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FRONT COVER: A real old salt with plenty of sea stories is Chief Boatswain Albert H. Reymann. Known to everyone as "Boats," he first enlisted on 22 Sept 1913.

AT LEFT: One of the Navy’s newest, the USS Saipan (CVL 48) is commissioned at Philadelphia. The flag and commissioning pennant were being raised when this photograph was taken.

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

BLANDY’S BIKINI REPORT
How will the atom bomb tests affect the Navy of the future? Vice Admiral W. H. P. Blandy, USN, Commander of Joint Task Force One, has written an article expressly for ALL HANDS Magazine to report his views on the tests. See page 2.
BLANDY: REPORT

'Navies will not be obsolete . . . Alterations in naval design are clearly indicated . . . Radioactivity presents problem . . . Distance is best defense'

By
Vice Admiral W. H. P. Blandy, USN
Commander Joint Task Force One

Among those with the greatest interest and concern about the results of the atomic bomb tests at Bikini are, unquestionably, the men in the United States Navy. It is too early to determine, completely, what effect Able and Baker tests will have on naval design and tactics. I am certain, however, that there will be changes. Already certain basic courses of action are self-evident:

First: Definite steps must be taken to provide personnel with the maximum possible protection from radioactivity. Post-burst radioactivity presents a dangerous problem, and we must recognize the grave responsibility we now have of devising the most practical solution. The tests just concluded have given us many invaluable ideas on how to proceed.

Second: Future tactical dispositions of forces must be made in the light of what we have learned from the Bikini tests. The President's Evaluation Commission, in its report to President Truman, expressed its conviction that "distance is the best defense."

Ships in wartime anchorages or tactical formations at sea would never be grouped as densely as they were in the center of the target array at Bikini, but the tests did tell us a great deal on just how widely the ships should be spaced for maximum safety under atomic attack. From that information and our knowledge of the most effective means of accomplishing our objectives with ships in wartime, we must develop tactical plans to meet the dangers of the atomic bomb.

Third: Alterations in naval design and hull structure are now clearly indicated. The tremendous and useless waste of money and strength that might have come from future developments along these lines based purely on theory has now been reduced—perhaps even eliminated—by our knowledge of what the atomic bomb will do to ship superstructures and hulls. It will take some time for all the data we have collected to be assimilated and put to practical use, but a start has already been made.

The atomic bomb has posed many a problem to the Navy, and the atomic age is helping to give us many of the answers. I do not subscribe to the belief that the atomic bomb has made navies obsolete. Navies will not be obsolete until the sea, as a highway in war, is no longer used.

If there is atomic warfare in the future, I do not believe naval warfare will be exempt from it. There are those who visualize future conflict in terms of great guided missiles which will cross the oceans and continents and explode atomic warheads over cities; and that therefore there will be no need for navies. Such weapons may indeed become a reality, but I do not believe they will eliminate all other kinds of warfare. The ships, weapons and tactics of sea fighting may change radically and we should always take the lead in such changes. But I can visualize traffic on the sea for a long time to come. No practical substitute for Navy bottoms has yet appeared. And when you have traffic on the sea, you must protect that traffic, and therefore you will have fighting on the sea.

It is therefore extremely important that the Navy know as many of the answers to atomic attack as possible. It is my belief that the tests we have already conducted will provide a major portion of the necessary answers.

I would like to give you a general picture of our experience at Bikini as well as some of my views which have resulted from tests Able and Baker.

The atomic bomb was brought into use so near the end of World War II that there was no chance to evaluate its effectiveness against ships. So the Joint Chiefs of Staff, with the President's approval, ordered a special test to use purposes and directed to form a joint task force of Army and Navy men, and civilian scientists, and to carry it out. I was also directed to expose military ground equipment in the experiment, give further training to the Army Air Forces in handling, carrying and dropping the bomb, and gain information of general scientific value regarding atomic explosions. But the main mission was to test the effect of the bomb against naval vessels. I was particularly enjoined to obtain graded damage from maximum to negligible on different types of ships, so as to learn the distances at which various degrees of damage would be inflicted.

I named the project "Operation CROSSROADS" because it was apparent that warfare—perhaps civilization itself—had been brought to a turning point in history by this revolutionary weapon.

Operation CROSSROADS seemed to me at first the most unpromising activity I had ever taken part in. From the outset, voices were raised against it.
Some of the scientists who had developed the atomic bomb were very outspoken in their opposition. "It won't prove anything," they said. "We have already all the information we need about this terrible weapon, to determine what it will do to ships. Anyway, no enemy is going to use it against a fleet when he can destroy whole cities with it. The test will destroy a few ships only, and thus tend to alleviate the fear in which the bomb is now held, and weaken that resolve which all peoples of the earths must retain, if they are to join together in a plan to keep this monster from destroying them."

These were potent arguments.

Nevertheless the same men have expressed the belief that other nations may have their own bombs in two or three years, while it is quite evident that international control of atomic energy will take many years to adopt, establish and develop to the point of effectiveness. Hence the decision of the United States was to learn more about this new and revolutionary weapon now, especially as applied to ships, pending agreement of the world as to how it should be outlawed.

Less scientifically inclined citizens drew upon their imaginations, and conjured up all sorts of catastrophies which the bomb would bring forth, especially when it exploded in the sea. It would start an earthquake, a tidal wave; it would push up mountains. It would poison all the fish, and everyone thereafter who ate fish. It would start a chain reaction in the water, converting the ocean to gas; it would blow a hole in the bottom of the sea, letting all the water drain out. Thousands of such protests were received through the President or Congress or directly by the Task Force. Each one received a reply, explaining why we were so sure none of the dire predictions would come true.

Opposition to the use of animals was the strongest, and this I thoroughly understood. We in the Task Force take no pleasure in torturing animals. But our medical officers felt that they had to learn more about the biological effects of the bomb, and especially the early and delayed treatment of "radiation sickness." If they were to discharge their responsibilities to the men of the armed forces in the unfortunate but possible event of atomic war.

There were other arguments. The tests would be too expensive, since the target ships alone had cost nearly half a billion dollars. Actually, the target ships alone had been declared surplus to the Navy, and their scrap value was less than one per cent of their original cost. The other 99 per cent represents the skill of the designers and builders; and that skill is worth exactly nothing on the scrap heap.

Some people charged that the tests would be looked on by other nations as threat of aggression, a martial ges-
Our reply was that the bomb was to be tested against naval vessels; that Great Britain had the only navy besides ours worth attacking with the atomic bomb, and she wasn’t worrying. So it was primarily a matter of finding out what other nations’ bombs might do in the future to our Navy.

I mention all these heated arguments to emphasize the tremendous public interest in Operation Crossroads.

The job of organizing was no mean task in itself. The Force was to include naval surface ships, submarines, carriers and their planes, and Sea Bees; Army Air Force units for bomb dropping, photography, obtaining technical data, and for transport; Army Ground units for testing ground weapons and equipment on the decks of the target ships; scientists and military personnel from the Manhattan District, to provide, prepare and fire the bombs, and collect scientific information pertaining to them; hydrographic survey parties; oceanographers; aerologists to study and forecast the weather; radiologists to protect us against radiation sickness, or as the Japanese called it, “atomic bomb disease”; engineers from the Navy Department bureaus to study the effects on ships, aircraft, and their ordnance; medical officers and veterinarians to study the effect on animals, and to take care of them; geologists and biologists to study the structure of Bikini Atoll and its land and marine life, and see what would happen to them. Altogether, the structure of Operation Crossroads was complex.

From the beginning, the support received from all branches of the government was magnificent. Some of the finest officers in the armed services were ordered as my deputy commanders, advisors, staff officers, group and unit commanders. Outstanding civilian scientists volunteered to take executive or advisory positions.

It is a tribute to the capacity of Americans to work together toward a common end that in spite of the multiplicity of professions, and the varied and sometimes competitive interests, included in Joint Task Force One, the cooperation of all personnel in it was magnificent. The same fine spirit of helpfulness was displayed in all commands concerned in the Pacific.

Some of you may wonder why we chose Bikini for the Crossroads Operation. We considered a number of other places, but none of them met our specifications like Bikini. It did have two drawbacks: it was a long distance from the U.S. mainland, and the climate was bad for the great mass of instruments we had to use, especially electronic equipment and cameras. But these difficulties could be and were overcome. On the credit side, Bikini was remote from a large community, offered a large and good anchorage, with several adjacent islands for erecting camera towers and instrument shelters, was free from violent storms, and was near several established air bases: Kwajalein, Eniwetok, and Roi, the latter in the north of the Kwajalein Atoll. Furthermore, it offered good weather possibilities, as regards high altitude visual bombing and constancy of wind direction, at least below 20,000 feet. This weather feature was all-important. In fact, the more I saw of my task force, the more I realized that I had nothing to worry about from them; the only thing that could throw us would be the weather. I felt fairly confident that my aerologists could predict it, but I wasn’t sure they could control it. Looking back, I am almost willing to believe that they did that.

During June, while the target ships were being placed in position for the first test, instruments being installed on board the ships, in the water, on the islands, and the two air task groups—Army and Navy—were busy training, my staff and I had a weather conference every morning. We would listen to a presentation by our expert aerologists on the actual weather elements of that day, and the forecast for the next day, and then arrive at a “yes” or “no” decision, just as if those tomorrows were to be the day. The study of it included a prediction of our radiologists, as to just where the winds, which sometimes got cranky above 20,000 feet, would carry the dangerous radioactive particles produced by the nuclear fission. They had to calculate for wind force and direction up to 60,000 feet, for that is how high the atomic cloud had risen over Hiroshima and Nagasaki. Actually, our cloud in the first, or Able test, rose only to 35,000 feet, probably because of high humidity. Some of our planes were to be

SUBMARINE SHOTS disclose damage suffered by ships at Crossroads. Underwater photography was largely developed by BuOrd in mine disposal.
cheap insurance. Radioactivity may be lethal aftermath of any atomic explosion.

flown right through that cloud, but they were pilotless “drones” controlled entirely by radio from other planes safely clear. If our manned planes were to pass through the cloud, which they might do after it had broken up and become invisible, or if part of the cloud dropped part of those fission particles on one of the 150 naval vessels of the Task Force operation outside the lagoon, it might mean serious illness and even death to some of the 40,000 men participating in or observing the tests. So it was all-important that we knew exactly what the winds were doing at all levels. You can see that our weather forecast for Able Day was not just a matter of “fair and warmer”; it was a matter of life and death.

To protect the natives of nearby islands, all of them were moved to safer spots. The 165 Bikini natives were permanently evacuated with their consent to Rongerik Atoll, about 130 miles to the east. Even here, we had two LST’s standing by to move them out to sea in case of any plan to endanger them. At one time we actually radioed those ships to take the natives aboard; but then the wind changed and we let them go ashore again.

Eniwetok, 200 miles west of Bikini, might also have been in the path of the cloud. It was the operation base of the Army B-17 drones. All personnel who could be spared in advance of the test were evacuated by surface ship to Majuro, in the southern Marshalls. The others were ready to fly out on one hour’s notice, after the drones had landed; but it wasn’t necessary. At Kwajalein, our main air base, there were 4,000 people. They were 220 miles from Bikini and thus well clear of any danger from the atomic cloud; but there was a remote possibility that the bomb-carrying B-29 might crash in takeoff, or on landing if a sudden weather change required calling off the drop after the plane had taken the air. So I advised the Atoll Commander at Kwajalein, to evacuate before the takeoff everyone who was not needed at that time, sending them either to an adjacent island or to ships and boats in the lagoon.

To make sure everyone knew his job, and could do it at the right time, we had several air rehearsals, and one complete rehearsal, in which every man and every ship cleared the lagoon.

In the last few days of June, our three press and observer ships arrived. Their passengers had a good look at the target array, centered by the bulls-eye ship Nevada, which was painted a brilliant orange and looked like a boiled lobster among her drab gray sisters. Then, on 30 June, more than 100 ships of the Task Force stood out to sea, each to remain in an assigned area. These areas could be rotated, on a radio signal, to accommodate a shift of wind.

