1945.

**SMITH, Geoffrey S., Capt., USN, Port
Washington, Pa.; Head materials and re-
sources branch, BuAer, May 1943 to June
1944, and director procurement division,
June 1944 to December 1945.

**SMITH, Lybrand P., Capt., USN (Ret),
Decatur, Ill.; Assistant chief of staff for
research and development, July 1941 to
February 1945.

**SMITRE, John H., Capt., USN, Marion,
Ill.; Assistant director for naval communi-
cations, CNO, 12 Oct 1942 to 14 Aug
1945.

**SAUNDERS, William R., Capt., USN, Wash-
ington, D.C.; Task group commander and
Chief of staff, USN Washington, D.C.; later,
Commander U.S. Naval ports and bases,
Germany, March to October 1945.

**R. E. D., Capt., USN, Arlington, Va.; Head
communications engineering division,
Information and research development division,
BuOrd, 7 Mar 1942 to 1 Oct 1944.

**R. L., Capt., USN, Seattle, Wash.; CO, USN,
Nasco, Washington, July 1942 to December 1943.

**TAYLOR, Conant, Capt., USN, Wash-
ington, D.C.; later, Chief of staff, USN
Washington, D.C.; Head of internal
communications engineering division, BuShips,
July 1942 to January 1945.

**TEAGUE, Geoffre S., Capt., USN (Ret),
New Haven, Conn.; Senior American medical
officer and Japanese-recognized CO of Bili-
bid Prison Hospital while interned as a
POW, 20 May 1945 to 26 Sept 1945.

**TAYLOR, Conant, Capt., USN, Wash-
ington, D.C.; Task group commander and
CO, US. warship operations in the
Pacific Area, 22 May 1943 to 28 Oct 1944.

**TAYLOR, Conant, Capt., USN, Wash-
ington, D.C.; Task group commander and
CO, US. warship operations in the
Pacific Area, 22 May 1943 to 28 Oct 1944.

**TEAGUE, Geoffre S., Capt., USN (Ret),
New Haven, Conn.; Senior American medical
officer and Japanese-recognized CO of Bili-
bid Prison Hospital while interned as a
POW, 20 May 1945 to 26 Sept 1945.

**TAYLOR, Conant, Capt., USN, Wash-
ington, D.C.; Task group commander and
CO, US. warship operations in the
Pacific Area, 22 May 1943 to 28 Oct 1944.

**TEAGUE, Geoffre S., Capt., USN (Ret),
New Haven, Conn.; Senior American medical
officer and Japanese-recognized CO of Bili-
bid Prison Hospital while interned as a
POW, 20 May 1945 to 26 Sept 1945.
Gold star in lieu of third award:


Gold star in lieu of second award:

*CAMPBELL, Carroll R., Lt., USNR, Labette, Kans., (posthumously): Ens., Torpedo design section and head of that section, 7 Dec 1941 to 2 Sept 1945.

First award:

*ARMSTRONG, Joseph N. Jr., Lt. (jg), USNR, Las Animas, Colo.: Technical observer, gunner, and radioman, torpedobomber, off Kyushu, 7 Apr 1945.

*ANSON, John H., AMM3c, USN, Bellingham, Wash.: Gunner and aircrewman, patrolbomber, vicinity of Korea, 23 June to 24 July 1945.

*ARMSTRONG, Charles J., AOM2c, USN, Annapolis, Md.: Pilot and section leader, ussn PatBomRon 119, Pacific, 26 Apr to 1 May 1945.


*ARMSTRONG, Joseph N. Jr., Lt. (jg), USNR, Las Animas, Colo.: Technical observer, gunner, and radioman, torpedobomber, off Kyushu, 7 Apr 1945.

*ANSON, John H., AMM3c, USN, Bellingham, Wash.: Gunner and aircrewman, patrolbomber, vicinity of Korea, 23 June to 24 July 1945.

*ARMSTRONG, Charles J., AOM2c, USN, Annapolis, Md.: Pilot and section leader, ussn PatBomRon 119, Pacific, 26 Apr to 1 May 1945.


“We gain a greater speed from a higher altitude.”

Mo. (posthumously): Aircrewman, PatBomRon 63, Bay of Biscay, western approaches to United Kingdom, 17 Aug 1945 to 26 June 1946.

*LONG, Melvin P., AMM3c, USN, Danbury, Conn.: (posthumously): Gunner, PatBomRon 33, Pacific, 14 May 1945.


*LOCHHEAD, John R., AOM3c, USN, Marshalltown, Iowa (posthumously): Patrolbomber, Pacific combat area, 13 Dec 1944 to 3 Feb 1945.

*MANNING, James O., AOM3c, USN, Houston, Tex. (posthumously): Aircrewman, PatBomRon 63, Bay of Biscay, western approaches to United Kingdom, 29 July to 15 Dec 1944.

*MCCABE, Raymond B., AMM3c, USN, Jersey City (MIA): Aircrewman, PatBomRon 106, off both Borneo coasts, Celebes, Malaya, Indo-China coasts, 26 Apr to 1 June 1945.

*MCCASLIN, James W., Ens., USN, Chillicothe, Tex.: Co-pilot, PatBomRon 130, Pacific, 7 Nov 1944 to 2 Feb 1945.

*MCDAVO, Theodore F. Jr., AR3c, USNR, Petal, Miss.: (posthumously): Radioman-gunner, ussn PatBomRon 63, Bay of Biscay, Japan, Ryukyu, east China Sea areas, 19, 23 and 24 Mar 1945.

*MCDONALD, Robert C., AOM3c, USN, Loretto, Tenn. (MIA): Aircrewman, PatBomRon 106, off both Borneo coasts, Celebes, Malaya Indo-China coasts, 26 Apr to 1 June 1945.

*MCCARTER, Raymond E., AOM3c, USN, Cincinnati (MIA): Aircrewman, PatBomRon 119, Pacific, 2 Mar to 4 May 1945.

*NEWBURN, Columbus L. Jr., USNR, Jackson ville, Tex.: Fighter pilot, ussn Hoggatt Bay, Luzon area, 3 Jan 1945.

*RASTET, John T. L., Lt. (jg), USNR, Brevard, Fla.: Commander patrolbomber, near Saisho To, south of Korea, 6 July 1945.


*SHAPIRO, John Jr., Lt. (jg), USNR, Richmond, Calif.: (posthumously): Attached to a PatBomRon, Pacific combat area, 7 Mar to 15 May 1945.

*SHAPIRO, Allyn C., Lt. (jg), USNR, Whitefish, Mont. (MIA): Fighter-bomber pilot, ussn Yorktown, Hakkaido, Japan, 7 Mar 1945.

*SMITH, Norman S., Ens., USN, East Chemsdell, Mass.: Co-Pilot, PatBomRon 106, off Borneo, Celebes, Malaya, Indo-China coasts, 26 Apr to 24 May 1945.

*BAXTER, Donald C., Capt., USN, Honolulu, Hawaii: (posthumously): Pilot, ussn PatBomRon 119, Pacific, 26 Apr to 1 May 1945.

*BAXTER, Donald C., Capt., USN, Honolulu, Hawaii: (posthumously): Pilot, ussn PatBomRon 119, Pacific, 26 Apr to 1 May 1945.

*BAXTER, Donald C., Capt., USN, Honolulu, Hawaii: (posthumously): Pilot, ussn PatBomRon 119, Pacific, 26 Apr to 1 May 1945.

*BAXTER, Donald C., Capt., USN, Honolulu, Hawaii: (posthumously): Pilot, ussn PatBomRon 119, Pacific, 26 Apr to 1 May 1945.

*BAXTER, Donald C., Capt., USN, Honolulu, Hawaii: (posthumously): Pilot, ussn PatBomRon 119, Pacific, 26 Apr to 1 May 1945.
First award:

★ **CONGRE, Charles L., MM2c, USN, Over-**


★ **DUNKE, Robert L., Lt., USNR, Nash-**

ville, Tenn.: Assistant OIC, LCT 317, rescue operations, Anzio-Nettuno area, 29 Jan 1944.

★ **DUNNE, Robert J., EM3c, USN, Newton-**

Mass.: Crewman aboard an LST, Anzio, Italy, 26 Jan 1944.

★ **HANDLEY, Raymond E., EM2c, USN, Ever-**


★ **McDONNELL, Lee R., Ens., USN, San**

Diego (MIA): Aboard LCS (L) (3) #7, Mariveles Bay, Luzon, 16 Feb 1945.

★ **PATTERSON, John E., Slc, USNR, Pitts-**

burgh: Crewman on an LCT, Anzio, Italy, 26 Jan 1944.

★ **SHEETS, John L., AMM1c, USN, Eden-**

ton, N. C. (posthumously): Aboard USNS Mout-**

ery, off Philippines, 18 Dec 1944.

★ **TAYLOR, James J., MM1c, USN, Los**

Angeles: Member fire-fighting crew of assistant captain of port unit, during fire, Portland, Ore., 30 Aug 1945.

★ **SUN, Robert L., Slc, USN, Detroit:**

Crewman on an LCT, Anzio, Italy, 26 Jan 1944.

★ **SHERWOOD, Murray S., Lt. (then Lt.**

Cdr.), USN, Peterson, Iowa: Aboard USS Em-**

mish, 11 May 1945.

★ **WARDEN, Edward, Slc, USN, Arling-**

ton, Wash.: Member of fire-fighting crew of assistant captain of port unit, during fire, Portland, Ore., 30 Aug 1945.

★ **Warren, C. R., Slc, USN, Wheeling,**

W. Va.: First attack against Jap forces in Philippines, 3 Nov to 31 Dec 1945.

★ **WILKINSON, Alfred W., Capt., USN.**


★ **Baker, Glenn O., CPO, USN, San Diego:**

(posthumously): CCM in charge, uses Runner, first war patrol, Palau, 18 Jan to 7 Mar 1945.

★ **Baldridge, Edward F., Lt. Comdr. (then**

LT.), USN, Naples, Italy: Executive officer and navigator, USS Perseus, Solomons area, 6 Mar 1945.

★ **Barnett, Edwin T., Lt., USN, Bellevue,**

Pa.: Executive officer and navigator, USS Resolute, Solomons area, 1 Nov to 31 Dec 1943.

★ **Buccaneer, Ernest G., Sol3c, USN, Lor-**


★ **Bryant, Donald R., Rear Admiral (then**

Capt.), USN, Coronado, Calif.: CO, USN Mosel Vernon, Singapore, 7 Dec 1941 to 11 June 1942.

★ **Bryant, Thomas B., Jr., Capt., USN,**

Honolulu, T. H.: Attached to naval communications division, 7 Dec 1941 to 2 Sep 1945.

★ **Blank, Harry T., CMC, USN, Boulder,**

Colo. (posthumously): Member of UDT, Iwo Jima, 17 Feb 1945.

★ **Bliss, Welford C., Capt., USN, Col-**

ton, Calif.: FOW in Jap naval interception camp, Okinawa, 3 Mar to 5 Dec 1945 and in Omori Camp at Tokyo, 3 Dec 1945 to 1 Mar 1946.

★ **Bohner, William W., Jr., Slc, USS**

Spencer, W. Va. (posthumously): Member gun crew, USS Leyt Wilson, Philippines area, 10 Apr 1945.

★ **Bolte, Carl B., MM2c, USN, Los**

Angeles (posthumously): Second leader of 40 mm gun, USS Gladiolus, Okinawa, April 1945.

★ **Bowen, Harold G., Jr., Comdr. (then**


★ **Brantman, Hugh M., Capt., USN (Ret),**

Chesterfield, Md.: Convoy commodore, East-SeaFron, August 1942 to May 1943.

★ **Bridges, George W., PhMB2c, USN, East-**

SeaFron, August 1942 to July 1944.

★ **Baker, Glen O., CPO, USN, San Diego:**

(posthumously): CCM in charge, uses Runner, first war patrol, Palau, 18 Jan to 7 Mar 1945.

★ **Baldridge, Edward F., Lt. Comdr. (then**

LT.), USN, Naples, Italy: Executive officer and navigator, USS Perseus, Solomons area, 6 Mar 1945.

★ **Barnett, Edwin T., Lt., USN, Bellevue,**

Pa.: Executive officer and navigator, USS Resolute, Solomons area, 1 Nov to 31 Dec 1943.

★ **Buccaneer, Ernest G., Sol3c, USN, Lor-**


★ **Bryant, Donald R., Rear Admiral (then**

Capt.), USN, Coronado, Calif.: CO, USN Mosel Vernon, Singapore, 7 Dec 1941 to 11 June 1942.

★ **Bryant, Thomas B., Jr., Capt., USN,**

Honolulu, T. H.: Attached to naval communications division, 7 Dec 1941 to 2 Sep 1945.

★ **Blank, Harry T., CMC, USN, Boulder,**

Colo. (posthumously): Member of UDT, Iwo Jima, 17 Feb 1945.

★ **Bliss, Welford C., Capt., USN, Col-**

ton, Calif.: FOW in Jap naval interception camp, Okinawa, 3 Mar to 5 Dec 1945 and in Omori Camp at Tokyo, 3 Dec 1945 to 1 Mar 1946.

★ **Bohner, William W., Jr., Slc, USS**

Spencer, W. Va. (posthumously): Member gun crew, USS Leyt Wilson, Philippines area, 10 Apr 1945.

★ **Bolte, Carl B., MM2c, USN, Los**

Angeles (posthumously): Second leader of 40 mm gun, USS Gladiolus, Okinawa, April 1945.

★ **Bowen, Harold G., Jr., Comdr. (then**


★ **Brantman, Hugh M., Capt., USN (Ret),**

Chesterfield, Md.: Convoy commodore, East-SeaFron, August 1942 to May 1943.

Delmas, Marcel A., Lt. (jg), USN, Pittsburgh, Pa.: Assistant fighter director officer and intercept officer, USS Byng, Okinawa, 15–16 Apr 1945.

Delmez, Marcel A., Lt. (jg), USN, Everett, Mass.: Member of damage control party, USS Isherwood, Korea, 23 Apr 1944.

DeMler, Arthur, USN, USS Quincy, ET-0 and Japanese waters, 30 Oct 1942.

*DeMott, Arthur H., USN, Chicago, Ill.: Member of a convoy of LCTs, New Britain, 17 May 1942.

*DeMott, Arthur H., USN, Chicago, Ill.: Member of a convoy of LCTs, New Britain, 17 May 1942.

*DeMott, Arthur H., USN, Chicago, Ill.: Member of a convoy of LCTs, New Britain, 17 May 1942.

*Delrion, William T., CPhM, USN, Pampa, Tex.: Member of Damage control officer, USS Essex, Aug 1942.

*DePauw, George H., Capt., USN, Independence, Ky.: Senior intelligence officer, USS Lebanon, N.Y., 10 to 15 Apr 1944.

*DePauw, George H., Capt., USN, Independence, Ky.: Senior intelligence officer, USS Lebanon, N.Y., 10 to 15 Apr 1944.

*DePauw, George H., Capt., USN, Independence, Ky.: Senior intelligence officer, USS Lebanon, N.Y., 10 to 15 Apr 1944.

*DePauw, George H., Capt., USN, Independence, Ky.: Senior intelligence officer, USS Lebanon, N.Y., 10 to 15 Apr 1944.

*DePauw, George H., Capt., USN, Independence, Ky.: Senior intelligence officer, USS Lebanon, N.Y., 10 to 15 Apr 1944.

*DePauw, George H., Capt., USN, Independence, Ky.: Senior intelligence officer, USS Lebanon, N.Y., 10 to 15 Apr 1944.

*DePauw, George H., Capt., USN, Independence, Ky.: Senior intelligence officer, USS Lebanon, N.Y., 10 to 15 Apr 1944.

*DePauw, George H., Capt., USN, Independence, Ky.: Senior intelligence officer, USS Lebanon, N.Y., 10 to 15 Apr 1944.

*DePauw, George H., Capt., USN, Independence, Ky.: Senior intelligence officer, USS Lebanon, N.Y., 10 to 15 Apr 1944.

*DePauw, George H., Capt., USN, Independence, Ky.: Senior intelligence officer, USS Lebanon, N.Y., 10 to 15 Apr 1944.

*DePauw, George H., Capt., USN, Independence, Ky.: Senior intelligence officer, USS Lebanon, N.Y., 10 to 15 Apr 1944.

*DePauw, George H., Capt., USN, Independence, Ky.: Senior intelligence officer, USS Lebanon, N.Y., 10 to 15 Apr 1944.

*DePauw, George H., Capt., USN, Independence, Ky.: Senior intelligence officer, USS Lebanon, N.Y., 10 to 15 Apr 1944.

*DePauw, George H., Capt., USN, Independence, Ky.: Senior intelligence officer, USS Lebanon, N.Y., 10 to 15 Apr 1944.

*DePauw, George H., Capt., USN, Independence, Ky.: Senior intelligence officer, USS Lebanon, N.Y., 10 to 15 Apr 1944.
Bronze Star (Cont.)

Ashizuri Saki area, 24 Mar to 27 May 1945.

*LEON, Henry T., Jr., Lt. Comdr., (then Lt.), USNR, Wilmington, Del. (MIA): Torpedo data computer and communications officer, uss Calbég, second war patrol, Northern Pacific area, 28 Sept to 19 Nov 1945.


*LITTLE, Bernard E., Sr., USN, (posthumously): Executive officer, uss Chattanooga,珍珠港, Dec 7 1941.

*LIANG, Robert L., 3/C, USN, Pittsburgh, Pa. (posthumously): Member of damage control party, uss California, Pearl Harbor, 7 Dec 1941.

*LINDAMORE, Phillip K., Ens., USN, (posthumously): Plotting officer, uss Amherst, first war patrol, Solomon, 3 Sept to 30 Oct 1942.

*LAWER, John W., Capt., USN, Stockton, Calif.: Convoy commander, February 1944 to September 1945.

*LIGHTNER, William H., Lt. (then Ens.), USN, St. Paul, Minn.: USN, (posthumously): Officer, uss Cactus LCT 237 and beach and port liaison officer, Anzio-Nettuno area, Italy, January and February 1944.

*LINDSLEY, William T., Capt. (MC), USN, Colerain, N. C.: SMO, Naval Hospital, Guam, 10 Dec 1944, and senior U. S. Officer, POW camp, Zentsuji, Japan, until released September 1946.

*LORD, Luther J., GM3c, USN, Auburn, Pa. (posthumously): Mount captain on 40mm gun, uss Aurora Word, off Okinawa, 3 May 1945.

*LORD, Henry S. Jr., Lt. (jg), USNR, Knoxville, Tenn.: Damage control party, uss South Dakota, Attached to uss South Dakota, Pearl Harbor, 7 Dec 1941 to 2 Sept 1942.

*LOTHMANN, Edward S., Lt. Comdr., USN, (posthumously): Officer, uss Calbég, second war patrol, Pearl Harbor, 7 Dec 1941.

*LONG, Luther M., Capt. (MC), USN, Jax Air Area (NAS Jacksonville), 30 Nov 1942.


*LOWE, John H. Jr., HAdc, USNR, Kingston, W. Va. (posthumously): Member of security and armed guard officer, ss President, vicinity of Kerama Retto, 22 Apr 1945.

*LOWIS, Phillip P., Comdr., USN, (posthumously): Attached to uss Cowpens, during suicide attack, 6 Apr 1945.


*MACCLURE, John R., Comdr. (then Lt. Comdr.), USN, Pittsburgh: Convoy Air Transp. 10, Pacific, 18 Dec 1944 to 1 Sept 1945.


*MARTIN, Charles M., CEM., USN, Fairfax, Mo. (posthumously): Member of gun crew, uss Rambler, first war patrol, Palau, 15 Jan to 7 Mar 1942.

*MANN, Robert D., Slc, USN, (posthumously): Executive officer, uss Texas, 14 Nov 1942.

*MCFARLAND, Robert D., Slc, USN, Hicksville, N. Y. (posthumously): Officer, uss Sugata, 5th Mar 1942.


*MURPHY, Robert R., Slc, USN, Watertown, Okla. (posthumously) Member armed gun crew, uss Logan Victory, Okinawa, 6 Apr 1945.


*MURPHY, John, Slc, USNR, (posthumously): Attached to uss Frederick C. Davis, pearl Harbor, 7 Dec 1941.

*MURPHY, Francis J., Capt., USN, Everett, Mass.: Commander, uss Belcher,Categoria, Mar. 7 1942.

*MURPHY, Jack H., TM3c, USN, Seattle, Wash. (posthumously): Member repair party, uss Wolf, vicinity of Nauru Island, 8 Dec 1944.

*MCCLAY, Daniel H., Slc, USN, Wilmington, Del. (posthumously): Member underwater demolition team, two ships, 17 Feb 1945.

*MUTTICK, Adolph W. L., Lt. (MC), USN, Head of CPM in POW camp at Umeda Sub-Camp, 16 May 1945 to 30 Mar 1945.

*MICHAEL, William H. Capt. (MC), USN, Del Air, Md.: Medical officer on ServForPacFlle, 7 Dec 1941.

*MILLER, Victor A., Lt. (jg), USN, Whittier, Calif.: Senior military assistant to civilian scientist in forward Pacific area, June and August 1945.


*MONA, Stanley P., S2c, USN, Omaha, Neb. (posthumously): Passer on crew of 40mm gun, uss Kimberly, Okinawa, 26 Mar 1945.


*MOORE, Huron C., Capt., USN, Honolulu, T. H.: Division of naval communications, 7 Dec 1941 to 2 Sept 1945.


*MULLINS, George C., Capt., USN, New York City, NY: CO, uss Windham Bay, 19 Dec 1944 to 16 Feb 1945 and 10 June to 31 July 1945.

*MURPHY, Robert B., Slc, USNR, Lawton, Okla. (posthumously): Member armed gun crew, uss Logan Victory, Okinawa, 6 Apr 1945.

*MURPHY, John F., Jr., Capt., USN, Fremont, D. C.: Officer, uss DesRon 45, Solomons, 1 Nov 1943 to 31 Mar 1944.

*MURPHY, Charles, Capt., USN, Alexandria, Va.: Officer on uss Newcomb during suicide attack, 6 Apr 1945.

*McALPINE, Phillip P., Comdr., USN, (posthumously): Attached to uss Frederick C. Davis, Pearl Harbor, 7 Dec 1941.

*MARTIN, John W., Lt. Comdr., USN, (then Lt. (jg)), Empress Augusta Bay, 1 Nov 1942 to 2 Sept 1942.


*MCGRATH, John H., Jr., HAdc, USNR, (then Lt.), USN, (posthumously): Officer, uss Reine with DesRon 45, Solomons, 1 Nov to 21 Dec 1945.

*MADSEN, George C., Capt., USN, New York City, NY.: CO, uss Windham Bay, 19 Dec 1944 to 16 Feb 1945 and 10 June to 31 July 1945.

*MCGRATH, John H., Jr., HAdc, USNR, (then Lt. (jg)), Empress Augusta Bay, 1 Nov 1942 to 2 Sept 1942.


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NICKEL MYSTERY

Sklc Jones and Sklc Smith, both on Guam, each had 30 mangos for sale. Sklc Smith sold his at the rate of three for a nickel, while Sklc Jones disposed of his for two for a nickel. At the end of the day their respective receipts were 50 cents and 75 cents, or $1.25 in all. The next day the storekeepers decided to do business together so they pooled 60 more mangos and sold them at the rate of three for a nickel (2 for 50 cents plus 3 for a nickel). In the evening they counted their joint receipts and were dismayed to discover they had only $1.20. After a thorough search and much excitement, they hit upon another petty theft. What happened to the missing nickel?

**QUESTION IT OUT**

* Nickel Mystery

**SKLC JONES AND SKLC SMITH, BOTH ON GUAM, EACH HAD 30 MANGOS FOR SALE. SKLC SMITH SOLD HIS AT THE RATE OF THREE FOR A NICKEL, WHILE SKLC JONES SOLD HIS FOR TWO FOR A NICKEL. AT THE END OF THE DAY THEIR RESPECTIVE RECEIPTS WERE 50 CENTS AND 75 CENTS, OR $1.25 IN ALL. THE NEXT DAY THE STOREKEEPERS DECIDED TO DO BUSINESS TOGETHER SO THEY POOLLED 60 MORE MANGOS AND SOLD THEM AT THE RATE OF THREE FOR A NICKEL (2 FOR 50 CENTS PLUS 3 FOR A NICKEL). IN THE EVENING THEY COUNTED THEIR JOINT RECEIPTS AND WERE DISMAYED TO DISCOVER THEY HAD ONLY $1.20. AFTER A THOROUGH SEARCH AND MUCH EXCITEMENT, THEY HIT UPON ANOTHER PETTY THEFT. WHAT HAPPENED TO THE MISSING NICKEL?

**ANSWER ON PAGE 72**

* Figure It Out

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**BONAVITAS, **

* Frederick O. Davis, rendered harmless several depth charges, 24 Apr 1945.
* RICHARDSON, Gill M., Capt., (then Lt.), USN, Norfolk, Va. (posthumously): Executive officer, uss Benham, Celebes, 5 Mar 1942 to Sept 1943.
* HARRIS, Leonard C., Lt. (jg), USNR, Pullman, Wash.: Naval community, East SeaFront, September 1942 to October 1944.
* RICHARDSON, Gill M., Capt., (then Lt.), USN, Norfolk, Va. (posthumously): Executive officer, uss Benham, Celebes, 5 Mar 1942 to Sept 1943.
* VEHORN, James B., Ylc, usn, Md.: GUN director, uss Tang, Okinawa, Dec 1944.