A few ships stayed in the lagoon overnight, as small parties of men were on board the target ships, and islands, to start certain instruments, clockwork cameras and diesel generators. These men were taken off at day break and the last five ships steamed out of the lagoon. My weather forecasters had predicted a fine day, but it had dawned with numerous heavy cumulus clouds. I was assured that sun would evaporate their tops, but it looked definitely bad. We held the

GEIGER READINGS taken by technicians show radioactivity of area. Great care was taken to protect members of Task Force from danger of this sort.

bombed plane at Kwajalein on the ground an extra 15 minutes to make sure. I did not want to have it land with that bomb aboard, even though there was no inherent danger in doing so. On the other hand, if I postponed the test to another day, it would bring a terrible letdown to my whole force.

But those cumulus clouds did shrink and the test came off with only a half-hour delay due to that weather crisis.

I will not attempt to tell you what that explosion looked like, for the pictures which I am sure you have already seen surpass any words I might use in describing it.

The results I can best relate by quoting extracts from the report of the Joint Chiefs of Staff Evaluation Board, whose chairman was Dr. Karl Compton:

“The Board’s present information is that the bomb exploded, with an intensity which approached the best of the three previous atomic bombs, over a point 1,500 to 2,000 feet westerly of the assigned target, and at approximately the planned altitude.

“The target array in no sense represented an actual naval disposition, but was designed to obtain the maximum data from a single explosion. The most important effects produced by the bomb are the following:

“A destroyer and two transports sank promptly and another destroyer
capsized. It later sank, and the Japanese cruiser Sado sank the following day. The superstructure of the submarine Skate was so badly damaged as to make it unsafe to submerge the vessel. The light carrier Independence was badly wrecked by the explosion, gutted by fire and further damaged by internal explosions of low order, including those of torpedoes. All the above vessels were within one-half mile of the explosion point.

Navy personnel reported that the target ship decks carried a great variety of test materials not ordinarily exposed on the decks of naval vessels.

The only major combatant ships within one-half mile of the explosion were the battleships Nevada and Arkansas and the heavy cruiser Pensacola. Apparently little damage was done to their hulls or their main turrets, but their superstructures were badly wrecked. These ships were unquestionably out of action and would, along with many others within three-quarters of a mile, have required extensive repairs at a principal naval base.

Other ships in the target array suffered damage in varying degree, depending on position and type of ship, but there was relatively little damage at distances greater than three-quarters of a mile.

Examination of flash burn effects produced by the initial radiations from the explosion indicates that casualties would have been high among exposed personnel. However, it is the opinion of the Board that persons sheltered within the hull of a ship or even on deck in the shadow of radiation from the bomb would not have been immediately incapacitated by burns alone.

Within the area of extensive blast damage to ship superstructures there is evidence that personnel with the ships would have been exposed to a lethal dosage of radiological effects.

From what has been ascertained from data now available, the Board is able to make certain general observations:

- The atomic bomb dropped at Bikini damaged more ships than have ever before been damaged by a single explosion.
- The test has provided adequate data of a sort necessary for the redesign of naval vessels to minimize damage to superstructures and deck personnel from this type of bomb. Because of the nature of the first test (an air burst) little information has been obtained on hull effects. Damage to ships' hulls will be studied specifically in the second test when a bomb will be exploded under water.
- A vast amount of data which will prove invaluable throughout scientific and engineering fields has been made available by this test. Once more the importance of large scale research has been dramatically demonstrated. There can be no question that the effort and expense involved in this test has been amply justified both by the information secured and by greatly narrowing the range of speculation and argument. Moreover, it is clear to the Board that only by further large scale research and development can the United States retain its present position of scientific leadership. This must be done in the interests of national safety.

As for Bikini itself, many people had predicted that it would be "atomized." Some said its new name would be 'Nothing Atoll," or 'No Atoll Atoll." Actually, 'Nothing Atoll," happened to Bikini—at least in the first test. The palm trees still waved in the trade winds, and business was promptly resumed in the recreation areas.

The performance of the drone airplanes was amazing. We had expected that the great heat in the atomic cloud, the extremely high frequency electromagnetic radiation, and the turbulence would cause the loss of at least half of them. Actually, except for one Navy fighter drone lost before the explosion, every drone flew through the cloud, collected its samples of fission products, or took pictures, and was recovered. The Army B-17s were taken off from Eniwetok, and were returned there, while the Navy drones were launched from the carrier Shangri-La and landed on Roi island. The B-17s had television cameras showing a view of the drone's instrument board on a screen in the control plane, to help when the drone was lost to sight. But the Navy fighter drones required visual observation. One control plane would start a drone into the cloud, and another would take over when it came out. In one case, the 'pass receiver" never saw the "ball" at all. Somehow it came out unbub-
BOMB DIDN'T DAUNT LADY PIG

This little piggy went to Bikini... And to top that off, she took a swim in Bikini Lagoon — something that good porkers are not supposed to do—and came out of the water as the world's most famous pig.

This fair-haired gal of Pigdom is "Crossroads Pig" No. 311, known also as "the Sakawa Pig," and her feat has astounded pigs and pig fanciers alike the world over.

It all started with the Able Day atomic bomb test. Our heroine had gone aboard the Jap cruiser Sakawa as an observer of the blast for her fellow citizens in Pigdom.

When the Sakawa sank as a result of the tremendous explosion, Pig No. 311 rebelled against drowning. She started a swim in the teal-colored, radioactive waters that was to last until she was rescued 30 hours later and brought aboard the "animal ship," the USS Burleson, for treatment.

While the Sakawa Pig was recovering from her grueling feat, shouts of "Tok!" were heard by observers. They claimed that pigs couldn't swim for 30 hours while leaders in Pigdom stoutly maintained that their idol had proved that it could be done.

Incredulous farmers in the U. S., standing by their convictions, are arranging pig-swimming experiments.

But so far, all attempts to obtain Pig No. 311 failed. "It isn't that I'm not in shape for it," the Sakawa Pig oinked when in-terviewed by All Hands' Bikini correspondent, "because these daily shots of penicillin have me feeling fine, and I've gained 20 pounds from Navy chow.

The famous porker, carefully turning her best profile to the photographers, added: "I'd like very much to repeat my achievement, but my contract with the Navy makes it impossible. My observations are vitally important in compiling the scientific reports on the Atom Bomb. Good day, gentlemen."

As before, we sent all but a few ships to sea on "Baker-minus-one," though the heavy overcast and rain gave no assurance that the aerologists predictions of fine weather the next day would be borne out. But they made good. Baker Day was beautiful.

Again we collected the "last-minute" men from islands and ships at dawn. And this time there was another job to be done — devices for firing the bomb, on board the little LSM 60, had to be checked and set.

This was done by Rear Admiral W. S. Parsons, USN, my deputy commander for technical direction, and a small group of scientists from the Los Alamos Laboratory. I must explain here that while theirs was a job I would not have wanted to trust to anyone else, in their expert hands it was entirely safe. A clockwork mechanism, actuated by more than one clock, made it impossible to fire the bomb before a certain time, or after a certain later time, like the time clock on a bank vault. And that time period did not begin until the last ship, which was my flagship, was made out of that lagoon. Furthermore, stray radio signals could not explode the bomb. Certain set signals, and in the intended sequence, were necessary. I might say here that a similar but less complex system was used to start many of the cameras and other recording instruments, in aircraft on board ships and on islands. All these timing signals were sent from a special ship.

These early morning operations were timed to give us the earliest possible "How" hour for the explosion. This was desirable for two reasons: first, because our weather officers were sure we would have good weather early, but it might not last; second, because it was low tide at 0720, and we wanted to blow the bomb as soon after that as we could, to keep the resulting waves from overflowing the islands, if possible. The earliest hour we could make was 0856, and the bomb was exploded at exactly that...
time. Again I won't attempt to describe the awe-inspiring spectacle of that detonation; but one officer aptly called it "Niagara Falls in reverse."

One of the numerous practical and modern applications of science in this experiment was the use of drone boats to measure radioactivity in the water. These measurements were primarily to meet technical requirements, but were useful also for safety purposes. The boats were small standard landing boats decked over and equipped for remote radio control. They were anchored in the lagoon at a safe distance from the bomb, until after the explosion. Then the control operators aboard an escort destroyer outside the lagoon sent radio signals which slipped the boats' anchor cables, started their engines, and thereafter steered them and controlled their speed, the operators in turn being guided by instructions from a torpedo plane flying over the lagoon. The boats would pass through the array of target ships, would automatically radio their Geiger counter readings of radioactivity, and when in an interesting spot would, on radio signal, take a water sample for later analysis.

Waves in the lagoon were not as high as expected. Instruments and calculations indicate a maximum of 50 feet, decreasing to 15 feet at Bikini Island, which was only slightly flooded in the recreation areas.

Results to the ships can again be best described by referring to the Evaluation Board's report. It said:

"The explosion produced intense radioactivity in the waters of the lagoon. Immediately after the burst, it is estimated to have been the equivalent of many hundred tons of radium. A few minutes' exposure to this intense radiation at its peak would, within a brief interval, have incapacitated human beings and have resulted in their deaths within days or weeks. "Great quantities of radioactive water descended upon the ships from the column or were thrown over them by waves. This highly lethal radioactive water constituted such a hazard that after four days it was still unsafe for inspection parties, operating within a well established safety margin, to spend any useful length of time at the center of the target area or to board ships anchored there."

"As in Test Able, the array of target ships for Test Baker did not represent a normal anchorage but was designed instead to obtain the maximum data from a single explosion. Of the 84 ships and small craft in the array, 40 were anchored within one mile and 20 within one-half mile. Two major ships were sunk, the battleship Arkansas immediately, and the heavy hulled aircraft carrier Saratoga after seven and one-half hours. Two minor ships were sunk, the battleship Arkansas immediately, and the heavy hulled aircraft carrier Saratoga after seven and one-half hours. A landing ship, a landing craft and a concrete oil barge also sank immediately. The destroyer Hughes in sinking condition and the transport Fallan, badly listing, were later beached. The submerged submarine Apogon was sent to the bottom, emitting air bubbles and fuel oil, and one to three of submerged submarines are believed to have sunk. (Actually, four submarines went to the bottom. One has been raised, and efforts to raise the others are in progress.) The badly damaged Japanese battleship Nagato sank after four and one-half days. It was found impossible immediately to assess damage to hulls, power plants and machinery of the target ships because of radioactive contamination. Full appraisal of damage will have to await detailed survey by engineer teams. External observation from a safe distance would indicate that a few additional ships near the target center may have suffered some hull damage. There was no obvious damage to ships more than a half mile from the burst."

The President's all-civilian commission, whose chairman was Senator Hatch of New Mexico, substantially agreed with the above report.

From the great mass of secret technical data collected in these tests, showing the relationship between distances, pressures, temperatures, radioactivity, damage to certain types of ships and their equipment, and probable injury to personnel in various stations, the lessons affecting ship design, naval and air tactics and strategy will be drawn. They will not be drawn by one man, but by many; and the final military decisions will be made by the Joint Chiefs of Staff. The President's approval may be necessary, in some cases, as well as legislative action by Congress. To what extent the required radical changes of ship design and indicated separation of ships, and forces of ships at sea and in port can be accomplished, without too great a sacrifice in other design, tactical and
The potentialities of the bomb in respect-by breaking away the veil of secrecy and supposition and finding the true potentialities of the bomb in respect to naval and other military equipment. I believe the Bikini tests have materially reduced such “guesses” about the realities of atomic warfare. We hope later publication of further interpretations will enable the Navy and the American public to gain an even clearer understanding of the results of Operation CROSSROADS.

Proper interpretation of all statements about Operation CROSSROADS, must be made in the light of this fact: the target array was not comparable to a conventional naval operation. Actually the arrangement of ships for the two tests had a great deal to do with the type and extent of damage. Firstly in the stages of the tests it was clearly recognized that no one test or series of tests could at the same time (1) simulate war conditions, (2) provide the data desired from the purely scientific point of view, and (3) provide the data essential in order to proceed along sound and economical lines in developing our armed forces. The final array found 23 ships located within a radius that would normally contain one capital ship in a task force at sea, and not more than three in a typical anchorage. On the other hand an attacking force would probably use more than one bomb.

These are a few general deductions which can be drawn from the tests thus far, but they are subject to revision should further study of data bring new information to light:

The first test—the air burst—indicated a need for strengthening and modifying of superstructures, while the second test—the sub-surface burst—indicated a need for stronger hulls and interior fittings.

The President's Evaluation Commission in its report of the Bikini tests to President Truman said that results of both tests are now being studied by the Bureau of Ships and will undoubtedly point the way to changes in ship's size, design and structure, both above and below the water line."

"Such changes, it continued, "can offer increased immunity to flash and blast effect, but protection from catastrophe by deadly Gamma and neutron radiation, lies in the proper spacing of task forces and decentralization of Navy yards, repair and loading facilities of ships within ports, and amongst all available harbors. We are convinced that the best defense is the self-defense."

Another predictable change will be the addition of equipment to check for the presence and strength of radioactivity. This type of equipment may become an essential item of all branches of the armed forces.

Analysis and evaluation of CROSSROADS results will permit our designers, tacticians, strategists and officers to learn as much as possible now, regarding the effects of this new and revolutionary weapon upon naval and other targets not before exposed to it. Without the information gained from these experiments, these men would be groping their way along a dark road which might some day lead to another and worse Pearl Harbor.

I think, also, that the following broad conclusions are proper and defensible:

The over-all result of the wide press coverage of Tests Able and Baker was beneficial (1) in placing the atomic bomb in proper perspective before the public, (2) dispelling possible thought that the tests might possibly have been planned or conducted in any manner other than for the impartial development of the armed forces along worthwhile forward-looking and intelligent lines, and (3) in presenting to the American public, as well as the armed forces, the importance of the United States maintaining pre-eminence in the understanding, development and use of scientific discoveries in their relation to national security.

From without the Bourne that forthcoming "Test Charlie," Operation CROSSROADS has proved to be the greatest naval and military experiment in the history of war. Bikini observers are in unanimous accord that thus far it has been an eminently worthwhile job, for which I have already expressed, and wish to express again, to all military and civilian personnel that assisted me, "Well Done!"

One fact, however, stands starkly clear in my mind. The only certain defense against the atomic bomb would be the knowledge and assurance it would never be used again in warfare, a knowledge that cannot be achieved by permanent international guarantees and checks. It is my greatest hope that the atomic bomb can be abolished as a menace to world peace. This must wait the test of time. If, unhapily, it cannot be done in the foreseeable future, Operation CROSSROADS has given to our nation much information invaluable to our national security.
SPEED GRAPHICS replaced carbines for thousands of Navy combat photographers who kept epic record of the war.

NAVY PHOTOGRAPHERS in World War II "shot" pictures most of the time instead of bullets, but their aerial cameras wielded a destructive force as potent as any gun.

Every attack upon Jap-infested islands of the Pacific was preceded by aerial photo-reconnaissance, sometimes months ahead of the assault, at other times immediately before. Little was left to guesswork. The size of Jap forces, their aerial strength, the amount and position of shipping, location of docks and reefs, the width and contour of beaches, enemy gun emplacements and disposition—all of these factors were determined by photo-interpretation officers from pictures taken by the Navy's flying photographers.

Now, leaving behind a brilliant record of wartime achievement, naval photography is entering a new era of photographic wonders with a vigorous program designed to keep pace with fast-moving developments of the Atomic Age.

Revolutionary methods in photography may result from the Navy-sponsored "trivision process," which creates the long-desired three-dimensional photograph (one which has depth, as well as length and width). This is the first technique which permits direct viewing of the photo without the aid of special colored glasses or a special instrument such as the old stereoscope that grandma used.

The process involves treatment of standard film to produce so-called "lenticulation" of the film base, creating hundreds of small curved surfaces which act as tiny lenses and assist the eyes in "seeing around" objects in the picture. Although at present the three-dimensional effect can be observed only by viewing positive film transparencies, work has been completed on a process for reproduction, and a printer is being designed. Standard cameras can be equipped with special diaphragms for use in trivision photography. However, a special camera now is being constructed for the process. Developers of the new techniques have as their goal the application of depth to motion pictures, which the film industry has been seeking for many years.

During World War II, the third-dimension effect was a feature greatly desired in photos of Jap-held Pacific islands. Various methods were employed to obtain this, one of which was the use of overlapping pictures studied through stereoscopes. By thus producing depth, enemy installations were brought out more clearly. Another method was used to obtain the depth of water off beaches being assaulted. This utilized strip-stereo photography by carrier planes. Unlike the conventional camera, the equipment took one picture on an entire roll, which passed through the camera at a speed synchronized to that of the plane, producing one long continuous picture. Two lenses, one tilted aft and one forward, gave the three-dimensional effect when the picture was observed with a viewing device. Depth of water could be determined more accurately than with sounding equipment from small boats. The pro-
cess was developed during the war by the Navy.

In the spring of 1945 it became apparent that a suitable means of obtaining photos at night would have to be provided for units operating in amphibious actions near the Empire. Pre-dawn intelligence information was necessary for planning air support for invading forces and front line elements. This form of photography required overlapping photos in the form of reconnaissance strips, which couldn't be obtained by using standard Navy flash bombs, except by bombers which are capable of carrying a large number of flash bombs. An aerial flash apparatus weighing 500 pounds was designed for installation in the bomb bay of carrier planes. The equipment featured a huge reflector and a gas-filled, high-intensity flash bulb which could be used over and over, together with the necessary power supply and condenser assemblies. Synchronized with the camera, the new flash equipment permitted night photography up to 2,000 feet with very short intervals between exposures.

The high-intensity flash principle has been utilized in other photographic developments by the Navy. One of these is the new shipboard enlarger. Particularly troublesome to photographers was the fact that when enlargements were made aboard ship while underway, the vessel's vibration affected the quality of enlargements. This was due to the relatively long exposure required with conventional photographic equipment. To offset this, work was started on an enlarger which uses the new gas-filled, high-intensity bulb, giving an exposure of only 1/10,000th second. The exposure time will be fixed, with the amount of exposure controlled by the diaphragm (lens opening). In addition, it is planned to have a fixed focus so that prints can be turned out as fast as they are fed into the enlarger.

This development is tied in with a Navy trend toward use of small cameras. German and Jap achievements in producing small cameras are being studied, and it is believed that in the future a smaller type of equipment will give as good results as now are given by heavier, bulkier gear.

Another use of the high-intensity flash bulb is a portable, very lightweight unit designed to be carried by the photographer. With only one flash bulb and a small battery case required, the photographer no longer must carry around a bag full of the old style foil or wire filled bulbs, one of which was required for each exposure.

Rapid production of prints is foreseen by a new process which uses as a developing agent ammonia gas instead of the usual liquid. A special paper passes through a printing machine in contact with a film positive, moving on a belt. The paper and film are carried around a pyrex ultraviolet light source, which gives the necessary exposure, after which the paper and film separate. The paper is then drawn through an ammonia chamber, and is developed by ammonia fumes.

Photography's high importance as a necessary function of tomorrow's
LATEST AND BEST equipment is used by bluejacket cameramen. Their work ranks with the finest pictorial reporting done by World War II photographers.

Navy became recognized during the war, when Naval photography rose to meet the challenge presented by modern global warfare. When an angered America began striking back at the Japs after Pearl Harbor, a problem immediately was presented which threatened seriously to impair successful operations.

At that time, intelligence information available on the Japs was so meager that only assumptions could be made as to the military nature and strength of enemy-held Pacific islands. The fleet had to have information about these enemy strongholds before any practical strategic planning could be accomplished, and the only way to get this information was from aerial pictures.

The Navy in 1941 had no coordination of photography, with the exception of the small Bureau of Aeronautics Photography Section, which took care of aviation photo requirements. Ill-equipped for the job and greatly undermined, this small organization was called upon to undertake the tremendous work of naval wartime photography.

The little group began to expand—and expand. The use of photography in World War II for strategic and tactical purposes covered every operation engaged in by the Navy, Marine Corps and Coast Guard. A complete photographic record was made of the war in all its phases, and these pictures—millions of them—were used for many purposes. Some were of such value as to be the actual basis for successful operations. Reconnaissance photography made an unquestionable contribution. U.S. Navy stills and motion picture distribution among fleet commands served an intelligence function incapable of being performed in any other way. Photographs were sent to the press and published in naval publications and reports kept the fleet and public informed of the many phases of the war and its progress.

This remarkable record was achieved by a group which at war’s beginning had less than 500 personnel with photo training. At the time of Pearl Harbor, there were about 50 activities engaged in photography in the Navy. During the war the rapid recognition of photography spread to every activity. BuAer outfitted more than 1,200 labs with complete photographic facilities, and by V-J Day there had been added 5,000 enlisted photographers and 376 photo officers, while 378 naval aviators were given photographic training.

BuAer had to expand its limited facilities to meet the need for photography. This expansion included control of training and assignment of personnel, procurement and distribution of equipment and production of training films. Later, parts of the photo-lithographic program were added. In 1942 the Photo Science Laboratory at Anacostia, D.C., was built. This is the Navy’s central processing laboratory for all types of photography, including production of motion pictures and special phases of photography.

BuAer’s photography section expanded to a division, engaged in supervising the entire Navy photographic activities. In August 1944 the Office of Navy Photographic Services was set up under SecNav to coordinate and plan all motion pictures, except training and technical films. Later, the scope of the office was extended to include coordination of all phases of photography in the Navy, still and motion picture. On 1 Jan 1946, by order of SecNav, the office was redesignated the U.S. Naval Photographic Service and transferred to the direct supervision of DCNO (Afr). BuAer’s photography division was abolished and its personnel, functions and facilities placed under the Director, U.S. Naval Photographic Service.

The Naval Training School (Photography) at Pensacola, Fla., before the war had an average attendance of 12 enlisted men and four officers. A peak of 816 officers and enlisted students was reached during the war. Also, no aircraft were assigned to the school before the World War II, while at the war’s peak approximately 45 aircraft were attached to the school.

In World War II the incorporation of provisions for aerial photography in naval aircraft rose in importance from the category of an “additional function” to that of “military necessity.” At the outbreak of the Pacific war, few aircraft were equipped to perform vertical aerial photography. The only other means of obtaining
which gave intelligence officers important data. Countless American lives were saved.

AERIAL PHOTOGRAPHERS were prime targets for enemy fighters. This veteran of the Hornet sinking won decorations at Midway and Santa Cruz. aerial pictures was by using handheld cameras in the various types of combat planes.

At the war’s close, the Navy was using three types of combat aircraft that had been modified so that their primary mission was photo-reconnaissance and mapping. In addition, every type of plane used in the combat zone was able to perform some type of photo work along with its intended mission. The types of installations were divided into the three phases of photo coverage developed for obtaining necessary information for most successful planning and execution of naval operations: long-range, land-based reconnaissance, carrier-based operations, and bomb damage and target assessment photography.

In the Pacific war's early stages it became evident that long-range photo reconnaissance would have to be employed to get the necessary pictures of Japan. To design a long-range photo plane out of the question—the problem had to be solved in a matter of weeks. The solution was to use the planes at hand and modify them.

The PBY-1 Consolidated Liberator, four-engine patrol bomber, was converted into a photographic plane by modifying the bomb bay to accept standard Navy cameras. It was these modified Liberators of a Marine Photo Squadron which in February 1944 obtained the first pictures revealing the enemy strength concentrated at Truk, until that time one of Japan's greatest naval secrets. The Liberator served as a very good substitute for a complete long-range photo plane during the war, but many features were lacking which are desired in a plane of this type for modern warfare, most important of which is speed. To fulfill this requirement, various projects were placed in effect to develop photo-reconnaissance prototypes of existing combat planes, both land-based and carrier type. The Navy now is per-

THE WELL-DRESSED photographer looks like this when his ship is bucking a rough December sea near Iceland.