**OCCIDENTIAL TREE MEN**

If you found seafaring Navy men wandering around trees down in Ecuador, your eyes would legitimately think they had been off on a little bit of a wild scheme. Actually, they were there for a real purpose.

Navy mattresses and life preservers are made with kapok, and the Navy wanted to make extensive purchases of this fiber, it became Burpers' job to find two "kapok inspectors." The wheels ground . . . the right qualifications came up . . . the men were called in for duty . . . and Ecuadorian natives started adjusting themselves to a new sight: American sailors wandering about among their kapok trees.
New Base Pay Increases Now In Effect

Pay increases on a sliding scale, from 50 per cent for apprentice seamen to 10 per cent for lieutenant commanders and above, now are in effect throughout the Navy.

The pay bill, designed to meet rising living costs and give added impetus to recruiting, fixes new rates of pay for all members of the armed forces as of 1 July.

The measure, Public Law 474, was signed by President Truman on 29 June, effective 1 July. It amends the Pay Readjustment Act of 1942 as amended.

Under the act, increases are added to base pay, with allowances unchanged. In addition to the base pay boosts, the total monthly limitation on pay and allowances of commissioned warrant officers has been increased.

SeeNav Forrestal previously had asked for a flat 20 per cent raise for all officers and men (ALL HANDS, April, p. 8).

(See pp. 75-77 for complete pay tables.)

Temporary USN Officers May End Appointments, Reenlist, Get Transfer

Temporary USN officers who choose to terminate their appointments are privileged to reenlist on board at the same duty station at their option. Men in the 18-31-year age group who are qualified and request electronics technician's mate training may enlist for two years or more with the consent of BuPers, at their wish, and if they pass the tests satisfactorily, are given the option on enlistment.

BuPers will not authorize retention of enlisted personnel at the same duty station at their option, at their wish; or

Men may now enlist for a minor cruise if 17 years of age, or, if between the ages of 18 and less than 31, he may enlist for four or six years. Men with at least one year active service in either the regular Navy, Naval Reserve, or as USN during World War II may enlist or reenlist for two, three, four or six years, at their option.

“World War II” as used herein covers the period from 8 Dec 1941 until official end of the war, the date of which has not been announced.

The only exception to the foregoing regulations are:

- Men in the 17-year age group who apply and are selected for electronics technician's mate training may enlist for two years or more with the consent of BuPers, at their wish; or

Subsistence, Mileage For Enlisted Personnel Extended to 30 June '47

Two benefits for enlisted personnel have been continued until 30 June 1947 under Alnav 370-46 and 367-46 (NDB, 15 July).

Under Alnav 370, subsistence allowance for enlisted personnel at the rate of $2.25 per day has been extended to 30 June 1947.

Payment in advance or otherwise of three cents per mile to enlisted men traveling at personal expense on orders entailing them to travel, regardless of mode of travel has also been extended to 30 June 1947 under Alnav 367.

Films Must Be Returned To Picture Exchanges

Ships and stations still holding 16 mm. gift films, donated by the motion picture industry, must return them immediately to the nearest Navy motion picture exchange.

Alnav 387-46 (NDB, 31 July) directed searches at all ships and stations to insure no supplies of the film remain on board. The films, entertainment features, were loaned free to the armed forces during the war.

Airplane Travel for Navy Dependents Authorized In Cases of Necessity

Dependents of naval personnel may travel overseas by air in cases of necessity, such as proceeding to or from otherwise inaccessible locations, under the provisions of Alnav 324-46 (NDB, 30 June).

When entitled to transportation under existing laws and regulations, dependents may travel by NATS to and from overseas areas, provided:

- Such transportation is incident to permanent change of duty orders, or for emergency or humanitarian reasons.
- Such flights are non-stop from point of departure to final destination (or that dependents will remain in the immediate vicinity of the NATS terminal during any necessary intermediate stops).
- No additions to facilities suitable for women and children are not available.

FILM SIZING

All UMOS

Yeah, but who do I write to for more information, my father or the government?

AVC Bulletin, American Veterans Committee

Alnav 367-46 states that in the interest of morale, BuPers will not authorize retention of enlisted personnel at the same duty station at their option. Men still may reenlist at recruiting stations in accordance with current instructions.

ETMs, Men with Previous Naval Service May Enlist For 2, 3, 4 or 6 Years

New first enlistment and reenlistment regulations were announced in NavAct 58-46 (NDB, 15 July). A man may now enlist for a minority cruise if 17 years of age, or, if between the ages of 18 and less than 31, he may enlist for four or six years.

Men with at least one year of service in either the regular Navy, Naval Reserve, or as USN during World War II may enlist for two, three, four or six years, at their option.

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Rules Are Clarified
On Reenlistment Leave
Due Temporary Officers

New rules regarding past due reenlistment leave in case of temporary officers reverting to their permanent enlisted status were promulgated in BuPers CirC Ltr. 149-46 (NDB, 30 June). The letter cancels the previous authority on this subject, paragraph 3 of BuPers CirC Ltr. 308-45 (NDB, 15 October).

The letter states that reenlistment leave may be granted to temporary officers after they resume their permanent enlisted status in the Navy under the following conditions:

• When accrued or terminal leave totaling 30 days or more is granted immediately prior to revocation of temporary officer appointment, reenlistment leave shall not be granted for a past reenlistment or extension.
• When accrued or terminal leave is less than 30 days, past due reenlistment leave may be granted under conditions outlined in circular letter 308-45, from which shall be deducted the amount of accrued leave granted, immediately prior to revocation of temporary officer appointment. Circular letter 308-45, paragraphs 4 and 5, states the principle that enlisted personnel may claim past due reenlistment leave for two enlistment periods subsequent to 7 Dec 1941, if such leave was not part of an enlistment or extension.
• Upon reenlistment in the regular Navy, or extension of enlistment, subsequent to revocation of temporary officer appointment, 30 days reenlistment leave is authorized in accordance with Alnav 360-46 (NDB, 31 October).

Reserve Dental Officer
Duty Requirement Reduced

The active duty service requirement for Naval Reserve Dental Corps officers who are being retained on active duty under Alnav 281-46 (NDB, 31 May) has been reduced from 36 to 30 months, effective 1 September.

The reduction, announced by Alnav 379-46 (NDB, 15 July), will affect approximately 1,500 reserve dental officers who are being retained on active duty under the provisions of Alnav 281-46 (NDB, 15 July). Recommendations of COs in each case must reach BuPers before 15 August.

Warrant officers recommended must submit a signed agreement to remain on active duty until 1 July 1947 if appointed, and a signed statement that they understand they are exempt from provisions of Alnav 161-46 (NDB, 15 April) until the COs' recommendations have been acted upon by BuPers. Alnav 161 promulgated the final demobilization of the Navy by 1 September.

Vacancies in the warrant grade of radio electrician resulting from appointments under Alnav 349 will be filled, so far as possible, from personnel who replied to Alnav 293-46 (NDB, 15 June) but to whom an enlisted personnel appointment could not be tendered.

Probationers May Obtain Discharge After 6 Months
When Otherwise Eligible

Personnel on probation who are otherwise eligible for separation no longer may be held on active duty more than six months past the date on which their probation began. Alnav 327-46 (NDB, 30 June) changed Alnav 306-45 (NDB, 30 November) para. 16, sentence 2, to read as follows, effective 1 July:

"Enlisted personnel restored to active duty on probation after disciplinary measures shall not be eligible for separation under the provisions of this Alnav, if violation of the probation would result in a bad conduct discharge or a dishonorable discharge, (a) until the expiration of the prescribed probationary period if the probationary period is for less than six months, or (b) until the expiration of six months of the prescribed probationary period if the probationary period is for six months or more."

Gunnery Prize Money
Discontinued by CNO

Straight-shooting gun crews no longer will draw prize money for excellence in marksmanship. Prize payments were cancelled by CNO's 202015Z of June, which says in part "payment of prize money for excellence in gunnery will be suspended 1 July pending further orders of Chief of Naval Operations."

It was announced the payments were discontinued because they seemed unfavorable to the development of best overall ship efficiency.

Cash prizes were offered to gun crews for peace-time target sessions. All payments were suspended for the duration of the war in 1942. Cash prizes were offered to gun crews for peace-time target sessions. All payments were suspended for the duration of the war in 1942.

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Temporary Regular, Reserve Officers To Be Offered Permanent USNR Status

Temporary officers of the regular Navy and Navy Reserve may receive permanent appointments or commissions as USNR officers, under BuPers Cir. Ltr. 131-46 (NDB, 15 June), which provides an interpretation of some of the provisions of the new retirement law (Public Law 305).

In recognition of the wartime service of former USN enlisted men who became temporary officers, SecNav has considered it appropriate that those who do not desire to make the regular Navy a career (either in enlisted status or by transferring to USN officer status) be granted a commission or permanent warrant appointment in the USN in the highest rank in which they served satisfactorily during the war. Accordingly, BuPers announced that former temporary USN officers who do not transfer as officers to USN or reenlist, automatically will be offered permanent appointment in the reserve at the completion of their terminal leave.

A similar procedure was established for former enlisted personnel of the Navy who held temporary appointments as officers of the Naval Reserve during World War II. Such officers will continue to be separated at an officer separation center, with the added instruction that at the end of their terminal leave their enlisted service records, which will have been retained by the separation center, will be returned to the Bureau with the following entry: "Enlisted status terminated this date. Authority Public Law 305, 78th Congress." As soon as practicable thereafter, and without further action on the part of the officer himself, a commission or warrant appointment will be forwarded to the officer in the highest rank in which he served satisfactorily.

Acceptance of such an appointment in the Naval Reserve does not, of itself, obligate the officer in time of peace to attend drills or take part in other reserve activity, or accept orders to active duty. It does obligate him to serve in time of war or national emergency, with service beginning in the rank to which appointed. Consequently officers should consider, before accepting appointment, whether the obligation to serve in wartime will conflict with civilian obligations, and decline the appointment if conflict will exist. If civilian obligations which would conflict with military obligations arise at a later date after appointment is accepted the individual may submit a resignation to SecNav via the commandant of his naval district.

Demobilization of Navy Personnel Nears End

All Marine fathers with one or more dependent children became eligible for discharge 1 August, the Marine Corps announced. The Navy demobilization program, except for volunteers remaining on active duty, seemed assured of completion by 20 August, and the Coast Guard was cleaning up the last remnants in its demobilization schedule.

Effective 1 August, Marines with 24 months of active service and fathers with one dependent child, regardless of length of service, were eligible for discharge. Length of service requirements will drop to 18 months on 1 September.

Naval Reserve ID Card

Recognition of the Naval Reserve Identification Card as marking a member of the naval service was directed by BuPers Cir. Ltr. 141-46 (NDB, 30 June). Activities were enjoined to grant all privileges practicable to personnel carrying the card.

Use of the card was emphasized in BuPers Cir. Ltr. 44-46 (NDB, 28 February), which stated the card has the same status for Naval Reserve personnel as the Navy Identification card has for personnel of the Regular Navy.

Circular letter 141-46 also called attention to a previous letter, circular letter 21-46 (NDB, 31 January), which stated the policy that, subject to local regulations, memberships in open officers' messes should be extended to retired officers of the Regular Navy, Naval Reserve officers on the retired list with pay, and Naval Reserve officers on the retired list as a result of disability incurred in line of duty; and that associate memberships in the same messes should be extended to Naval Reserve officers on inactive duty.

The letter stated: "The Chief of Naval Personnel extends a warm invitation to all Naval Reserve officers on inactive duty to participate as associate members in the various commissioned officers' messes open." Number of officers for which each mess can provide will be determined by the local commandant or activity commander.

Supply Corps Seeks USN Ensigns Among Civilians

The Navy is screening civilian applicants for 150 billets as ensigns in the Supply Corps, USN. Those selected will be sent to the Navy Supply Corps School, Bayonne, N. J., for four months indoctrination. The first class will convene 11 October and the next in April.

To qualify for commissioning, the applicant must: Be a graduate of an accredited college or university; be a native born or a naturalized citizen of the U. S. for at least 10 years; be not less than 21 or more than 26 years of age; be physically qualified under standards set forth for officers of the staff corps; establish mental, moral and professional fitness, as well as aptitude for the Navy by means of interviews, aptitude for the Navy by means of interviews, aptitude for the Navy by means of interviews, and college and employment records.

WAVES' HASHMARKS AUTHORIZED

Enlisted Waves who have accumulated four years of service now may adorn their sleeves with hashmarks. SecNav has authorized service stripes for enlisted members of the Women's Reserve who will have been in the Navy four or more years. One stripe shall be worn for each four years of service.