Land-based photo groups for the most part in strategic photography (pictures taken well in advance of an assault for mapping and planning), while carrier-based planes conducted tactical photography (immediately prior to and during assaults) as well as bomb damage assessment. These tactical requirements made installation of photographic equipment in carrier type aircraft a sheer necessity. Fixed installations in these planes were a new experiment and several new problems were presented. The cameras had to be shock mounted enough to minimize the effect of the plane's vibration and still mounted rigidly enough to withstand the tremendous strain of arrested landings. The equipment had to be situated so that the added weight would not affect the center of gravity, an important item for aircraft engaged in carrier operations. And finally, control of the equipment had to be semi-automatic so that crew members would not be diverted from their primary combat duties and the installation had to be such as not to restrict the plane from performing its combat missions. These problems were met and solved, and carrier employment of these fighter photo-reconnaissance planes was so successful that carrier plane photography became a routine function.

The use of aerial cameras to record bombing damage developed out of the successful installation of camera equipment in combat aircraft and the need for some method of determining damage inflicted on certain types of targets. Various installations enabled planes to photograph damage inflicted by their own bombs, a boon to damage assessment. Work now is under way on cameras which record the results of rocket firing, as well as gunfire and bomb hits.

Land-based photo groups normally were composed of a photo squadron and a photo-interpretation squadron, with about 85 officers and 400 enlisted men attached. Eight planes were assigned. The Liberators normally photographed from an altitude of 20,000 feet, spaced about a mile and a half apart. At this distance they could not give each other any assistance from fighter attack, so when the mission was over a “hot” area it was the practice to obtain escorts. Army B-24s frequently accompanied the photo planes on flights too long for fighters. Although this lessened the danger of attack from Jap fighters, the photo planes still were “sitting ducks”
DOCUMENTARY FILMS of naval history as it was made are an important contribution to posterity's knowledge of sea power and its use in World War II.

Perfect targets for antiaircraft fire, since they had to fly straight and level with no evasive action.

The land planes operated from our most advanced bases as soon as they were secured. On Saipan, some planes were operating when the island was only one-third taken, from Jap fighter strips. Their operating range was a little over 2,000 miles, requiring about 13 hours in the air. Upon returning from their missions, the planes were pounced upon by laboratory men who worked night and day until the films had been developed and prints made and distributed.

The first set of prints was grabbed by photo-interpretation officers, who worked hand-in-hand with the photographers. These important officers made the photographs useful to operations, and it has been estimated that 90 per cent of our intelligence information about the Japs came from analyses of photographs taken by aerial reconnaissance planes.

Carriers of the CV type had a complement of four photo aircraft and six pilots, while CVLs and CVEs were allowed two photo planes and three pilots. These photographic units were part of the carrier air squadron and usually covered every mission of these squadrons. The carrier photo planes, because of their speed, could go on missions alone, but when interception was expected they usually had other planes of the squadron as escorts.

Carrier photo-reconnaissance during the war's early stages was concerned primarily with missions for amphibious operations—low altitude, high speed coverage of beaches. This tactical photography was conducted immediately prior to assaults and during actual operations, giving daily coverage. However, as the war progressed and carriers operated closer to the Jap homeland, their missions expanded and more and more strategic photography was taken over.

The cessation of hostilities naturally brought a large curtailment of photo activity in the Navy. It was the end of many photo missions and photography incidental to tactical strikes and strategic planning. The war pace slackened, photo personnel were released from service and many laboratories were disestablished.

However, it is certain that the Naval Photographic Service with its war-acquired importance never will return to its relatively small prewar status. There has been a tremendous increase in the military use of photography as compared to the limited and definite use to which it was put at the beginning of the war. In addition to strictly military uses, photography is used extensively in training personnel, and many administrative procedures now are based on photographic processes. The Navy, at large, has been trained in the use of photography and has become accustomed to its benefits—benefits which it cannot afford to lose.

PHOTO-FINISHING was gargantuan wartime job, but Navy-developed techniques helped speed up the process. UNDERSEA PHOTOGRAPHY is Navy specialty. Here trainees at Silver Springs, Fla., learn best diving methods.
TAKING A TIP from Mohammed, the Navy brings Mount Everest to Pensacola. Four volunteers lived at simulated high altitude in a low-pressure chamber. Two lasted 32 days and exceeded 29,000 ft. Others blacked out at 27,000.

STRATOSPHERE TANK TRIP

FOUR NAVY MEN cooped up in a 10-by-10 pressure tank for a month, split into rival camps over the inevitable preference of three for boogie-woogie and the fourth for Bach, nevertheless contrived to make a historic contribution to science.

The four, all volunteers, took a hypothetical trip to the stratosphere, during which time they were under constant medical observation. The result was that for the first time scientists and doctors were able to observe closely and under controlled conditions the adaptation of the human body to high altitudes.

The experiment was dubbed, of course, Operation EVEREST.

The pressure tank never left the deck to which it was secured in a building of the School of Aviation Medicine, Pensacola, Fla. But a gradual exhausting of the atmosphere from the tank took the victims up, so to speak, a little each day until on the 32nd day of the test two of them were able to exist at an altitude of 29,025 feet without supplemental oxygen!

Veteran mountaineers, hardened by years of climbing, have never approached such a record. It is, in fact, the highest altitude which man has been known to endure without a supplemental oxygen supply.

So much data was accumulated that it may be months before a complete analysis can be published. Much of it then will be of direct interest only to medical men, although indirectly the findings may have application to all of mankind in this day, which sees men probing higher and higher into the layers of gas which surround the earth.

Closely watched was the fascinating (to medical men, at least) and subtle balance of oxygen and carbon dioxide in the blood stream. Normally, this balance is maintained within close tolerances, but you're in a bad way. In the four subjects of the experiment, it was observed that the balance be-

May 1946

Officil U. S. Navy photograph

MOUNTAIN CLIMBER enjoys bath four miles up. Oxygen is for unacclimatized persons entering chamber.

rest and during and after periods of exercise—accomplished aboard a stationary bicycle which the men came to regard as you'd regard a sharp chipping hammer and 10 miles of dead.

The subjects found some solace in the contemplation of the nearly superhuman efforts of the doctors and laboratory technicians who were employed in the test. Many of these clinical workers made 40 to 60 entries via the air lock into the chamber during the test, each entry an experience comparable to a ride on a fantastic express elevator over the Himalayas.

Only two of the subjects were able to withstand the 29,025-foot altitude without extra oxygen. The other two were on the way up there, all right but requested oxygen when they began to black out. The following day, two donned oxygen masks and took a quick trip up to 50,000 feet as the experiment drew to a close.

By studying the human body's adaptation to slowly increasing anoxia (oxygen lack), Navy doctors hope to gain information of great value to plans for high-altitude flying. It may be possible in the future to reproduce artificially these physiological adaptations in an aviator in order to acclimatize him quickly before he reaches higher altitudes.

Morale of the subjects was, of course, a problem. Movies were shown nearly every night; three good meals per day were served, under skillful supervision of a Navy Nurse Corps dietician; there was plenty of sack time; and there was always the bicycle when a man felt he just had to move about.

Some of the experimentees grew beards (those who could, presumably). They had enough leisure time to build model airplanes and do wood carving. And they had a library. One book they all read was The White Tower, a book by James Ullman and it tells all about a man who climbed an Alp, without oxygen.
THE ENTIRE PACIFIC was a shipyard and operating base when the Navy's Construction Battalions finished with it. Skills that made these prodigious feats possible will be retained and improved under new Reserve program.
optional. All courses will be available on an optional basis to officers of the Second Echelon and all Reserve CB enlisted men.

Purpose of seminar training is "to bring the personnel together for the mutual benefit and assistance that a seminar-type analysis of a problem provides." The seminar program will consist of an annual series of 10 monthly meetings. Each successive meeting will concern itself with a phase of a campaign or operation.

Completion of the 10 seminars will represent completion of a campaign, and new campaign and operational problems will be presented each year. Seminars will be divided into four sections, each dealing with phases of the problem most applicable to the following rank and rating groups: petty officers and warrants, ensigns and lieutenants (jg), lieutenants and lieutenants commanders, commanders and captains.

Successive monthly seminars will study the following subject groups in relation to the year's campaign:

- Organization and function of the CEC
- Staff and command functions (Ground Troops Officers)
- Supply and logistics
- Advanced base equipment and matériel
- Combat principles, military tactics and security
- Engineer reconnaissance
- Advance base construction
- Utilities, water supply and field sanitation
- Public works
- Civil works

Study in these fields will be detailed. For instance, under the general head:

**1,700 Reserve Billets In Intelligence Service**

There will be 1,700 billets for officers of the organized Naval Reserve in the Naval Reserve component of the Naval Intelligence Service, it was announced by BuPers.

As shown in the table below, 1,475 are allocated to naval districts and river commands and 225 to the Chief of Naval Air Training for air combat intelligence service.

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**FRANK M. ALLEN, S1, typifies the secret of Seabee greatness.** The 48-year-old Texan was a peaceful printer and proofreader before he got mad at Tojo.ing "Advance Base Construction" Reserve CBs will study road-building, airfields, bridges, fuel storage, water-front structures, pontoon assembly, ship-to-shore causeways, and use of explosives.

The extension program—correspondence-type courses—is intended "to provide the CEC Reserve personnel with means of obtaining a broader background in naval, military and scientific matters. Proposed extension courses, listed below, will be on a voluntary basis, save for the courses on Navy Rgs and military law. These two need not be taken by those who have already qualified in them. Extension courses will include: Navy Rgs, 14 lessons; Military Law, 8 lessons; Soil Mechanics, Military Engineering International Law, 8 lessons; and Miscellaneous (any extension course offered to Naval Reserve personnel by BuPers or any Army or Mar Corps course of interest).

Further training plans include cruises, training tours at naval shore establishments, encampments, and courses at command, staff and service schools and the War College. These have not been specifically provided as yet, but they are planned as deemed advisable and as funds permit.

The plan also points out, "This program does not provide for the specialized trade training of Reserve enlisted personnel. It is a demonstrated fact that construction tradesmen are best trained by industry in their individual trades. However, all Seabee reserve enlisted men are to be encouraged to participate in any part of the Civil Engineer Corps Reserve Training Program that may be applicable to their needs."

A statement of CB Reserve includes the following:

- The CB Reserve "shall be organized, administered and operated in a manner that will keep it constantly in a position to immediately fulfill its assigned mission."

- "Every effort must be made to keep the organization...satisfactory"
Personnel Director for CEC Reserve. CEC officers on active duty will be assigned to the various naval districts to administer the program on that level. A mobilization bill to go into effect in an emergency will be maintained by the Chief of the Bureau of Yards and Docks.

For training and administrative purposes, the CB Reserve will follow conventional military organization for ground troops, just as the regular Seabees are organized, Battalions and subordinate units will be established under the various naval districts and river commands, with brigade and regimental staff units to provide decentralized administration.

Units may be formed where a minimum of 15 officers can attend regularly. They will meet in urban or metropolitan areas, and serve an area of 60 to 90 miles radius, depending on transportation facilities. Supervising each area will be a CEC officer, serving on the staff of the Director of Naval Reserve.

As a possible hint to location of future units, surveys have showed the following cities with more than 65 CEC Reserve officers as residents: Boston and Worcester, Mass.; Providence, R. I.; New York City, Buffalo and Albany, N. Y.; Newark and Paterson, N. J.; Philadelphia and Pittsburgh, Pa.; Baltimore, Norfolk, Atlanta, Jacksonville, Houston and Dallas, New Orleans, Chicago, Detroit, St. Louis, Minneapolis and St. Paul; Kansas City, Mo., and Kansas City, Kans.; Milwaukee, Cleveland and Cincinnati, Indianapolis; Los Angeles, San Diego, San Francisco and Sacramento, Calif.; Denver, Seattle and Portland, Ore.

Former Seabee personnel and CEC Reserve officers interested in affiliating with the CB Reserve program may write to the Director of Naval Reserve in each naval district and river command.

You Can't Buy this kind of know-how overnight. The Seabee Reserves will keep our Navy well supplied with this priceless requisite of winning warfare.

to the majority of the Reserve personnel involved without in any way reducing its potential effectiveness as a part of a naval organization."

• Procurement, training, promotion, assignment and general administration shall be on an impartial professional plane and on the same basis as the regular CEC, so far as possible.

• "Free interchange of professional, naval and administrative information between the two components of the Civil Engineer Corps shall be developed and maintained."

• "Close association of the members of the Reserve and Regular components of the CEC shall be encouraged, developed and fostered to the end that one well-integrated and closely affiliated professional Corps will be obtained."

To implement the Reserve program, BuDocks has established a CEC Reserve Division, to be headed by the

Reserve Officers will lend their engineering skill to the many and varied problems of naval construction and repair.

Want a dam built? A horse shod? A battleship mended or a watch repaired? Just give Can-Do a call.
ON THAT DAY in Mudville when the outlook wasn't brilliant for the local nine, mighty Casey came to bat with a chance to wrest victory from defeat. Sad to relate, Casey whiffed.

Twenty-five years before Abner Doubleday thought up the national game, a young man named Oliver Hazard Perry came to bat under circumstances somewhat similar, with far more than the outcome of a mythical ball game at stake. When the British tried to slip a fast one past him, he slammed it right over the fence.

That is to say, he whipped the squadron of Commodore Robert Heriot Barclay on Lake Erie, capturing the entire enemy fleet on 10 Sept 1813. The victory knocked the British out of the “northwest,” and gave us Ohio, Michigan and the present states west of them. It also provided one of the none too numerous bright spots of the War of 1812.

To say that America’s “outlook wasn’t brilliant” during most of that war would be an understatement of fact. The conflict which began in 1812 with some stirring individual frigate victories for the United States, and optimistic chirrups about the annexation of Canada, turned sour and more sour as the mighty British fleet freed from the burden of an exhausting struggle against Napoleon, sent sea and land power to the new world and blockaded our harbors, raided our coasts and finally burned Washington in 1814.

On what was then the western frontier an almost independent struggle was fought. The British scored early when, making excellent use of naval strength on Lakes Erie and Ontario, Gen. Isaac Brock captured Detroit on 15 Aug 1812.

It is said that the news of Detroit’s loss was brought to President Madison by a young lake captain, Daniel Dobbs, an escaped prisoner. Dobbs’ tale served to underline the importance of control of the lakes; it was decided to build an American fleet at Presque Isle on Lake Erie, and Dobbs was put in charge of preliminary operations. In March 1813 young Commodore O. H. Perry arrived to take over.

At this time Oliver Hazard Perry was not quite 28 years old. He was the grandson of Freeman Perry, a Quaker, but the son of Christopher Perry, who like Kipling’s Fuzzy Wuzzy was not without faults but was a first-class fighting man. It was under his belligerent father that Oliver first went to sea as a midshipman aboard the small frigate General Green. The time was 1799, during the undeclared war with France, but the ship saw action only once and suffered a great deal more from pestilence than from enemy gunfire.

Subsequently, Perry served in the Mediterranean, receiving his commission as lieutenant in 1802. In 1805 he received his first command, the 170-ton schooner Nautilus. In 1811 he lost his ship Revenge when it ran aground and broke up in a storm, but a court of inquiry held him blameless. In May of that year he was married. When the war began, he was in command of a handful of gunboats at Newport harbor, vainly seeking a command at sea.

Then he heard about Dobbs and Lake Erie. He brought to bear all the influence he could exert on William Jones, Secretary of the Navy, and on Commodore Isaac Chauncey, who was in complete command of the lakes with headquarters on Lake Ontario. Finally he was ordered to Lake Erie.

The general situation around the lake was this: Generals Harrison and Proctor, American and British land leaders respectively, were fleecing their muskets at each other across the water. The operations of both depended on naval support. Proctor had it in the form of a squadron under the con-arming of Lord Nelson’s campaigns—but Proctor lacked energy to use it; Harrison, without it, couldn’t move—or at least couldn’t.

When Perry arrived he found keels of two 20-gun brigs had been laid; the hulls of two gunboats were nearing completion; the keel of a fifth boat was on the blocks. Construction of the ships proved the least of his worries, for material (in the form of huge trees, growing down to the water’s edge) was plentiful if workmen were not, and the job was in the hands of competent men. But there was no rigging; there were no arms with which to equip the ships or even to defend them while building; and there seemed little prospect of recruits to man them if they ever were completed and properly outfitted.

Strikes played a part in slowing up production. Workmen’s food was not good, though 1813 prices do not seem exhorbitant (butter was seven cents a pound, whiskey 50 cents a gallon). The reason was simply that satisfactory provisions were not obtainable, and after Perry convinced his men of this fact, they went back to work.

In the spring Perry was able to augment his strength by five small ships which had been trapped at Black Rock on the Niagara River. They were freed by virtue of Chauncey’s attack on Fort George, and they were brought back by Perry, who managed to escape the British squadron only because of fog and nightfall. The usefulness of the fog on this occasion was undeniable; and its presence was typical of what a good many naval officers of the time called “Perry’s luck.”

By 4 July all Perry’s ships were in the water, but he still had to get the two brigs across the bar into the har-
Really under pressure to act, for the 20th November, the commodore of his fleet, and with Perry on the opposing forces for a month; yet the campaign. But it was Barclay who was control for the sake of his land campaign. And if so he couldn't attack. So he decided on the freedom of action. Gen. Proctor's restive Indians denended on the freedom of action. Their first cruise on the lake; the enemy was not sighted. The westerly wind caused both the Yankee brigs hard and fast on the bar. When he returned he expected "to find the Yankee brigs hard and fast on the bar..." He was very close to being right—but he didn't know how close. The westerly wind caused both the gunless Lawrence and the stranded Niagara to head out in the direction of the enemy. Barclay was a cautious man; from his position it seemed that the whole American fleet was over the bar, and if so he couldn't attack. So he sailed away. Perry's luck again? At 2100 that night Perry was able to write the SecNav: "I have great pleasure in informing you that I have succeeded in getting over the bar the United States vessels, the Lawrence, Niagara, Caledonia, Ariel, Scorpion, Somers, Tigress, and Porcupine. The enemy have been in sight all day."

It is characteristic of Perry that next morning, though he had been without sleep three nights and was sick, and his already too small crew was ill and exhausted, they set out on their first cruise on the lake; the enemy was not sighted.

Nor was any contact made between the opposing forces for a month; yet Perry was confident it would come soon. Gen. Harrison was not so sure and urged the necessity of naval control of his land campaign. But it was Barclay who was really under pressure to act, for the supplying of Gen. Proctor's restive Indians depended on the freedom of action of his fleet, and with Perry on Lake Erie he no longer had such freedom. He was forced, then, to continue.

Barclay was having troubles of the same sort that bestraff Perry. His men were few in number, and inexperienced. His flagship Lawrence stuck, as he had feared, halfway across. Guns were taken off, ballast removed, "camels" swung into action. The ship passed over the bar, halfway, after three days and nights of work, and lay disarmed in the deep water. The men immediately lightened the Niagara for a similar trip.

Just at this point Barclay's fleet hove into view. The British captain had been off on a four-day party at Port Dover, where he had said that when he returned he expected "to find the Yankee brigs hard and fast on the bar..." He was very close to being right—but he didn't know how close. The westerly wind caused both the gunless Lawrence and the stranded Niagara to head out in the direction of the enemy. Barclay was a cautious man; from his position it seemed that the whole American fleet was over the bar, and if so he couldn't attack. So he sailed away. Perry's luck again?

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man's fire. Swung around broadside, Lawrence fired her carronades which fell short. Perry ordered the ship to cease firing during the approach; meanwhile Detroit pounded them with everything but the galley stove. The ship had to get closer to her opponent, and Perry ordered the Lawrence to make the only contribution to victory he could—drawing the fire of the enemy. The "correctness" of raising his own lowered flag may be open to question, but the courage he showed is beyond dispute.

Now Perry had a final stroke of good fortune. Queen Charlotte, attempting to pass on the lee of Detroit so as to hand Niagara a broadside, was beached and then disabled by a shot and, finally, ran into Detroit. The two ships welcomed, entangled, just as Niagara came roving down the line.

The American brig raked the trapped vessels with terrible effect. Broadside after broadside made a shambles of the two best British ships, and Hunter and Lady Prevost were treated to their share of the punishment. Perry withheld his fire until so close that the blasts were devastating. Then his remaining band was shot away. Nonetheless this valiant man insisted on being brought topside to fight his ship. But arriving there, he saw that the situation was hopeless and he could only surrender.

It was now 1500. Perry had brought victory to the United States 15 minutes after taking command of the Niagara. Chippewa and Little Belt made half-hearted efforts to escape but were quickly rounded up by warning shots from Scorpion and Tripe. A short while afterward Perry, seated on a dismounted cannon, scribbled the message that has become so well known in American history. On the back of a soiled envelope, the note was addressed to Gen. William Harrison. It began:

"Dear Genl:—
'We have met the enemy and they are ours . . ."

Attempting no flights of rhetoric, Perry simply listed the English ships captured and "with respect and esteem" closed.

Later of course he commented on the struggle at greater length. He was very happy about the conduct of his crews; he complimented the 100 Negroes under his command; he was particularly pleased with the performance of his volunteer riflemen from Kentucky; he had kind words even for Elliott.

The news and Harrison got busy on the project of ridding the region of the forces of Gen. Proctor. That gentleman, his supplies cut off by Barclay's defeat, made a blundering retreat from Malden to the Thames River. There the British were routed and the great Indian Chief Tecumseh was slain, probably by Col. Richard Johnson.

The War of 1812 was over before Perry got to sea again, though he participated in some stiff land fighting during the British attack on Baltimore. . . .

Those men who were willing with some asperity to assign so much of Perry's success to his "luck" would not have envied him a short six years after Erie. The young hero, dispatched to Angostura, Venezuela, on a diplomatic mission lay dying of yellow fever in a little schooner at the mouth of the Orinoco River. There after a rocking illness he met death on his 44th birthday, 26 Aug 1819.

Had Perry lived a normal life's span, he might have been expected to add to his laurels. One old salt who had served on more than 20 ships said upon Perry's death, "I served under him but a few weeks . . . and he was the finest officer I ever heard of or saw." But he was cut off at the threshold of a career, and his reputation must be based on one battle.

And as his reputation rests upon one epic struggle, so his fame rests upon one sentence—the modest, unadorned report of glorious victory:

We have met the enemy, and they are ours.
NO, THEY'RE NOT CRAZY—they're a mine disposal team doing a routine job on a derelict floating horned mine.

The speaker was an instructor at the Navy's wartime bomb disposal school; his listeners, 30 Navy and Marine volunteers for one of the Navy's hush-hush secret programs. Whatever their other troubles, these rugged individuals were not hounded by life insurance salesmen, for in a few months they were to be vacationing at some idyllic tourist spot—Iwo Jima, say, in February of 1945.

The actuaries didn't consider any of the inhabitants of that neighborhood at that time particularly desirable customers, but with the bomb disposal boys there were circumstances in aggravation. When a shell whined over your head on Iwo in February 1945, it was standard procedure to dive for the nearest hole. Not so with the bomb disposal teams—they dived for the shell.

The story of the development of this unique "hobby" goes back to 1940 and Britain's darkest hour. It was on that embattled island that the UXB (unexploded bomb) first became a critical problem, the more so since there was no previous experience from which to draw.