The stripes on a blue service jacket will be red; on a white service jacket and working uniform jacket they will be blue.

The stripes will be worn on the sleeve in a manner similar to enlisted men.

All service in the Naval Reserve may be counted in determining eligibility for hashmarks.

As it happens, however, one such stripe will be the last for the vast majority of feminine personnel, since the Women's Reserve, authorized early in the war, observed its fourth birthday only last month (see p. 47).

“I'm 20 years old, that means five hashmarks.”

ALL HANDS
Penalties for Unofficial Use of Government Cars Outlined in Regulations

Restrictions on unofficial use of government motor vehicles were restated last month by Alnav 388-46 (NDB, 30 June), which directed attention to Public Law 394, 79th Congress. The law provides that any officer or employee of the government using a government vehicle for private business shall be liable to suspension from duty without pay for a period of not less than one month or removed from office if circumstances warrant. This suspension covers commissioned and warrant officers, enlisted personnel—and all government employees.

The law further directs that no appropriated funds shall be used for operation and upkeep of vehicles not used exclusively for official business.

Official business shall not include the transportation of officers and employees between their homes and places of employment, except in cases of medical officers on outpatient medical services, and except in cases of officers and employees engaged in field work the character of whose duties makes such transportation necessary, and only then when such cases are approved by the head of the department or establishment concerned.

The only vehicles not included in this category are those assigned for official business for the President, heads of executive departments, ambassadors, ministers, charges d'affaires, principal diplomatic and consular officials, and those assigned to personnel now approved as being in field work.

Merchant Marine Service Button Announced by WSA

Distribution of the Merchant Marine service button, which may be worn by all American merchant seamen who hold certificates of substantially continuous service, has been announced by the War Shipping Administration.

The bronze button, a half-inch in diameter showing a spread eagle over the Merchant Marine service emblem, may be secured by writing the Merchant Marine Service Button Announced by WSA Washington 25, D. C., stating the date and number of the seaman's certificate of which was aboard ship. They also may be obtained upon application to the WSA.

New Schedule Listed For Shortwave Programs

A new 16-hour-per-day schedule was announced by the Armed Forces Radio Service for its shortwave operation in the Pacific areas, India, China, Japan, Burma, Alaska and the Aleutians. Beginning 12 July, broadcasts were available between 2200 and 1400 daily (Greenwich Mean Time). A full schedule of transmitters, beam areas and frequencies follows:

Station, Time (GMT), Beam Area, Frequency:
KCBR 0315-0945, China-Japan, 15500 Kc, S'wet Pac-Mid Poc;
KGBJ 0100-0500, 15120 Kc, S'wet Pac-Mid Poc;
KGEK 0700-0945, 11720 Kc, S'wet Pac-Mid Poc;
KGEJ 2200-0645, 15910 Kc, S'wet Pac-Philippines Poc;
KNRA 0115-0500, 17770 Kc, China-Japan;
KNBH 0115-0500, 17770 Kc, All Pac Asia China;
KNRK 0315-0945, 15250 Kc, China-Japan;
KWX 0700-1120, 11900 Kc, China-Japan;
KWX 0700-1120, 11900 Kc, China-Japan;
KHQW 0130-0500, 17800 Kc, All Pac- China-Japan-India- Burmese.

AFRS announced a new program schedule would be published as soon as possible. In the interim, the following schedule of news and sports broadcasts was released. It was pointed out that Program Conference Periods cover changes in frequencies, times and programs, and AFRS listeners should monitor the two periods daily:

Daily GMT:
2200-2325 News
2205-2230 Dictated
2305-2315 Conference
2400-2415 Conference
0100-0115 News
0200-0205 Sports
0300-0315 News
0400-0405 News
0500-0515 News
0600-0605 News
0700-0705 News
0705-0805 Dictated
0800-0805 Dictated
0805-0815 Program
1005-1030 News
1200-1205 News
1315-1345 News
1400-1430 Dictated
1500-1515 News
1600-1605 News
1700-1730 News
1800-1815 News
1900-1930 News
2000-2030 News
2100-2130 News
2200-2230 News
2230-2300 News
2300-2330 News

Mariners' Museum Seeks Information on Ships

One of the largest collections of shipping lore in the world is located at the Mariners' Museum, Newport News, Va., which now is in process of adding to its collection complete data on the ships of World War II, both combat and non-combat.

The museum has announced it will welcome receipt of copies of ships' souvenir books, pamphlets, and other items by personnel aboard. Material may be mailed to the museum at the above address. The museum frequently is used by researchers delving into the history of shipping.

AUGUST 1946

Quartermaster General is Best Source of Word Regarding Overseas Dead

Next-of-kin who have Navy, Marine Corps, Coast Guard, and Army relatives buried in temporary cemeteries overseas have been advised by the War Department to disregard appeals from individuals and groups to join organizations which claim to offer special assistance regarding return of overseas dead to the U.S. For further information see ALL HANDS, June, p. 45.

A letter may be addressed to the Office of the Quartermaster General, Washington 25, D.C., requesting information. This is the agency responsible for the return and final burial of World War II dead, and its facilities are available to the relatives of all overseas deceased.

Not only is it unnecessary for any relative to join an organization or to contribute to individuals to obtain information from the official records of the War Department, but many of the proposals which have been presented for relatives to follow have a tinge of commercialism, and none has official sanction.

As soon as verification of records and final checking of plot maps is completed at cemeteries, relatives will receive letters of inquiry at the earliest possible date, and it is not necessary to initiate their own requests.

Aviation Medicine Courses Will Convene at Pensacola

Three-month courses in aviation medicine at the School of Aviation Medicine in Pensacola have been approved, and the next class will convene 15 September with a quota of 20 students. Subsequent classes are planned with a possible increase in the number of students.

Establishment of the course was announced in Alnav 320-46 (NDB, 30 June). Regular Navy medical officers and reserve transferees with rank of lieutenant (jg), lieutenant and lieutenant commander are eligible to attend the courses. Applicants for the course must have naval experience of at least two years; including internship. No service agreement is required.

Initial Clothing Allowance For Enlisted Men Reduced

Decreased cost of Navy clothing was reflected in a reduction in the clothing allowance last month. The new allowance effective 1 July, announced by BuSandA, will be $119.95. Formerly the allowance was $134.20.

The announcement was contained in NAVBAL, 57-3 (July). The value of the quarterly maintenance allowance was unchanged, and remains $12 for enlisted men ($20 for CP's).
Rhodes Scholarships for 1947 Available
To Officers, Enlisted Men, Veterans

The first postwar appointments of Rhodes Scholars to Oxford will be awarded in December of this year, for the school term beginning October 1947. Scholarships are announced, available in varying circumstances to Navy officers and men on active duty, and Navy veterans. The qualifications of Rhodes Scholarships offered are:

- Regular scholarship — Candidate must be a male citizen of the U. S., unmarried, between the ages of 19 and 22 on 1 Oct. 1947, and have completed his secondary school year in college when he applies.

- War service scholarships — Candidate must be a male citizen of the U. S., unmarried, between the ages of 19 and 22 on 1 Oct. 1947, have completed at least one year of war service as a member of the armed forces or in civilian war work (any civilian war work will be counted as war service if a draft board granted deferment), and have completed one year of college work when he applies.

Any person may compete for the scholarships, but Navy officers on active duty were required to obtain permission to compete by letter to BuPers prior to 1 August, and members of the Naval Academy class which graduated in June of 1946 were to apply via the superintendent. Officers on active duty granted authority to compete will be notified by the BuPers Bureau, when he applies. Enlisted personnel granted deferment, and have completed one year of college work when he applies.

Non-Appropriated Funds Must Meet Welfare Needs

The Navy's welfare budget is tight, and BuPers has announced that funds available under appropriation 1770443 "Welfare and Recreation Navy 1947" are insufficient to permit quarterly and commissioning allotments to ships and stations. See Alnav 329-46 (NDB, 30 June).

Operation of the Navy Motion Picture Service will absorb all but a small portion of these funds, and the remainder will be set aside for essential welfare and recreation projects. Ships and stations must provide for their welfare and recreation needs from non-appropriated "recreation funds," which replace the terms "welfare funds" (non-appropriated) and "ships' store profits," and are synonymous with them. Ships and stations must provide annually to the commanding officer the amount of money required, if approved by the BuPers Bureau, for qualified personnel to retire on active duty while students at Oxford.

Scholarships Available For Naval Dependents

Scholarships and financial concessions are offered to the sons and daughters of naval personnel by a large number of colleges and preparatory schools throughout the nation. Such financial assistance is offered in many cases to children of personnel of the regular Navy and Naval Reserve, of the Marine Corps and to children of deceased and retired personnel.

A publication of BuPers (NavPers 15003) lists schools and colleges granting concessions to sons and daughters of officer and enlisted personnel. A copy of this publication must be received by the candidates, and determine school opportunities for their children, by addressing an official letter to the Chief of Naval Personnel (Attn: NavPers 530), Navy Department, Washington 25, D. C.

Enlisted Personnel Still May Request Retention

Enlisted personnel, including Waves, still may request retention on active duty until 1947, but not for long, according to BuPers.

Unmarried men 19 to 29 years of age who do not have six months of service are subject upon discharge to the recently-approved draft extension (see p. 41). They may acquire the necessary service by requesting retention in accordance with Alnav 137-46 (NDB, 31 March).

Enlisted men may initiate their requests up to the time they are direct discharged, but Waves must have put in their requests in accordance with Alstacon 292349 March prior to receipt of orders transferring them to separation centers.

Officers who applied on or after 10 July for transfer to the regular Navy are not exempt from demobilization and must be included within the quotas unless they come within other provisions of paragraph 6, Alnav 161-46, according to Alnav 376-46 (NDB, 15 July).

Alnav 376-46 states that officers who requested transfer to the regular Navy and who were listed in BuPers Circ. Ltr. 109-46 (applications incomplete) will be considered as having withdrawn their applications if required information is not received by BuPers by 1 August. They shall be demobilized in accordance with instructions.

Alnav 376-46 also pointed out that all officers who requested retention under Alnavs 125-46 and 126-46, who did not receive notification of approval of their requests by 15 July, shall be demobilized. Alnav 297-46 was the 14th and final list of officers approved under Alnav 126-46, and Alnav 374-46 was the sixth and final list of officers approved under Alnav 126-46.

New Films on Typhoons Now Being Distributed

Lessons learned by the fleet during destructions across the Pacific in 1944 and 1945 graphically are shown in a Naval training film now being distributed to all activities.

Titled, "Typhoons and Hurricanes," the film (MN-119) gives a number of practical ideas on avoiding these dangerous tropical cyclonic storms.
Specialist Ratings
Opened for Enlistment

Several specialist ratings were opened for enlistment in the regular Navy by Alnav 332-46 (NDB, 15 July), which amended Alnav 51-46 (NDB, 1 January).

Men in the following rates, which were added to Category A of Alnav 51-46, now may be enlisted or reinstated in the regular Navy: Sp(T), SPC(E), Sp(CX), Sp(X), (TD), Sp(X), (BY), Sp(X), (PR), and Sp(X) (NC) (this last rating group was to be deleted from Category B and added to Category A).

14 Rates Are Opened
To Transfer, 3 Closed

Fourteen rates were opened to changeover to the regular Navy and three were closed by Alnav 332-46 (NDB, 15 July), last month. The Alnav modified Alnav 112-46 (NDB, 15 March).

Additional rates in which USNR and USN-I personnel may change over to USN status, M2c, FC1c, FC2c, RM2c, CM2c, MGG1c, MMO1c, AEM1c, Pr3c, AerM1c, SSK2c, and Skt3c, and PhM2c. Additional rates closed to such changeover, effective 1 July 1946, are Wt3c, CmAm, and Acm(GA).

Series of Professional Films on Navy Life Planned

Shipboard motion picture programs may, in the not-so-distant future, give Navy men a chance to sit back and see what they look like. Plans have been approved for production of the first five of a series of motion pictures on Navy life. The movies will be produced professionally, and according to present plans, they will feature a central group of about five character actors who will appear, from picture to picture, in a variety of situations all those which confront Navy men in real life.

The characters will be placed in situations familiar to all Navy men—at work, on liberty, in bull sessions. Purpose of the film series is to enable Navy personnel to look at themselves objectively, from the spectator standpoint so to speak. Problems arising in the movies will be familiar ones to Navy men; a variety of solutions will be recognized as those chosen in real life by various sorts of people. The problems will be those which arise in connection with such subjects as sportsmanship, liberty in a strange place, personal honesty and getting along with shipmates.

Actually, the movies will be a practical approach to psychology and philosophy—two weighty subjects if you have to dig them out of books. Plans to produce them were based on the assumption that most Navy men are interested in what makes them "tick," but that few have had a chance to learn. Few persons are aware of the relationships between various agencies and influences, in and out of the service, which make up the environment in which they live and which, to a large extent, determine what sort of persons they are.