When the Germans began the intensive blitz of England, they introduced a new and potent weapon—the time bomb. By dropping bombs with fuses set to detonate anytime between one-and-one-half and 80 hours after impact, the Luftwaffe achieved the effect of continuous bombing 24 hours a day. Long after the Nazi planes returned to their bases, TNT left in London continued to explode. The material damage was heightened by the devastating effect on civilian morale.

All bombs that did not explode had to be considered time bombs until they were uncovered and proved otherwise. Consequently, at the height of the blitz, as many as 2,200 separate areas within London's metropolitan limits were evacuated because of the presence of UXBs. It took eight and a half hours to cross the city in an emergency vehicle. Factories and vital utilities were forced to shut down and the Luftwaffe's mission drew close to success.

Through the joint efforts of the Royal Engineers, Royal Navy, RAF and many of Britain's leading scientists, an elaborate system was evolved for locating, rendering safe and disposing of unexploded bombs. Science soon replaced luck and daring in handling these incidents and the UXB ceased to be a nightmare.

Another cute Nazi trick that caused the ordnance disposal business to boom was the magnetic mine. The impetus it added to British disposal work increased our Navy's interest in a sorely neglected problem and culminated in the Spring of 1941 in the founding of the Mine Disposal school under the Bureau of Ordnance. At the same time, U. S. observers in England were laying the groundwork for a similar program in land-explosive ordnance disposal.

In December the Japs paid their courtesy call on Battleship Row and the B/D specialists had to begin again from scratch. Almost nothing was known of Tojo's ordnance and plans thus far laid were all predicated on British experience and German weapons.

The first Pacific disposal jobs were done on Oahu on UXBs of 7 December. "Pickup teams" usually composed of an officer and petty officer were as-
signed by the Chief of Naval Operations to commands where their services were most needed. Their reports formed the nucleus of our intelligence on Japanese weapons and supplied early information for the Bomb Disposal school—twin of the Mine disposal outfit—which was established early in 1942. BuOrd had cognizance of technical and training aspects while CNO retained operational control of the program.

It was touch and go at the schools in those early days—yesterday's experience in the field was the source for today's lecture. The type of volunteer needed in the program was not easily found. Obviously, a man with coffee nerves is not the character you would choose to turn the wrench when you're de-fuzing a block-buster or an influence mine. In addition, high intelligence standards were mandatory since the curriculum covered subjects ranging from physics to Japanese language. Security was so high that candidates were told only that their duty would be "extra hazardous." Despite the careful screening undergone by volunteers one in every three failed to make the grade at the training activities.

The successful graduates formed a clan not quite like any other group in the Navy. First, they had to do their dangerous job with absolutely no public recognition. The British learned early in the war the need for complete security in disposal operations. Any compromise of method or technique would mean enemy counter-measures which could undo painful lessons already learned. Even the fact that our Navy had such a program had to be, until now, classified information.

The nature of operations nourished the deepest kind of mutual respect, independence and camaraderie between commissioned and petty officer and pride in their unsung work—their only reward—developed in ordnance disposal men the highest degree of Navy spirit. Honor rolls of the two schools are well covered with decorations, from Navy Crosses on down. Surprisingly, fatalities were low considering the type of work involved. Fewer than one-half of one per cent of school graduates were killed in actual disposal operations. Chief reason for this happy circumstance was the professional competence of the men themselves. Too, they had the costly trial and error experience of our Allies to go on. Another factor was the Japs' failure to use the time bomb and anti-handling fuze to the extent they might have.

The individual two-man units which had been in the field since early 1942 did outstanding work. There was, however, an inevitable lack of coordination among such small and widely-scattered groups. To correct this situation, the Vice Chief of Naval Operations—"All Thumbs" of ordnance disposal program—was the creation of Sgt. Robert Vittur, USMCR.
JAP MIDGET SUB was salvaged at Tulagi in the Solomons. Navy bomb disposal team flew to the scene to disarm and examine its two small torpedoes.

Operations directed the Bureau of Ordnance to assemble a Mobile Explosives Investigation Unit for transfer to an advance base. MEIU-1 was organized in July 1942 and six months later set up shop in Brisbane, Australia.

No service was maintaining an adequate ordnance intelligence organization in the Southwest Pacific at the time and MEIU-1 filled the gap admirably. The unit served as a pool for all Navy bomb and mine disposal personnel in the area, kept close liaison with Army and Australian activities, collected and correlated badly needed intelligence data, shipped hundreds of tons of unexploded ordnance back to the U.S. for research and conducted a comprehensive training program.

The army drew heavily on the services of the Navy experts and soon bomb and mine disposal teams were moving with counter-intelligence, engineering and G-2 groups to participate in every Allied landing in the theater. Their battle cry, "Fire in the hole!" announced UXBs being detonated at Buna, Gona, Salamau, Lae, Finschhafen, the Admiralties, Hollandia, Aitape, Wadke-Sarmi, Biak-Sanapar, Morotai, Peleliu, Anguar, Mindoro and Leyte-Samar.

MEIU-1 moved to Luzon on the heels of the invading Army. After the relatively slim pickings of New Guinea and its vicinity, the MEIU detectives found themselves in hog heaven amid huge dumps of hastily abandoned Japanese ordnance. At Cavite, alone, an advance echelon processed over 600,000 pounds of unexploded bombs, shells and mines.

The first naval personnel to re-enter Manila were MEIU-1 teams. The administrative command moved into the battered Philippine capital, and from there bomb and mine disposal teams went on the invasions of Palawan, Zamboanga, Panay, Negros, Mindanao, Cebu, Tarakan, Brunei Bay and Balikpapan.

A second mobile explosives investigating unit, MEIU-4, also did Pacific duty. It enjoyed much the same tosey-like career as its older SoWestPac brother.

From half a dozen bomb and mine disposal people in two tiny shacks at West Loch, Oahu, MEIU-4 grew into an organization of 825 officers and men. The unit, cooperating closely with Joint Intelligence Center, Pacific Ocean Areas, did disposal and intelligence work throughout the island hopping campaign—Angaur, Peleliu, Leyte-Samar, Ulithi, Iwo Jima and Okinawa—on the road to Japan. Its complement included men who had seen combat missions in the Marshalls and Marianas.

Perhaps two typifies the work of MEIU-4. Ordnance disposal during an invasion falls roughly into two classes, tactical and intelligence. The former means clearing an area of dud and time-fuze ammunition so that it may be "safely" occupied by combat troops. Obviously, much of this kind of work must be done under fire. Here would be a good time to pay respects to Marine bomb disposal boys. Trained at the Navy schools, these leathernecks were attached to combat divisions with which they served in the bloodiest of the Pacific battles. Much of the unenviable task of tactical disposal fell to them.

Disposal for intelligence purposes requires recognition of new types of enemy ordnance, rendering it safe for examination, reporting its characteristics and preparing it for shipment for further research. Another phase of this type of disposal is examination of our own dud shells and bombs to determine the cause of their malfunctioning.

All brands of the tricky business were done in volume at Iwo Jima. While Marines cleared dud-infested areas for the advancing infantry, two Navy B/D units attached to JICPOA teams took apart Jap rocket missiles and other items first used by the enemy in that suicidal defense. A third two-man team working with the beachmaster landed with assault troops and set to work collecting base fuses.

NAZI MINE on the Normandy beachhead is examined by CPO. Navy disposal units were called upon to assist ground forces as far inland as Paris.
from undetonated U. S. 5-inch 38 projectiles. The two men managed to gather, analyze and ship more than 500 dud fuzes while dodging the enemy's barrages and our own close-in fire support.

Personnel formerly attached to MIEU #4 are still in Japan. Assigned to Army units, these Navy experts have done an almost unbelievable job in disposing of the hundreds of thousands of tons of Japanese ordnance stockpiled there.

Bomb and mine disposal on the other side of the world cannot be overlooked. Two MEIUs, #2 in the Mediterranean and #3 in the European theater, duplicated the fine records of the Pacific units, operating on a smaller scale.

MEIU #2 was first based at Oran, later moved to Italy and finally wound up in Marseilles. It assisted British and Army groups in clearing captured ports, bases and airfields in Italy and Southern France.

MEIU #3 did its big job in the Normandy invasion. It hit Utah beach on 30 June 1944, assisted in beachhead disposal operations, and moved on to Cherbourg.

The Nazis demolished and mined vital French ports as only they could. MEIU #3's disposal work at Cherbourg, Granville, St. Malo, Carentes, Marlaix, Brest, Nantes, Vannes and Le Havre marks an epic in the young profession. Teams of the unit were called on by ground forces for assistance in areas as far inland as Paris.

The work of the Mobile Explosives Investigation Units is made perhaps more amazing by the fact that the operational program was carried out by officers and men over 99 per cent of whom had no previous naval experience. The two Pacific groups won the Navy Unit Citation. Some ordnance disposal personnel were assigned to ships. In addition naval districts and other continental commands had teams which performed their assignments without benefit of campaign ribbons.

Their art will not be lost despite the roll-up of wartime activities. Bomb and mine programs have been combined. A six month course covering disposal and diving techniques—an important sideline of the work—is now being conducted at the Ordnance Disposal Unit of the Naval Ordnance Laboratory.

V-J Day was just 14 August as far as ordnance disposal operations went. Every week still brings priority dispatches from naval activities and civilian groups in urgent need of ordnance disposal talent. The recent prison break at Alcatraz Island is typical of the adaptability of the B/D boys. Typical, too, is the fact that while the riot received voluminous newspaper coverage, the interesting explosives disposal job of the 12th Naval District team got no headlines.

No, the war isn't over yet for disposal units. As long as a mine remains unaccounted for, as long, in fact, as ammunition is manufactured, there will be hurry-up calls for B/D boys to "come get this darned thing out of here!" Whether it's recovery of victims of a crashed airliner 120 feet under the Caribbean or dud grenades in a crowded cell-block, ordnance disposal can do the job.
THE WORD
Frank, Authentic Advance Information
On Policy—Straight From Headquarters

FAMILIES OF NAVAL personnel killed or missing in the war are advised that information concerning their kin may be furnished by the Navy and is available to war veterans. How, he asked, will such intervention result in superfluous correspondence and information? And is it freely available to relatives? The information will not be furnished to unauthorized persons or organizations.

WARRANTS MAY TRAIN in naval schools and through correspondence courses to fit themselves for the responsibilities they must assume when they are selected for electronics technicians mates, the Navy has limited its monthly enlistments. In emphasizing the need for ETMs in the postwar Navy, Admiral Denfeld said that to those men who are selected for electronics training, the Navy gives an education worth $3,000 in electricity, radio and related electronic subjects. Regular Navy enlistments and reenlistments for the first 10 days in August were 3,370.

LOST BAGGAGE eventually winds up at Personal Effects Distribution Center, NSD, Clearedfield, Utah, whether it went astray in the Pacific, Atlantic or the States. In most cases the men who have lost baggage stand a fair chance of recovering their gear if they get in touch with PEDC. PEDC reports, incidentally, that it has helped over 35,000, of unclaimed, lost baggage on hand. Here's how Navy and Coast Guard personnel who served with the Navy during the war) may go about getting their baggage:

1. Obtain form NAVPER 2364 from disbursing officers. This form (report of lost baggage) is used for tracing lost gear through district passenger transportation offices. Simply follow directions on the form for submitting it. Here's the form. In addition, submit one copy of the form directly to PEDC, Clearedfield, for faster action.

2. Next-of-kin hunting personal effects eventually winds up at PEDC. Next-of-kin have lost baggage stand a fair chance of recovering their gear if they get in touch with PEDC. PEDC, incidentally, that it has helped over 35,000, of unclaimed, lost baggage on hand.

3. Comments about Navy jobs, mentioned above, are included in a correspondence course in navigation. Weights and stresses and damage control are included in the six-weeks damage control courses at Damage Control Training Center, Philadelphia, or at Navy Training School (Damage Control), Treasure Island. General deck duties are contained in a correspondence course in Navy Regulations.