The producers will assume that if the average Navy man is given the basic facts in a situation, he can be trusted to make up his own mind about how to apply them to himself.

Plans for the movies approved by BuPERS have been worked out in cooperation with many authorities in the fields of psychology and human relations, and the pictures will be produced by professional movie makers.

HERE'S NEW FOUL-WEATHER GEAR

You'll be warmer and drier on that spray-lashed topside watch station when new glass-insulated clothing developed by the Navy reaches the Fleet. But you may have to wait until the winter after next before you get it.

The Navy figures it really has "something" in this new foul-weather gear, but there still are some questions of minor design that have to be ironed out. Moreover, the new gear is going to be put through some rigorous tests, which will not be completed until late fall. It probably will take at least six to eight months more before the new gear is produced in quantities.

The new clothing consists of a helmet, one-piece coverall suit, mittens, and boots. Research projects leading to development of the new gear were instituted at the request of submarine forces. It was designed primarily for the protection of submarine to-men and topside personnel on other ships.

The new gear is lined with quilted, spun-glass batting made of thousands of glass fibres, each with a diameter of about four microns or a fraction of a human hair. Laboratory and field tests revealed that the glass fibre lining, covered with rubber coating, retains more body heat and yet is 25 per cent lighter than present regular issue gear.

The new coverall suit is made of neoprene-coated nylon outer fabric, with a glass fibre batting interlining. The interlining is made up of fibres of about the diameter of a piece of cotton. It is waterproof and windproof, and the rubber coating retains moisture in the case of the outer fabric. The interlining is quilted to the cotton-twill, water-repellent lining of the suit. A skirted hood, interlined in the same manner, is attached to the coverall at the back of the neck.
If the Navy Owes You Money, Submit Your Claim—But Fill It Out Correctly

To the man sitting on a claims desk in Washington, it appears that everybody wants something. To the man in the field who figures the government owes it him something, filing a claim is the hardest thing in the world to collect.

In an effort to bring these two schools of thought closer together, BuSandA last month put out some advice to claimants which should result in faster, surer action on claims, and, incidentally, help out BuSandA's body wants something. To the man in the field who figures the government owes him something, filing a claim is the hardest thing in the world to collect.

It appears that many veterans want to collect back pay and other reimbursement, but too often their perfectly legitimate claims are held up simply because some vital information is missing, like, say, an address.

BuSandA says it'll help a lot if you'll be sure to include the following information when you ask for a check:

Surname, given name, middle initial or name, and Jr. or III if applicable; file or service number, organization (USN, USNR, USN-I); place and date of enlistment and discharge; last rank or rating, and character of discharge.

And be sure to tell BuSandA what you want, explicitly but briefly. All known facts should be given.

Claims, says BuSandA, ordinarily can be acted upon only if submitted over the veteran's own signature. Use General Accounting Office (Claims Division) Form 2034, obtainable from the GAO, Washington, D. C.

That's the way to seek reimbursement, but if you also lost a seabag instead of the "average" price of those five mangoes, sold two for a nickel). And was selling his mangoes at 24% each, he was picking up 16 extra per mango, or 56 for those 10 mangoes, leave rations, allotments and family allowance. Submit to Field Branch, Bureau of Supplies and Accounts, Cleveland 15, Ohio.

- Other pay, per diem and transportation of household effects. Submit to Disbursing Division, Bureau of Supplies and Accounts, Navy Department, Washington 25, D. C.
- Transportation of enlisted personnel, transportation of dependents (officer and enlisted), lost articles of clothing and personal effects (including unliquidated balances of claims previously approved), and subsistence of train guards and patrols. Submit to Bureau of Naval Personnel, Navy Department, Washington 25, D. C.
- Reimbursement for medical and hospital expenses of enlisted men and their dependents. Submit to Bureau of Medicine and Surgery, Navy Department, Washington 25, D. C.
- Reimbursement for medical and hospital expenses of enlisted men and their dependents. Submit to Bureau of Medicine and Surgery, Navy Department, Washington 25, D. C.

Electronics Engineering Course Meets in October

Applications have been opened for a one-year course in electronics engineering at the Warrant Officers Radio Engineering School, Radio Materiel School, Naval Research Laboratory, Washington, D. C. According to NAV Act 56-46 (NDB, 30 June) applications are desired from non-aviation personnel in this group were in the highest level permissible under personal quotas. At present there is a great shortage of electronics technicians' mates, since most of the personnel in this field are in the Naval Reserve or USN-I status and are now demobilized. This training cannot be given at sea, and new men who select this training and who meet the rigid qualifications for it are assigned to ETM schools prior to going to sea. Many men from the Fleet also are assigned to these schools.

For the most part, instructors in the schools and in the whole training program for recruits will be men from the Fleet. The Navy has been warned by the Motion Picture Production Section of the U.S. Navy Photographic Service, and represents the largest single collection of training films ever released by the Armed Services. The Navy believes the pictures are a major portion of Navy training films, additional releases are expected to be made in the future.

The films cover more than 200 subjects, ranging from plastic surgery to diesel engine maintenance.

The Office of Education, Washington, D. C., will have cognizance of distribution, and inquiries concerning the films should be addressed to them.

Recruit Training Period May Be 8 Weeks Long Beginning 1 September

The Navy's recruit training, generally limited now to six weeks because of the urgent need for men in the Fleet, will be extended again about 1 September to eight weeks, according to recent plans. BuPers Training centers are reflecting wartime experience in the training they offer, and the outlook is for continued thorough and more rigorous training of recruits in the postwar years.

Emphasis will be placed on fundamental Navy indoctrination, physical training, and seamanship.

Plans call for three recruit training centers in the Navy at Bainbridge, Md.; Great Lakes, Ill.; and San Diego. A year ago the Navy had five such centers, the other two being Camp Peary, Va., and Sampson, N. Y., both of which have been demobilized. Evidence of the decrease in Navy enlistment is the fact there were not as many going through the five training centers a year ago as compared with approximately 27,000 at present.

Training school attendance also has dropped off considerably, due to the shortage of personnel throughout the Navy. The school program is maintained at the high level, however, and separate claims should be made for each. Here's a summary of types of claims settled by the various activities and bureaus:

- Pay, commuted rations, quarters and subsistence, aviation or submarine pay, sea and foreign service pay, commuted rations, quarters and subsistence, aviation or submarine pay, sea and foreign service pay.
- Pay, commuted rations, quarters and subsistence, aviation or submarine pay, sea and foreign service pay.

Answer to Nickel Mystery (P. 65)

It was a victim of arithmetic. The only way the two men could have "averaged" the same price on their mangoes would have been if they had each made the same number of sales. Smith had made only 10 sales (20 mangoes, sold three for a nickel) whereas Jones had made 15 sales (30 mangoes, sold two for a nickel). And since on those five extra sales, Jones was selling his mangoes at 24% each instead of the "average" price of 24% each, he was picking up 16 extra per mango, or 56 for those 10 mangoes, leave rations, allotments and family allowance. Submit to Field Branch, Bureau of Supplies and Accounts, Cleveland 15, Ohio.

- Other pay, per diem and transportation of household effects. Submit to Disbursing Division, Bureau of Supplies and Accounts, Navy Department, Washington 25, D. C.
- Transportation of enlisted personnel, transportation of dependents (officer and enlisted), lost articles of clothing and personal effects (including unliquidated balances of claims previously approved), and subsistence of train guards and patrols. Submit to Bureau of Naval Personnel, Navy Department, Washington 25, D. C.
- Reimbursement for medical and hospital expenses of enlisted men and their dependents. Submit to Bureau of Medicine and Surgery, Navy Department, Washington 25, D. C.
- Reimbursement for medical and hospital expenses of enlisted men and their dependents. Submit to Bureau of Medicine and Surgery, Navy Department, Washington 25, D. C.

Forms, remittances and correspondence relating to National Service Life Insurance no longer will be sent to the Veterans Administration office at 346 Broadway, New York City.

BuPers Circ. Ltr. 192-46 (NDB, 15 June) directs that forms, remittances and correspondence, except remittances from separation centers, be forwarded to Veterans Administration, Washington 25, D. C.

VA collection clerks are on duty at separation centers to receive remittances. COs of these activities are directed by the letter to send forms requiring an accompanying remittance to the collection clerk at their respective centers.

Inspection Pictures Start

The Office of Education, Washington, D. C., will have cognizance of distribution, and inquiries concerning the films should be addressed to them.

500 Training Films, Strips Released for General Use

More than 500 training films and film strips are being released by the Navy Department for general use by educational institutions, civic groups and manufacturers. The films are expected to be available by early fall.

The films are produced by the Motion Picture Production Section of the U.S. Navy Photographic Service, and represent the largest single collection of training films ever released by the Armed Services. Security measures still withhold a major portion of Navy training films, additional releases are expected to be made in the future.
Wearing Army of Occupation Medal Must Be Approved

Regulations governing wearing of the Army of Occupation Medal by naval personnel were published in BuPers Circ. Ltr. 147-46 (NDB, 30 June). Personnel were ordered to discontinue wearing the ribbon until written approval of the War Department is obtained in each case.

Eligibility requirements for the medal, awarded by the War Department, state that personnel must have been assigned or permanently attached to and present for duty with the Army of Occupation in Germany, Austria, Italy (the Vesuta Giulia area only), Japan or Korea for a period of 30 consecutive days since 8 May 1945 in the European area and 2 Sept 1945 in the Asiatic area, and prior to a terminial date not yet established. They must also have been awarded the campaign medal for the area where it first provided from 9 May in the case of European-African-Middle Eastern Theater, and prior to 8 September in the case of the Asiatic-Pacific Theater. Personnel in regular duty and those who were not assigned or permanently attached to the Army of Occupation are not eligible to wear the ribbon. The award is not made to Navy personnel for duty on the high seas, in China or other liberated or cobbled territories, or serving within the occupied zones—nor is it made to personnel assigned to other than Army commands.

VOTING INFORMATION

Elections will be held during September, October and November in the states listed below. Umpires appointed, members of the armed forces, merchant marine, American Red Cross, U.S.O. and Friends of America may use the post card (USW29 Form No. 1 or Standard Form No. 76) as an application for an absentee ballot. These cards may be obtained from the CO of the organization. Primary elections will be held in September and October in the states listed below. Candidates for Congress, state and local offices will be nominated.

EARLIEST DATE BALLOT WILL BE MAILED
10 August
(b) 10 September

LATEST DATE BALLOT WILL BE RECEIVED TO BE COUNTED
7 September
(a) 9 September

Information received in time from secretaries of states indicates the following.

STATE OFFICERS TO BE ELECTED
ELECTION DAY
Colorado 10 September
Louisiana 10 September
Nevada 3 September

General elections will be held 3 November in all states with the exception of Maine, in which case it will be 9 September.

STATE STARK
Alabama (e) F.S. (d)
Arizona (e) F.S.
Arkansas (f) F.S.
Colorado (g) F.S.
Connecticut (h) F.S.
Delaware (i) F.S.
Florida (j) F.S.
Georgia (k) F.S.
Illinois (l) F.S.
Indiana (m) F.S.
Iowa (n) F.S.
Kansas (o) F.S.
Kentucky (p) F.S.
Louisiana (q) F.S.
Maine (r) F.S.
Maryland (s) F.S.
Massachusetts (t) F.S.
Michigan (u) F.S.
Minnesota (v) F.S.
Mississippi (w) F.S.
Missouri (x) F.S.
Montana (y) F.S.
Nebraska (z) F.S.
New Hampshire (a) F.S.
New Jersey (b) F.S.
New Mexico (c) F.S.
New York (d) F.S.
North Carolina (e) F.S.
Ohio (f) F.S.
Oklahoma (g) F.S.
Oregon (h) F.S.
Pennsylvania (i) F.S.
Rhode Island (j) F.S.
South Carolina (k) F.S.
South Dakota (l) F.S.
Tennessee (m) F.S.
Texas (n) F.S.
Utah (o) F.S.
Vermont (p) F.S.
Virginia (q) F.S.
Washington (r) F.S.
West Virginia (s) F.S.
Wisconsin (t) F.S.
Wyoming (u) F.S.

(a) Second primary, if necessary.
(b) Blanks (______) indicate no inform- tion received.
(c) Members of armed forces exempt from poll tax.
(d) F.S., Federal, S-state, L-local.
(e) County recorders required to mail ballots to any elector whose registration record shows him to be a member of the armed forces.
(f) Letter from qualified voter in armed forces to county clerk designating voter’s choice, for offices in the usual and ordinary, of his choice—first, second, third choice, to be mailed on for all offices will be counted as a ballot in the preferential primary and the run-off primary if acknowledged before com-
menced date not yet established. They must also have been awarded the campaign medal for the area where it first provided from 9 May in the case of European-African-Middle Eastern Theater, and prior to 8 September in the case of the Asiatic-Pacific Theater. Personnel in regular duty and those who were not assigned or permanently attached to the Army of Occupation are not eligible to wear the ribbon. The award is not made to Navy personnel for duty on the high seas, in China or other liberated or cobbled territories, or serving within the occupied zones—nor is it made to personnel assigned to other than Army commands.