Radio Materiel School, Naval Research Laboratory, Washington, D. C. (1 year course in electronics).

Warrant officers in more specialized categories also have school opportunities. Those in aviation, and with electronics technicians mates, are eligible for the Naval School of Aviation Electronics Maintenance, Corpus Christi, Texas. And it is a possibility that other schools in the technical aspects of aviation (engineering, ordnance) will be available to warrants in the future.

REGULAR NAVY enlistments are exceeding recruiting requirements, and a waiting list has been established for men who desire to enlist, it was announced by Vice Admiral Louis E. Denfeld, USN, Chief of Naval Personnel.

Admiral Denfeld stated that with the exception of men needed for training in electronics, it is expected that approximately the same number of officers and men will be offered by the Navy, see p. 27).

QUESTION:
How do you feel about the work you are doing in the Navy?

To get answers to this one, Navy public opinion experts arranged a check list of favorable and unfavorable comments about jobs, and asked Navy men to put an "X" next to the comment or comments they felt applied to their work.

The poll was taken at one location, but opinions were obtained from a variety of personnel, men ashore and afloat, aviation personnel, usws and ussrs, and other comments about jobs, with the most frequent comment headg the list and the least-mentioned bringing up the rear, were as follows:

1. It's interesting.
2. It's important.
3. It has good hours and working conditions.
4. It's not like my civilian job.
5. It gives valuable training.
6. It offers chances for promotion.
7. It uses my ability and training.
8. It uses my ability and training.
9. It has good hours and working conditions.
10. It's boring.
11. It doesn't train you for anything.
12. It has bad hours and working conditions.
13. It's not important.
14. It doesn't have a good fellow in charge.
15. It gets a lot of credit.
16. It's like my civilian job.
17. It doesn't offer chances for promotion.
18. It's locked down on.
**CORRESPONDENCE COURSES**

in a wide variety of naval subjects, already a mainstay of the Navy's training, are available for expansion in the near future. Such courses offer career education to large groups of naval personnel, both Regulars and Reservists, at their home naval district. They are designed primarily for the instruction of personnel serving aboard submarines, and for most courses the text used will include "Applied Nuclear Physics" by Pollard and Davidson, or "Smyth Report" (Public Law 675). Atomic Energy Commission Districts, and for most courses the text used will include "Applied Nuclear Physics" by Pollard and Davidson, or "Smyth Report" (Public Law 675). Atomic Energy Commission (B) (fundamentals) (14 lessons), Naval Engineering and Electricity (B) (fundamentals) (7 lessons), and in some cases for Reservists, on either active or inactive duty, commissioned and warrant officers, and those enlisted men recommended by their COs as being of potential future material.

Two new courses in preparation, expected to be ready by 1 October, are Elementary Nuclear Physics and Fundamentals of National Power. Nuclear physics course is intended to give sufficient grounding in the principles of the subject to enable the student to face with greater comprehension the problems which will arise in the wake of the atomic bomb. Texts will be "Smyth Report" by Pollard and Davidson, or "Smyth Report" (Public Law 675). Atomic Energy Commission Extra of July 1946, which contained a comprehensive survey of the subject. The other new course will survey the problems of international affairs and the roles played by the various States, through an analysis of their power positions in the modern world.

These new courses, and 11 previously established, are offered to the Navy and the Naval Reserve through the Naval Reserve Educational Centers at New York, New Orleans, Great Lakes and San Francisco. Officers and qualified enlisted personnel desiring to enroll for courses may follow these instructions:

- Those on active duty—Address an official letter via the CO to the Educational Center nearest the duty station, or nearest the FPO if overseas.
- Those on inactive duty—Address an official letter via the commandant of the home naval district to the Educational Center which services that district. The Centers serve districts as follows: New York—Districts 1, 3, 4, 5, 6, 7, 10, and PRNC; New Orleans—Districts 6, 7, 8; Great Lakes—District 11; San Francisco—Districts 12, 13, 14, 15, 16, and 17.

Requests for enrollment must include full name, file number, classification, duty station (if active) and mailing address. Original copy only is required. The Center will furnish the enrollee with instructions, assignments, and for most courses the textbooks, which are loaned on custody receipt. If texts are available locally, the Center should be informed in the original request.

Enrollees are expected to complete an assignment per month (except in navigation, where the expectation is one assignment per two months) and grades will be entered in service jackets. The following courses are offered by the Centers: Navy Regulations and Conventions (14 lessons), Military Law (8 lessons), Seamanship (10 lessons), Communications (14 lessons), Ordnance and Gunnery (14 lessons), Navigation B-40 (fundamentals) (22 lessons), International Law (6 lessons), Naval Engineering and Electricity (B) (fundamentals) (7 lessons), Naval Engineering and Electricity (A) (advanced) (13 lessons), and Diesel Engineering (8 lessons).

A limited number of correspondence courses are offered by various other naval activities to the Educational Centers. In general these courses are more specialized or advanced than the courses which the Centers offer to the service-at-large, and qualifications are somewhat more restrictive. Requests for enrollment in these other courses must be addressed, through channels, to the activity sponsoring the course.

- **Naval Research**—(Public Law 588)
  - Establishes new Office of Naval Research, providing its own policy for purposes of research, development, evaluation, and application of all naval research, development, evaluation, and application of all naval research.

- **Increased Pensions**—(Public Law 659)
  - Increases pension rates for nearly 40,000 veterans who became disabled in peacetime service to draw full pay.

- **Hospitalized Veterans**—(Public Law 662)
  - Authorizes payment of full pensions or compensation to veterans hospitalized or domiciled in VA institutions, and increases pensions of veterans of both wars and their dependents.

- **Injured Reserves**—(Public Law 641)
  - Amends Naval Reserve Act of 1938 to provide compensation for Reservists injured on training duty prior to official termination of World War II.

- **Widows’ Pensions**—(Public Law 673)
  - Removes ceiling limits for dependents’ pensions, enabling widows of veterans of both World Wars and peacetime service full payments for their minor children, regardless of number.

- **Coast Guard**—(Public Law 675)
  - Amends Sec. 6 of GI Bill of Rights to extend same authority to SecTreas of other service schools. Good records in correspondence courses may be an important factor in climbing up the ladder of service promotion for both Regular and Reserve officers.

- **CONFUSION** with regard to payment of reenlistment allowances has prompted BuSandA to issue the official word on the subject. The uncertainty grew out of erroneous reports published in an unofficial journal.

The two specific provisions for payment of reenlistment allowance are as follows:

- In the case of enlistments in the regular Navy entered into prior to 1 Feb 1945, all continuous active service in the enlistment from which last honorably discharged shall be counted in computing the allowance, including periods of time served in temporary officer status or in involuntary extension of enlistment.

- In the case of enlistments in the regular Navy entered into on or after 1 Feb 1945, all continuous active service in the Navy, Marine Corps, Coast Guard or Reserve components thereof, honorably performed, and subsequent to the payment of last reenlistment allowance (if any), shall be counted in computing the allowance, whether such service was performed in commissioned, warrant, or enlisted grades.

BuSandA emphasized there was been no “special” appropriation authorized for payment of reenlistment allowances. It is pointed out by BuPers that the correspondence course is one of the few courses eligible for GI Bill of Rights, by those who have transferred to USN from USNR, or USN (r) classification may “catch up” with their contemporaries who were trained at the Naval Academy and as formerly conferred upon SecWar and SecNav with respect to discharge of noncommissioned personnel when the Coast Guard operates under the SecWar and SecNav with respect to discharge of noncommissioned personnel when the Coast Guard operates under the SecWar and SecNav with respect to discharge of noncommissioned personnel when the Coast Guard operates under the SecWar and SecNav with respect to discharge of noncommissioned personnel when the Coast Guard operates under the SecWar and SecNav with respect to discharge of noncommissioned personnel when the Coast Guard operates under the SecWar and SecNav with respect to discharge of noncommissioned personnel when the Coast Guard operates under the SecWar and SecNav with respect to discharge of noncommissioned personnel when the Coast Guard operates under the SecWar.
**NAUTICAL NATURALISTS**

**Scientific Collecting of Plants and Insects by Navy Personnel Adds to World's Store of Data, And It's Fun, Besides**

An antidote for boredom on that distant base you may be calling "home" is now yours for the taking. Call it "gathering scientific materials," or "botanizing," or "insectizing," or what you will—but it means that you can help the Smithsonian Institution in Washington by becoming one of its "foreign correspondents" on an expedition of your own.

For some time, the U. S. National Museum of the Smithsonian Institution and the Department of Botany at the University of Michigan have been cooperating with the Army and Navy in helping service personnel collect plants and insects for the Smithsonian Institution. GIs and bluejackets have not only assisted materially in developing wider knowledge of plants and zoological specimens in their areas of the world, but have helped the U. S. replace many items destroyed in bombed-out collections all over the world. With two of the world's finest botanical collections lost in Manila and Berlin ruins, the Smithsonian Institution remains one of the few places where virtually complete collections may be found.

What Navy men have discovered is that collecting plants and insects is just as much fun as collecting usual things such as stamps and coins. In exploiting scientifically the place where he finds himself, the Navy man discovers that even a beginner can bring to light a new species (and might have it named after himself, incidentally), and that there is a great sense of accomplishment in adding to the world's store of scientific data.

It doesn't cost anything except curiosity. Nor does a man have to boast a string of scientific initials after his name. Dr. E. H. Walker of the Smithsonian Institution has assisted many servicemen by correspondence in building up an excellent collection for the National Museum. And, as Dr. Harley H. Barrlett of the University of Michigan said: "There is not a coral reef or an islet of the Pacific that does not offer some problem to an enterprising naturalist. Few will fail to be intrigued by the opportunity of becoming the best authority in the world on some bit of isolated land."

What to collect? The best advice is to look for things that interest you and for which you want names. Avoid sterile material: that is, specimens without flowers or fruits—accurate identification without these parts is difficult. Dr. Walker says, "Remember the grasses—they are too often overlooked as being 'just grass and no one wants that.'" Collect marine algae washed up on the beach if you cannot pull them off the rocks at low tide or dive for them. Collect fungi or even crop plants, which are rare in herbaria (collections of dried or pressed specimens, to you). Take notes on the surroundings in which the plants grow—they're useful in identification. Don't avoid big things. While harder to collect, they're more valuable than small items if gathered correctly. If possible, get wood samples with supporting herbarium material. Standard size for wood samples is ¾ x 2 x 4 inches, but smaller samples are acceptable and larger ones can be cut into duplicates. Collect in different seasons and habitats.

It's not hard to dry and press specimens. The press for drying specimens at the base camp consists of two stiff pieces of cardboard or boards or slat frames; felt driers or heavy blotters or corrugated cardboards without felt driers; and a strap or cord with which to tie them into a bundle. Specimens are inserted in newspaper folders about 12 by 16 inches, or sheets, and the bundle is tied tightly or placed under a 40-pound rock. (There's no objection, Dr. Walker says, to putting specimens under your mattress and sleeping on them.) If corrugated cardboards ("ventilated driers" with corrugations running the short way) are used, the bundle should be hung over a source of dry heat, as a stove, radiator or warm engine. If it's not raining, you can even use the hood of a jeep, with the corrugation holes
facing forward. In dry or moderately dry climates moisture can be removed by dryers or blotters alone if changed and sunned daily. In humid climates, drying by artificial heat is essential. After drying, specimens should be labeled with collector's name, date, specimen number and all other information available. When ready for shipment they should be turned in to the medical officer of your base who will forward them to the U. S. Navy Medical Center at Bethesda, Md. Packages up to 70 pounds may be sent under government franking privileges, so that shipping expense is no factor. The Smithsonian receives these collections through Navy channels.

Dried plant specimens are not subject to quarantine restrictions, either, if not packed in disease- or pest-harboring materials such as rice straw or unprocessed cotton. Exempt too, are dried insects or insects in preservative.