COs Must Recommend Divers for Master Rate

Divers, first class, qualified for designation as master divers, must be recommended by their COs for such advancement, and the recommendation must include a statement of duties performed since their designation as first class. BuPers Circ. Ltr. 102-46 (NDB, 15 May) revised paragraph 2 of Art. D-5527, BuPers Manual which does not require the statement of duties performed along with the COs’ recommenda-

AUGUST 1946
Navy Revises Range and Target Rules Governing Small Arms Marksmanship

The Navy’s "bible" of small arms practice has been revised and is being distributed to ships and stations. Navy marksmanship will be found in chapter 19, revised 1946, of the U. S. Navy Landing Force Manual.

Notable is the course for rifle expert, which will be fired with the M-1 or Garand rifle. Proved an excellent semi-automatic shoulder weapon during the recent hostilities, the M-1 has been adopted as the Navy service rifle in lieu of the Springfield M 1903. Semi-automatic action, less recoil, eight-round clips, a larger rear sight and simpler elevation and windage mechanism are advantages of the M-1. Navy ships and stations are being equipped with this weapon. The qualification, or expert, course has been used only by the Marines since 1942. It will include the kneeling position, formerly absent from the old '03 expert course.

Several major changes are included in the new pistol course. Eliminated is the old rifle "B" target, and the 25-yard standard American pistol target will be used instead. Ranges also will be shortened and confined to 15- and 25-yard firings. Five-shot strings will replace the former seven-shot strings in the new course. Moreover, to compare the pistol for a smaller target, qualification score for expert will be 75 per cent rather than 86 per cent required in the old course.

The new 38 cal. revolver expert course embodies the same range and target changes.

No appreciable changes have been made in the submachine gun, automatic rifle, machine gun or boat machine gun courses.

As revised, chapter 19 includes a new list of annual allowances of small arms training ammunition and a section listing available target materials and methods of procuring them.

Requirements for distinguished marksman and distinguished pistol shot will be lessened somewhat to enable more personnel to become eligible for these awards. In the past, all three of the preliminary qualifying awards for the distinguished marksman and distinguished pistol shot medals had to be obtained at the National Matches held annually at Camp Peary. As rewritten, the requirements will specify only one award (or "leg") to be obtained at the National Matches. Medals won at U. S. Fleet Matches may be counted toward the other two awards. The Navy hopes U. S. Fleet Matches can be resumed again in 1947, so that members for the 1947 Navy rifle and pistol teams may be selected and deserving marksman may get a start on distinguished marksman or distinguished pistol medals.

The old designations of Fleet Riffe and Fleet Pistol Shot will not be included in the new revision, nor will requirements for these qualifications be included.

At present funds have been authorized for expert qualification with small arms, although no prize money is authorized for matches. The Navy Department is planning to provide extra compensation for expert rifle, expert pistol and rifle sharpshooter qualifications. This will be announced in the form of an all ships and stations letter.

New Instructions Limit Enrollment of Officers In Intelligence Course

New instructions concerning the correspondence course in Naval Intelligence, established 1 May at the Naval War College, Newport, R. I., were published in BuPers Ctr. Ltr. 146-46 (NDB, 30 June), which cancelled BuPers Ltr. 13-46 (NDB, 31 January).

Enrollment in the course now is limited to:

- Commissioned officers of the regular Navy, Marine Corps and Coast Guard on active duty.

- Commissioned officers of the Naval, Marine Corps and Coast Guard Reserves on active duty.

- Commissioned officers of the Naval Reserve on inactive duty who are classified S(I) or who are in the category of air intelligence officers, and who reside within the limits of U. S. Naval Districts and River Commands.

- Commissioned officers of the Marine Corps Reserve on inactive duty who are classified as intelligence officers, whose applications are approved by the Commandant of the Marine Corps, and who reside within the limits of U. S. Naval Districts and River Commands.

- Commissioned officers of the Marine Corps Reserve on inactive duty who are prospective intelligence officers, whose applications are approved by the Commandant of the Coast Guard and who reside within the limits of U. S. Naval Districts and River Commands.

- Other officers as dictated by future requirements and for whom eligibility qualifications will be prescribed as necessary.

Officers on active duty will submit their requests for enrollment to the Naval War College via their COs. Naval Reserve officers on inactive duty will submit their requests to the Naval War College via their home district commandants, giving full name, rank, classification and home address. All subsequent correspondence will be via the district commandant, and in most cases completion of assignments will be carried out directly under naval supervision. Marine Corps Reserve officers on inactive duty may submit requests via the district commander of the appropriate Marine Corps Reserve District and via the Commandant of the Marine Corps, with copy to the naval district in which they reside. Coast Guard Reserve officers on inactive duty may submit requests via the Commandant of the Coast Guard, with copy to their naval district commandant. Naval district commandants will extend reserve intelligence facilities to accommodate MARCorps and Coast Guard reservists as necessary.

Officers who previously forwarded their requests direct to the Naval War College under Circ. Ltr. 13-46 (cancelled), and who had not received notification of enrollment by 16 June, were advised to resubmit their requests as prescribed by Circ. Ltr. 146-46.
### TABLE I—MONTHLY PAY AND ALLOWANCES, COMMISSIONED AND WARRANT OFFICERS, NAVAL AND NAVAL RESERVE

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<th>Rank</th>
<th>Pay (dollars)</th>
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<tr>
<td>Fleet Admiral</td>
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<td>Adm.</td>
<td>215.25</td>
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</tr>
<tr>
<td>Vice Adm.</td>
<td>238.33</td>
<td>416.87</td>
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<tr>
<td>Rear Admiral (upper half)</td>
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<td>416.87</td>
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<tr>
<td>Rear Admiral (lower half)</td>
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<table>
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<tr>
<th>Service for longevity (1)</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Rank</td>
<td>Pay period</td>
<td>Pay personal cash allowances</td>
</tr>
<tr>
<td>-----------------------------</td>
<td>---------------</td>
<td>-------------------------------</td>
</tr>
<tr>
<td>Commodore &amp; Capt.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commod.</td>
<td>6</td>
<td>336.67</td>
</tr>
<tr>
<td>Over 20 yrs. (2)</td>
<td>6</td>
<td>309.00</td>
</tr>
<tr>
<td>Under 20 yrs.</td>
<td>5</td>
<td>309.00</td>
</tr>
<tr>
<td>Lt. Com.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Over 25 yrs. (2)</td>
<td>5</td>
<td>299.25</td>
</tr>
<tr>
<td>Under 25 yrs.</td>
<td>4</td>
<td>275.00</td>
</tr>
<tr>
<td>Lt.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Over 17 yrs. (2)</td>
<td>4</td>
<td>275.00</td>
</tr>
<tr>
<td>Under 17 yrs.</td>
<td>3</td>
<td>275.00</td>
</tr>
<tr>
<td>Lieut.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Over 10 yrs. (2)</td>
<td>3</td>
<td>275.00</td>
</tr>
<tr>
<td>Under 10 yrs.</td>
<td>2</td>
<td>200.00</td>
</tr>
<tr>
<td>Ensign</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Over 5 yrs. (2)</td>
<td>2</td>
<td>200.00</td>
</tr>
<tr>
<td>Under 5 yrs.</td>
<td>1</td>
<td>180.00</td>
</tr>
<tr>
<td>C.W.O.(4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Over 20 yrs. (creditable record)</td>
<td>4</td>
<td>275.00</td>
</tr>
<tr>
<td>Over 10 yrs. (creditable record)</td>
<td>3</td>
<td>239.00</td>
</tr>
<tr>
<td>Under 10 yrs. (*)</td>
<td>1</td>
<td>180.00</td>
</tr>
</tbody>
</table>

**NOTES.—** In determining the rate of pay to which an officer is entitled, (a) the base pay by rank and service for pay period purposes, and (b) the applicable rate of pay according to that base pay increased by 5 percent for each 5 years of service for longevity purposes up to 50 years. These footnotes constitute statements of law. The detailed information, instructions in Bureau of Supplies and Accounts Manual must be consulted.

1. **Service for longevity purposes**—(a) commissioned officers, except commissioned warrant officers—In the computation of service for pay period purposes, commissioned officers shall be credited with full time (active and inactive) for all periods during which they were enlisted or have held commissions as officers or have held appointments as warrant officers on Army field duty in the Army, Navy, Marine Corps, Constable, Court, Coast and Geodetic Survey, Public Health Service, Organized Militia prior to 1 July 1916, National Guard, National Reserve, National Guard of the United States, Officers Reserve Corps of the Army, National Militia, National Naval Reserve, Naval Reserve, Marine Corps Reserve, Marine Corps Reserve, Coast Guard Reserve, Reserve Corps of the Army, Reserve Corps of the Marine Corps, Reserve Corps of the Navy, Dental Reserve Corps of the Naval Reserve, Warrant Office Corps of the Navy, Dental Reserve Corps of the Navy, Warrant Officer Corps of the Navy, and Dental Reserve Corps of the Navy.

In addition to the service specified in the foregoing, officers who were in the regular service on 30 June 1922 and have served continuously as such subsequent thereto, are entitled to count such service which was then allowed to active pay, and in service as contract up to pay, serving full time. Reserve officers and officers appointed to the regular services pursuant to the Act of April 1916 are entitled to count time active pay as active service as required by U.S. Code. Service as an enlisted aviation cadet (or after 4 Aug 1942) enlisted service and is counted non-commissioned warrant officers, enlisted men on active duty are entitled to count active pay, including the time on the retired list in computing their active pay. Service in the Coast and Geodetic Survey which may be credited for pay purposes is service in excess of one year as a deck officer or a junior engineer and service in the grade of officer (rank of captain, or in a higher grade). Service in the Coast and Geodetic Survey which may be credited for pay purposes is service in excess of one year as a deck officer or a junior engineer and service in the grade of officer (rank of captain, or in a higher grade). Service in the Coast and Geodetic Survey which may be credited for pay purposes is service in excess of one year as a deck officer or a junior engineer and service in the grade of officer (rank of captain, or in a higher grade).

(b) commissioned warrant officers—In the computation of service for pay periods of commissioned warrant officers on Army field duty in the Army, Navy, Marine Corps, Constable, Court, Coast and Geodetic Survey, Public Health Service, Organized Militia prior to 1 July 1916, National Guard, National Reserve, National Guard of the United States, Officers Reserve Corps of the Army, National Militia, National Naval Reserve, Naval Reserve, Marine Corps Reserve, Marine Corps Reserve, Coast Guard Reserve, Reserve Corps of the Army, Reserve Corps of the Marine Corps, Reserve Corps of the Navy, Dental Reserve Corps of the Naval Reserve, Warrant Office Corps of the Navy, Dental Reserve Corps of the Navy, Warrant Officer Corps of the Navy, and Dental Reserve Corps of the Navy.

In addition to the service specified in the foregoing, officers who were in the regular service on 30 June 1922 and have served continuously as such subsequent thereto, are entitled to count such service which was then allowed to active pay, and in service as contract up to pay, serving full time. Reserve officers and officers appointed to the regular services pursuant to the Act of April 1916 are entitled to count time active pay as active service as required by U.S. Code. Service as an enlisted aviation cadet (or after 4 Aug 1942) enlisted service and is counted non-commissioned warrant officers, enlisted men on active duty are entitled to count active pay, including the time on the retired list in computing their active pay. Service in the Coast and Geodetic Survey which may be credited for pay purposes is service in excess of one year as a deck officer or a junior engineer and service in the grade of officer (rank of captain, or in a higher grade). Service in the Coast and Geodetic Survey which may be credited for pay purposes is service in excess of one year as a deck officer or a junior engineer and service in the grade of officer (rank of captain, or in a higher grade). Service in the Coast and Geodetic Survey which may be credited for pay purposes is service in excess of one year as a deck officer or a junior engineer and service in the grade of officer (rank of captain, or in a higher grade).

(c) Warrant Officers—In the computation of service for pay periods of commissioned warrant officers in pay, warrant officers shall be credited with full time (active and inactive) for all periods during which they were enlisted or have held commissions as officers or have held appointments as warrant officers or Army field duty in any of the services enumerated in footnote (1) (a), except in the Reserve Corps of the Army, Reserve Corps of the Navy, Reserve Corps of the Marine Corps, and Reserve Corps of the Navy.

2. **Service for pay period purposes**—(a) commissioned Officers, except commissioned warrant officers—In the computation of service for pay periods of commissioned officers, such service may be counted for pay purposes as follows: (b) commissioned warrant officers, USN.—For purposes of determining the pay periods of commissioned warrant officers of the Navy (or creditable record on the active list, only active commissioned service in the Navy, Marine Corps, Coast Guard, and the Reserve components thereof shall be counted.

3. **Rental allowances.**—An officer without dependents is not entitled to rental allowance under any of the following conditions: (a) while he is on sea duty unless the sea duty is temporary duty or not exceeding three months; (b) while he is on field duty unless his command is not entitled to pay at the rate of $50.00 per month, the amount of the rental allowance to which such officer is entitled is reduced by the amount above $50.00.

4. **Commissioned Warrant Officers.**—In the computation of service for pay periods of commissioned warrant officers in pay, warrant officers shall be credited with full time (active and inactive) for all periods during which they were enlisted or have held commissions as officers or have held appointments as warrant officers, or Army field duty in any of the services in the computation of service for longevity purposes as follows: (a) while he is on sea duty unless the sea duty is temporary duty or not exceeding three months; (b) while he is on field duty unless his command is not entitled to pay at the rate of $50.00 per month, the amount of the rental allowance to which such officer is entitled is reduced by the amount above $50.00.

5. **Base Pay.**—Base pay is payable only to commissioned and warrant officers with less than 3 years of service for longevity purposes. All other officers are entitled to the pay shown in the appropriate column of the table above, i.e., base pay plus a longevity increment amounting to 5 percent for each 3 years of service as defined in footnotes (1) (a) up to 50 years.

6. A warrant officer promoted to commissioned warrant officer may be paid the pay provided for in his rank, the pay of a commissioned warrant officer. When the total pay and allowances of a commissioned warrant officer shall not exceed the rate of $550.00 per month, the amount of the rental allowance to which such officer is entitled is reduced by the amount above $550.00.

7. *Commissioned Warrant Officers.**—In the computation of service for pay periods of commissioned warrant officers in pay, warrant officers shall be credited with full time (active and inactive) for all periods during which they were enlisted or have held commissions as officers or have held appointments as warrant officers, or Army field duty in any of the services in the computation of service for longevity purposes as follows: (a) while he is on sea duty unless the sea duty is temporary duty or not exceeding three months; (b) while he is on field duty unless his command is not entitled to pay at the rate of $50.00 per month, the amount of the rental allowance to which such officer is entitled is reduced by the amount above $50.00.

8. **Commissioned Warrant Officers.**—In the computation of service for pay periods of commissioned warrant officers in pay, warrant officers shall be credited with full time (active and inactive) for all periods during which they were enlisted or have held commissions as officers or have held appointments as warrant officers, or Army field duty in any of the services in the computation of service for longevity purposes as follows: (a) while he is on sea duty unless the sea duty is temporary duty or not exceeding three months; (b) while he is on field duty unless his command is not entitled to pay at the rate of $50.00 per month, the amount of the rental allowance to which such officer is entitled is reduced by the amount above $50.00.

9. **Commissioned Warrant Officers.**—In the computation of service for pay periods of commissioned warrant officers in pay, warrant officers shall be credited with full time (active and inactive) for all periods during which they were enlisted or have held commissions as officers or have held appointments as warrant officers, or Army field duty in any of the services in the computation of service for longevity purposes as follows: (a) while he is on sea duty unless the sea duty is temporary duty or not exceeding three months; (b) while he is on field duty unless his command is not entitled to pay at the rate of $50.00 per month, the amount of the rental allowance to which such officer is entitled is reduced by the amount above $50.00.
TABLE II—MONTHLY PAY OF ENLISTED MEN, NAVY AND NAVAL RESERVE

<table>
<thead>
<tr>
<th>Pay Grade</th>
<th>Rank</th>
<th>Base Pay</th>
<th>5 yrs</th>
<th>6 yrs</th>
<th>9 yrs</th>
<th>12 yrs</th>
<th>15 yrs</th>
<th>18 yrs</th>
<th>21 yrs</th>
<th>24 yrs</th>
<th>27 yrs</th>
<th>30 yrs</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>CPO(A)</td>
<td>$250.00</td>
<td>$190.00</td>
<td>$165.00</td>
<td>$135.00</td>
<td>$112.50</td>
<td>$55.25</td>
<td>$42.00</td>
<td>$33.00</td>
<td>$27.00</td>
<td>$21.00</td>
<td>$15.00</td>
</tr>
<tr>
<td>2</td>
<td>PO1(N)</td>
<td>$200.00</td>
<td>$160.00</td>
<td>$135.00</td>
<td>$112.50</td>
<td>$90.00</td>
<td>$45.00</td>
<td>$36.00</td>
<td>$27.00</td>
<td>$21.00</td>
<td>$15.00</td>
<td>$11.25</td>
</tr>
<tr>
<td>3</td>
<td>PO2(N)</td>
<td>$150.00</td>
<td>$120.00</td>
<td>$100.00</td>
<td>$82.50</td>
<td>$67.50</td>
<td>$33.75</td>
<td>$27.00</td>
<td>$21.00</td>
<td>$15.00</td>
<td>$11.25</td>
<td>$8.75</td>
</tr>
<tr>
<td>4</td>
<td>PO3(N)</td>
<td>$100.00</td>
<td>$80.00</td>
<td>$67.50</td>
<td>$56.25</td>
<td>$45.00</td>
<td>$22.50</td>
<td>$18.00</td>
<td>$14.00</td>
<td>$10.50</td>
<td>$8.25</td>
<td>$6.50</td>
</tr>
<tr>
<td>5</td>
<td>PO4(N)</td>
<td>$50.00</td>
<td>$40.00</td>
<td>$33.75</td>
<td>$27.00</td>
<td>$21.00</td>
<td>$10.50</td>
<td>$8.25</td>
<td>$6.50</td>
<td>$5.25</td>
<td>$4.125</td>
<td>$3.50</td>
</tr>
<tr>
<td>6</td>
<td>PO5(N)</td>
<td>$25.00</td>
<td>$20.00</td>
<td>$16.00</td>
<td>$12.50</td>
<td>$10.00</td>
<td>$5.50</td>
<td>$4.125</td>
<td>$3.50</td>
<td>$2.875</td>
<td>$2.4375</td>
<td>$2.00</td>
</tr>
<tr>
<td>7</td>
<td>PO6(N)</td>
<td>$12.50</td>
<td>$10.00</td>
<td>$8.25</td>
<td>$6.50</td>
<td>$5.25</td>
<td>$3.50</td>
<td>$2.875</td>
<td>$2.4375</td>
<td>$2.00</td>
<td>$1.625</td>
<td>$1.3125</td>
</tr>
</tbody>
</table>

(1) For purposes of computing longevity pay of enlisted men, all periods of service (active and inactive) during which they were enlisted in or have held commissions or have held appointments as warrant officers or Army Field Artillery, in the Army, Navy, Marine Corps, Coast Guard, Coast and Geodetic Survey, Public Health Service, Organized Militia prior to 1 July 1916, active National Guard (of the several States, Territories and the District of Columbia), National Guard Reserve, National Guard of the United States, Officers Reserve Corps of the Army, Naval Militia, National Naval Voluntary Reserve Force, Navy Reserve, Marine Reserves Corps of the Navy Dental Corps of the Navy, Medical Reserve Corps of the Army, Dental Reserve Corps of the Navy, Enlisted Reserve Corps, shall be counted.

(2) Base pay is payable only to enlisted men with less than 3 years of service. All other enlisted men are entitled to the pay shown in the appropriate column, i.e., base pay plus in excess of 5 percent for each 1 year of service up to 3 years.

TABLE III—MONTHLY PAY AND ALLOWANCES, FEMALE NURSES, NAVY AND NAVAL RESERVE

<table>
<thead>
<tr>
<th>Official</th>
<th>Base Pay</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chief Nurse Lieut.</td>
<td>$425.00</td>
</tr>
<tr>
<td>Nurse Ensign</td>
<td>$185.00</td>
</tr>
</tbody>
</table>

TABLE IV—MONTHLY RATES OF SEA OR FOREIGN SERVICE DUTY PAY

<table>
<thead>
<tr>
<th>Pay Period</th>
<th>Base Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>3 months</td>
<td>$250.00</td>
</tr>
<tr>
<td>6 months</td>
<td>$350.00</td>
</tr>
</tbody>
</table>

Retirement Pay for Commissioned and Warrant Officers

<table>
<thead>
<tr>
<th>Rank</th>
<th>Base Pay</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capt.</td>
<td>$250.00</td>
</tr>
<tr>
<td>Comdr.</td>
<td>$300.00</td>
</tr>
<tr>
<td>Lt. Comdr.</td>
<td>$250.00</td>
</tr>
<tr>
<td>Lieut.</td>
<td>$200.00</td>
</tr>
<tr>
<td>Lieut. (jg)</td>
<td>$150.00</td>
</tr>
<tr>
<td>Ensign</td>
<td>$100.00</td>
</tr>
</tbody>
</table>

(1) From and including 22 Dec 1942, and until 6 months after termination of the present war, members of the Navy Nurse Corps (including Reserve) are entitled to the pay and allowances shown in the above tables. (2) For the purpose of determining the length of service of nurses of the Navy or Naval Reserve, service in the Army or Navy Nurse Corps, etc., shall be counted.

(3) A nurse is not entitled to rental allowance while on sea duty unless the sea duty is temporary duty not exceeding three months, while in the field on temporary duty unless her commanding officer certifies that she was necessary required to procure quarters at her own expense, or while she occupies or is assigned public quarters without charge.

(4) Subsistence allowance in these tables is computed on the basis of a 30-day month. For a month of 29 or less number of days the amounts should be correspondingly increased or decreased.

(5) When designated by the Secretary of the Navy to have the rank of colonel.
Extraordinary Heroism.

CLASS F4C

Long, Pay Grade 1 Pay Grade 1A Pay Grade 2 Pay Grade 3 Pay Grade 4 Pay Grade 5

Yrs. Base '% Base GC Base GC Base GC Base GC Base GC

18 132.00 143.20 120.00 132.00 108.00 118.00 92.00 101.20 80.00 88.00 72.00 79.20

21 140.25 134.28 127.50 140.25 114.75 126.23 97.75 107.53 85.00 93.50 76.50 84.15

24 148.50 163.35 133.00 148.50 121.50 133.65 103.50 113.85 90.00 99.00 81.00 89.10

57 156.75 172.43 142.50 156.75 128.25 141.08 109.25 120.18 95.00 104.50 85.50 94.05

10% 10% 10% 10% 10%

*Good Conduct.

CLASS F5

Long Pay Grade 1 Pay Grade 1A Pay Grade 2 Pay Grade 3 Pay Grade 4 Pay Grade 5

Yrs. Base '% Base GC Base GC Base GC Base GC Base GC

165.00 150.00 135.00 115.00 100.00 90.00

Dental Division

Established in BuMed

A Dental Division was established in the Bureau of Medicine and Surgery as of 28 June in accordance with provisions of Public Law 284, 79th Congress. This division will have as its primary purpose the planning and directing of all matters relating to naval dentistry. The change will make these differences: Formerly the dental officer of a ship made his reports to the commanding officer via the medical officer. Now it is directed that all reports be submitted directly from the head of the dental department of a ship or station to the commanding officer. In unusual and emergency situations, for organization and training for battle, and when so assigned by the commanding officer, dental personnel and equipment shall be under the command and control of the medical officer. Senior medical officers of ships and stations were directed by this Alnav to transfer dental supplies and equipment, and such medical supplies as are necessary, to the senior dental officer. Changes in Navy Regulations, General Orders and bureau manuals and detailed directives and instructions required to implement provisions of Public Law 284, 79th Congress, will be promulgated as soon as practicable.

QUIZ ANSWERS

I. (c) submarine.

2. (c) diesel: they power the submarine

3. It is a bearing or azimuth circle

4. It is used to find the bearing of the

5. (c) battleship.

6. It is flying the U. S. Union Jack.

7. PB2Y-3 Coronado; 115 feet.

8. (a) twin 50 cal. turret. (b) radar

(b) alidade).
ALNAVS, NAVACTS IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs, not as a basis for action. Personnel interested in specific directives should consult Alnav or NavActs files directly for complete details before taking any action.

Alnavs apply to all Navy, Marine Corps and Coast Guard ships and stations; NavActs apply to all Navy ships and stations.

Alnavs

No. 316—Directs decrease in use of rice, because of critical world food shortages.

No. 317—Third in a series listing officers selected for retention on active duty in the aeronautical organization. (see p. 70).

No. 318—States policy concerning applications from officers for transfer to the regular Navy.

No. 319—Announces gunnery officer instruction available in Washington, D.C., on temporary additional duty basis (see p. 70).

No. 320—Requests applications prior 1 August from certain medical officers for three-month course in aviation medicine at Pensacola.

No. 321—Reports effective 1 July government cargo carried in WSA, Marine Corps, and private commercial ships will be subject to transportation charges in accordance with published rates.

No. 322—States base of land and buildings required by advanced bases and shore-bases fleet activities will be charged to applicable appropriation.

No. 323—Gives new profit formula for operation of ships' stores.

No. 324—Authorizes NATS travel for Navy dependents to and from overseas areas in certain instances (see p. 66).

No. 325—Designates minimum number of activities which will carry on under general NSA accounting.

No. 326—Weekly report of USN enlisted strength.

No. 327—Changes Alnav 385-45 (NDB, 30 November), para. 16, second sentence, to read: "Enlisted personnel restored to active duty on probation after disciplinary measures shall not be eligible for separation" until the end of prescribed probationary period (see p. 67).

No. 328—Requests applications prior 20 July from USN medical officers for completion of six month course in general practice (see p. 67).

No. 329—Notes 1974 welfare and recreation appropriation insufficient to cover normal operations (see p. 67).

No. 330—States Navy policy to continue to tender assistance in keeping in operation shipping required for relief of rehabilitation in the Far East (see p. 49).

No. 331—Adds personnel in district civil readjustment offices and those attached to Coal Mines Administration to those exempted from provisions of Alnav 161-46 (NDB, 15 April), which promulgates final demobilization of the Navy.

No. 332—Deletes three and adds 14 rates to list in Alnav 112-46 (NDB, 15 March) of rates open for changeover to the regular Navy (see p. 71).

No. 333—Promulgates change to accounting under appropriation 17X-1204 Public Works, Bureau of Yards and Docks.

No. 334—Deletes Art. 2510-7 (B), Navy Travel Instructions, and promulgates new instructions for determining fiscal appropriation out of which travel funds may be paid.

No. 335—Suspends, as of 20 July, applications for transfer of chief warrant officers and warrant officers to the regular Navy.

No. 336—Eight in a series listing officers selected for transfer to the regular Marine Corps.

No. 337—Fourth in a series listing officers of the aeronautical organization selected for retention on active duty.

No. 338—Precludes use of appropriated funds to maintain any government-owned motor vehicle not used exclusively for official purposes, and defines official purposes (see p. 69).

No. 339—Weekly report of USN enlisted strength.

No. 340—Orders resumption of normal naval operations once threatened shipping strike settled.

No. 341—In a series listing officers selected for transfer to the regular Navy.

No. 342—Directs inventory of Army personnel serving with Navy commands as of 14 June.

No. 343—Announces establishment of a Dental Division in the Bureau of Medicine and Surgery (see p. 77).

No. 344—Directs all activities discontinue submission of war diaries to CNO and echelons of command after 1 Aug 1946; reference OCM and CNO serial 7152 of 29 Oct 1943 and serial 7425 of 18 Sep 1945.

No. 345—Advises commands that warrant and petty officers who requested transfer before 10 July and have not received notice of selection or nonselection, may be excluded from personnel ceilings when in excess of ceilings imposed by CNO personnel allocations serial 012P00 of 1 April not to all.

No. 346—Extends through fiscal 1947 instructions relevant to transportation of dependents from overseas to the U.S., contained in SecNav ltr. 10 Jan 1946, Pers 8110 L. 20-4, and Alnav 119-46 (NDB, 15 March) and 145-46 (NDB, 15 April).

No. 347—States that applications of officers for transfer to the regular Navy, which had been held up pending receipt of full information (listed in BuPers Circ. Ltr. 109-46); (NDB, 15 May), would be presumed to have been withdrawn if the information was not received by 1 August.

No. 348—Warrants that Title B survey reports for materials missing and presumed stolen frequently fail to fix responsibility according to Art. 1916, Navy Regulations; and such surveys hereafter will be returned for additional action.

No. 349—Announces radio electrical and chief radio engineer ratings are eligible for consideration for temporary appointments as ensigns and lieutenants (jg) (see p. 67).

No. 350—States policy with regard to termination of temporary officer appointments, and reenlistment of personnel in enlisted status (see p. 66).

No. 351—Terminates July 1947 control of Coast Guard air-sea rescue units located in the Atlantic, CLUSA, Alaska and east of Pearl Harbor (see p. 44).

No. 352—Directed naval vessels in commission not under way to dress ship on 14 July.

No. 353—Amends Alnav 51-46 (NDB, 31 January) regarding transfer of specialist rates to regular Navy (see p. 71).

No. 354—Announces new pay schedules (see pp. 66, 75-77).

No. 355—States new appropriation to which travel allowance of discharged enlisted personnel is to be charged.

No. 356—Announces personnel having completed six months of duty on any duty overseas, after 16 Sept 1940 are not liable to be drafted upon discharge (see p. 77).

No. 357—Ninth in a series listing officers selected for transfer to the regular Marine Corps.

No. 358—Announces passengers in WSA, Maritime controlled and private commercial ships must pay transportation charges in accordance with published tariff rates.

No. 359—Warrants against counterfeit $20 and $50 bills (see p. 75).

No. 360—Fifth in a series listing officers of the aeronautical organization selected for retention on active duty (see p. 70).

No. 361—Weekly report of regular Navy enlisted strength.

No. 362—Directs NavSandA Form 604 be submitted by all Naval and Marine Corps, both continental and overseas activities having 500 or more gross square feet of covered storage space.

No. 363—States rules for exchange of certain French currency of 500 and 1,000-franc denomination no longer legal tender.

No. 364—Modifies Ltr. Instr. 1298 to all Marine Corps COs, and gives authority for discharge of temporary officers for convenience of government to accept appointment in regular Marine Corps.

No. 365—Announces legislation will be requested to establish Naval Corps as a staff corps of USN; states Navy policy for commissioning of nurses temporarily (see p. 35).

No. 366—Notes medical and dental stores and hospitalization furnished USCG after 1 July will be on reimbursable basis, and terminates agreement between Public Health Service and Navy Department during war.

No. 367—Authorizes payment of medical expenses incurred in transportation at three cents per mile to EM, regardless of mode of travel (see p. 66).

No. 368—Changes educational and...
age requirements for officers transferring to regular Navy as law specialists.

No. 369—Directs that to insure applications of all officers desiring transfer to regular Navy be presented to selection board, certain information was to be submitted prior to July regarding officers listed as TRA on 1 July roster of officers.

No. 370—Extends per diem allowance to EM at rate of $2.25 per day until 30 June 1947 (see p. 66).

No. 371—Promulgates temporary service following MarCorps regulars and reserves: All second lieutenants whose number in grade on the combined lineal list of 1 July 1945 is between 6,538 and 7,146 inclusive and all second lieutenants whose number in grade on the combined lineal list of 1 Jan 1946 is between 4,263 and 4,821 inclusive.

No. 372—Rescinds SecNav 261900 June 1942 which directed temporary local burial remains deceased personnel Navy and MarCorps wherever sea transportation required for return to U. S. and further notes proper procedure for transportation to U. S., and other disposition of remains.

No. 373—Directs disbursing officers to exchange foreign currency held by naval personnel prior their return to U. S.

No. 374—Silath and final in a series listing officers of the aviation branch selected for retention on active duty.

No. 375—Advises that effective 9 July money orders issued at Navy post offices for payment in Canada will be cashed on par with Canadian dollar.

No. 376—Gives information concerning retention of officers beyond the demobilization period (see p. 70).

No. 377—Tenth in a series listing officers selected for transfer to regular MarCorps.

No. 378—States that effective 1 July monthly assessment of three per cent on allowed profits in ships stores no longer required.

No. 379—Reduces service requirements of certain Naval Reserve dental officers being retained on active duty (see p. 67).

No. 380—Modifies Alnavs 161-46 and 331-46, concerning arrival time at separation centers.

No. 381—Informs USN officers of uniforms they must have prior to reporting for duty afloat, and prescribes outfit of uniforms for reserve officers.

No. 382—Fixes ration values for fiscal year 1947.

No. 383—Modifies BuPers Circ Ltr. 133-46, which concerns applications for Rhodes Scholarships (see p. 70).

No. 384—Establishes facilities for post-demobilization separation of naval personnel.

No. 385—Requests officer applications for six-month course in ordnance disposal (see p. 67).

No. 386—Requests officer applications for six-month course in ordnance disposal (see p. 67).

No. 387—States that 16 mm. gift film donated by motion picture industry must be returned immediately (see p. 66).

No. 388—Concerns disbursing procedure in connection with payment of mustering out pay to officers appointed in regular MarCorps.

No. 390—Eleventh in a series listing officers selected for transfer to regular MarCorps.

NavActs

No. 51—Declares military necessity clause may be invoked to retain personnel due for discharge aboard ships arriving in U. S. ports until ship has reached port of destination and been properly secured.

No. 52—Requests applicants (USN, USNR line officers, ranks lieutenant (jg) through commander, remaining on duty until 1 July 1947) for duty in officer of material division in Washington and the field; applications to be forwarded by dispatch to BuPers, Attn: Pers 315.

No. 53—Requests applications from Reserve and Temporary USN officers for transfer to the regular Navy as communications specialists.

No. 54—Announces Navy's civil re-adjustment program will continue on permanent peacetime basis.

No. 55—Requested dispatch applications prior to July from officers who had requested transfer to USN, for assignment to School of Naval Administration, Stanford University.

No. 56—Requests applications from non-aviation, USN and USNR chief radio electricians and radio electricians, and temporary commissioned officers of the rank of lieutenant commander and below, having communications or electronics experience, for one-year course in electronic engineering.
FANTAIL FORUM

QUESTION: What has been your funniest experience in the Navy?

(Interviews on the above question were conducted at NAS, New Orleans, La.)

Wilson S. Lopez, Flc, New Orleans, La.: One day I was lying in my sack, asleep, with my shoes on. Someone put lighter fluid on the soles of my shoes; then set them afire. When they woke me up, I thought the whole place was on fire. When I realized it was my shoes, I ran to the shower and put out the blaze. Somebody told me they usually use shoe polish but that’s not so hot like lighter fluid!

Bud Berberich, S1c, Chicago: Driving one day, I passed a lieutenant and his girl bicycling.

I told him it was no fun to have his girl stolen. He didn’t say anything, but his red face and wait for him to catch up. He finally stopped and waited for him to catch up. He didn’t say anything, but his red face told me it was no fun to have his gal stolen.

William L. Simmons, Ye5c, Scottsville, Ky.: One day at NAS Norman, Okla., I sent a Wave to supply for a bucket of propwash. They said they were out, gave her a bucket, and sent her to the dope shop. She was gone all afternoon. Finally, some chief set her wise. When she came back, I asked if she had gotten it. She said she had—and let me have a bucket of paint right in the face.

Stafford H. Pratt, Ye3c, Harahan, La.: I paid $35 for a case of beer on Iwo Jima and stored it in a fox hole. I never got to drink it, because the Japs attacked us. All I had left was $35 worth of glass. Then there was the time I tripped while serving a cup of coffee to an admiral. It all went in his lap. "Best cup of coffee I ever had," he said, and he signed my papers for first class two weeks later.

Howard Campbell, S1c, Milwaukee: On mid-watch in communications, I took a telegram off the machine. It was addressed to the Commanding Officer, and read “Boots tight, blonde trouble, rovrite.” Thinking it was to be treated as a dispatch, I routed it all around the station. Everyone thought it was very funny—with the exception of the lieutenant who sent the message. He didn’t see the joke.

Harold L. Wannack, S1c (AMM), Ripley, Miss.: There were triple-decker bunks in radio school. One day a bunch of the fellows bet me I couldn’t swing from the top bunk to the middle one. It looked easy, so I took them on. Before I knew it I was on the deck—that on my back. It wasn’t 30,000 feet but it sure felt like it. You see, before I showed, they had taken the springs out of the middle bunk.

Hol N. Deaton, CRM, Mooresville, N. C.: I went to sea on the Altair, a supply ship. Like everyone else, I was leaning on the rail—watching the ocean go by. Someone came up behind me, turned me around, said, "Hi, Harris," and hit me in the stomach. I went out like a light. This fellow became frantic. I was later told, and he yelled, "They won’t send me up the river for murder, will they?"

Francis B. Cozad, BM2c, Missoula, Mont.: I was at Pearl Harbor when the Japs attacked.

At 10:10 O’clock, at about 1000, I dived under a truck during a strafing attack. At the same time, someone dived under that truck from the other side. We bumped heads, and I was stunned for a while. Finally, said, "Stay, fella, you surely have a hard head." When we crawled out, a four-striper brushed himself off and walked away.

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 Commandant, U. S. Marine Corps. The Bureau reserves the right to publish, to withhold, or not to publish any communication, and to determine the form in which communications will be published. It 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 are on file in 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. 152-43 (NDB., cum. ed., 31 Dec, 43-1363) the Bureau directed that approval 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.

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