At present, plant specimens are especially desired from the Ryukyus Islands and those islands within the Micronesian group. In fact, all of the Pacific islands formerly held by the Japanese are fertile fields for the Navy collector, because, according to Dr. Walker, "Japanese botany is in bad shape." The reason—the Japanese mind can easily detect differences, but finds it hard to see likenesses." Consequently, botanical data is poorly assembled.

The "Field Collector's Manual in Natural History," prepared by the Smithsonian Institution in Washington, D. C., will help beginners get started on their collections. The Institution's scientists will assist all volunteers in their collections, and will point out some of the more unusual advantages to be derived from natural history as a hobby. At the Smithsonian they'll tell you about the wife who's glad her husband started the hobby because for the first time in her life she's beginning to get interesting letters from him!

MUSEUM WAS BUILT by Navy personnel and natives on one Pacific island. Smithsonian Institution offers aid and advice to Navy's part-time naturalists.

UNIQUE PHILIPPINE SHRUB is collected for shipment to bombed-out Manila museum. Should hobbyist discover new specimen, it may be named for him.

HIDDEN HEIGHTS of tropical trees often yield varied samples of wild life. Newspapers (right) pinch-hit for press.
No Official ‘Lady’

SIR: You state in “Letters,” June 1947, that no carrier has been designated “The Fighting Lady.” I still think the Yorktown was given that name.—A. G. E., SK1, USN.

Let’s get together on this, mate. USS Yorktown (CV 5) has become known to the Fleet, and to a certain extent to the public, as “The Fighting Lady.” But the motion picture of that name specifically states that “The Fighting Lady” is “any Essex class carrier,” and the Navy Department has never officially hung the name on the Yorktown. About 90 per cent of the movie was shot aboard the Yorktown, and the film’s premier showing was aboard the Yorktown, at which time the press was given a copy of the film. All in all, it looks like the film’s title was perfectly correct and the Yorktown “The Fighting Lady” was not, but not officially.—ED.

Changing Rate

SIR: (1) Is it possible for me to change my rate from CRM to ACMR? (2) If not, am I eligible for AETM training?—M. A. B., CRMA, USN.

(1) No. At the moment, the need for radio men (general service rating) is greater than the need for aviation radio men, and for that reason it is not BuPers policy to authorize a change. However, if the ship is transferred to the Chief of Naval Personnel, Washington 85, D.C. via your CO, requesting such a change. (2) No. With the exception of EFTM’s, aviation radio men are not eligible for training. For complete lists of eligible rates see Alert 299-16 (NDB, 15 June).—Ed.

USN(T) to USN

SIR: (1) Does a USN(T) officer who is accepted as a USN officer at any time during a commissioned period that has not expired receive travel allowance at five cents per mile from his discharge station to his point of enlistment? (2) Is there any discrimination as to paying travel allowances to USN(T) whose enlistment has or has not expired? (3) Will a USN(T) officer be permitted to pay out?—J. F. B., Lt(jg), USN.

(1) Yes. (2) No. (3) Yes. An USN(T) officer is entitled to travel pay of five cents a mile from the place of his separation as an officer to the place of his enlistment during his commissioned period, as enlisted men. (2) No. It makes no difference whether the officer’s enlistment has expired or not expired when his temporary commission is terminated. (3) Yes. Under Alert 325-14 (NDB, 15 August), officers transferred from USN(T) to USN receive numbering out pay.—Ed.

Liked Sub Duty

SIR: I have received the enclosed letter from a Reserve officer who was recently under my command, and thought you might be interested in publishing excerpts from it.—Al C. L., Capt, USN.

SIR: I don’t believe there were many Reserve officers among those who served with me when I was in the Submarine Service. I doubt if I would have stayed on her for her seventh, and final, cruise if I had been asked by the Chief of Naval Operations to remain for a year to serve as a ‘Red Shirt’ after my 14 years in the Service. But I would have been happy to stay for the remainder of my career. I greatly enjoyed my experience in the Submarine Service, and there’s no doubt in my mind that all branches of the Navy fit the best minds and men into the Reserve officers.

Sincerely,

S. F. D., Lt(jg), USN.

‘Thanks for the Privilege’

SIR: Thanks to the U.S. Navy for my having been accorded the privilege of being one of you for two years. I have never been other than proud of the uniform I wore; few women in civilian life have had such a designer as Makerbeach. “Is a good-looking ensemble and 89,000 women can’t be wrong.—A.G.A., Ex-PH2M2, V-10, USNR.

From BM2 to BM1

SIR: What are the sea duty requirements for making BM1?—B. M. C., BM2, USN.

SIR: (1) Service requirements for advancement from PO4 to PO3 as set forth in BuPers Cir, Ltr, March 1941 (date of March) are 12 months as PO3, 12 months total active service, provided each month is certified as sea duty of at least six months in pay grades 1 and/or 2. (2) Is there any discrimination as to paying travel allowance on promotion from PO3 to PO2?—E. S., 5’21, USN.

(1) No. Service requirements for PO4 advancement are also as follows: 12 months as PO4, 12 months total active service, provided each month is certified as sea duty of at least six months in pay grades 1 and/or 2. (2) No. With the exception of EFTM’s, PO3’s are not eligible for personnel training. For complete lists of eligible rates see Alert 299-16 (NDB, 15 June).—Ed.

Warrant Grade

SIR: Is it possible for me to advance from SC1 to Warrant Pay Clerk, USN?—G. E. S., SC1, USN.

Not at present. While pay clerk is the warrant grade for cooks, bakers, commissary clerks, and similar people, with certain exceptions warrant grade is not available for the grades you mention, as warrant grade in rating mark less than 3.0 and an average of less than 4.5, and for conduct mark less than 3.0 with an average of not less than 5.5 for 1 year.—Ed.

Minority Hashmark

SIR: Can a man wear a hashmark after a minority cruise?—L. R. G., AO3M, USN.

Yes. A hashmark is authorized for a minority cruise of any length.—Ed.

Reduction in Rating

SIR: Can a chief bootswain’s mate be discharged by a deck court martial?—C. W. M., CBM, USN.

Yes. A deck court martial, with certain exceptions, imposes any punishment which may be imposed by a Summary Court of Enquiry. One such punishment is reduction to the next inferior rate. See Navy Regulations Article 40 (summary courts martial) and 61 (deck courts).—Ed.

Coast Guard Service

SIR: Can Coast Guard service under the Navy in time of war be counted as naval service for computing time for transfer to the Fleet Reserve?—M. J. G., CY, USN.

Yes. A deck court may, with certain exceptions, impose any punishment which may be imposed by a Summary Court of Enquiry. One such punishment is reduction to the next inferior rate. See Navy Regulations Article 40 (summary courts martial) and 61 (deck courts).—Ed.

Tribute to U.S. Navy

SIR: I am a Navy man with five and a half years in the U.S. Navy. I am a New Zealand Naval and am a great admirer of the American Navy. We in New Zealand owe a great debt to you seamen. Our New Zealand and Australian troops did their stuff in New Guinea and elsewhere, but our ships were put there by you men of the U.S. Navy. Here’s to the gallant-hearted sailors who fought under the Stars and Stripes.—M. L. A., Auckland, N.Z.
**Ships' Photographs**

Sit: There is no arrangement by which ex-Navy men can obtain official graphs of ships on which they served during World War II—E.M., ex-USN.

- Yes.—Ed.

**' Civvies' Required**

Sit: We at this station have been discussing a request from an ex-Navy man for a photograph of his ship. I wonder if you will get the Navy foot the bill—R.L.G., Y1, USN.

- COs may require personnel to wear civilian clothes under all circumstances unless the pretention justifies some other arrangement. There is no way in which the Navy can pay for the purchase of civilian clothes.—Ed.

**'Telegrapher'**

Sit: Can a Canadian transfer from the Reserve to the regular Navy with the permanent rating of "Telegrapher"—L.F.S., CT, navy.

- No. "Telegrapher" is a wartime general service rating. It would be necessary to qualify for and convert to another general service rating in which regular Navy billets are open before being discharged from the reserve. Duties of telegraphers are expected to be incorporated into general service communications ratings under the permanent rating structure now being revised.—Ed.

**Repreatates**

Sit: (1) Are the provisions for advancement under letter No. 1016 the same for the Marine Corps as they are for the Navy? (2) Do I rate the Naval Reserve Ribbon for service from April 1939 to 26 June 1947—J. E. D., Sgt., USMC.

- (1) Not exactly. Under letter instruction No. 1016, enlisted Marine Corps reenlistments are not eligible for advancement one rank upon return to the active list. After an unspecified period, if their reenlistment is not approved, they are automatically recommended for advancement one grade lower. The CO may recommend another advancement at a later time if he feels the man deserves such a recommendation. However, the third recommendation must be approved by a special board to be composed of ex-POW warrant and commissioned officers. As for advancement of Marines reenlistates to warrant and commissioned ranks, we have no policies, and their applications have either been approved or disapproved. X-ex. From Marine Corps regulations: Navy personnel, except those in pay grade 1, may receive one automatic advancement. Further advancements are made according to the professional qualifications of the individual, but advancements are made without regard to vacancies. Advancements are made at the same time as the Navy. The procedure for advancement of ex-POW to warrant rank. (2) As we do not have your service record it is impossible for us to tell you in your particular case. The enlisted personnel reserve ribbons for the X-ex. From the Marine Corps are as follows: 

**Naval Reserve Medal**—A man must have 5 years honorable service, active or inactive, in the Naval Reserve, some part of this duty must be served between 8 Sept 1939 and the official declaration of war's end (date not yet determined).

**Marine Corps Reserve Ribbon**—A man must have 10 years honorable service, active or inactive, in the Marine Corps Reserve. During this four-year period, he must have attended 33 drills a year, have two weeks of encampment a year, and pass a service record marking of 4.5.—Ed.

**Drop a Line to Helen**

Sit: Why not cut a task section short sometime ahead of days and drop a line to Helen Magee in the War Council, Washington, D.C.—E.G., N7, USN.

- Helen is an officer of the Women's Auxiliary Volunteers of World War II, who was stricken with infantile paralysis shortly after her discharge. At present she's living in an iron lung; her disease has been brought under control, but she feels pretty lousy sometimes.

- Helen appreciates letters from anyone, but especially from service. She'd like to have you enclose a photograph too, if you can.

- The address is Municipal Hospital, 4000 North Front Street, Philadelphia.

**Proper Credit**

Sit: The June ALL HANDS cover showed a picture of President Truman talking to a man in the engineering room. You credited the picture to Press Association, Inc., but that picture was taken by a Navy photographer. The negative, made by E. E. Crane, PH01M, right now is in our fleet aboard ship. Your cover should have been identified as an official U.S. Navy photograph.—H. P. K., Pho., USN(T).

- You're so right.—Ed.

**Not Much Chance**

Sit: What are my chances of getting in the Naval Intelligence Service?—G. L. F., ACOM, USN.

- Very remote. The intelligence service will include billets for only a few enlisted men in the postwar Navy. These billets will be filled by enlisted men and storekeeper ratings inside CLUSA and radio-men in non-specialty ratings in intelligence service, as there were during the war.—Ed.

**BDC Change**

Sit: Is it possible for a man who has received a BDC to have the character of his discharge changed? His discharge has left the naval service? If so what is the procedure?—C. W., USN.

- Yes. Under the Service's Readjustment Act of 1943, the Board of Review, Division of Readjustment, Navy Department, Washington 25, D. C., is authorized to review all discharges other than a BCD resulting from sentence of a General Court Martial.—Ed.

**Goodwill Tour**

Sit: I am stationed on board an ABB attached to Operation Crossroads. The ship is due to be decommissioned soon, so some of us on board would like the dope on how to apply for the Goodwill Tour.—F. S. K., EM2, USN.

- What tour, mate? The Navy has no plans for such a tour. Navy ships doubts will continue to make port in foreign ports. You can write to the Chief of Naval Personnel, Washington 25, D. C.—Ed.

**Changing Fleets**

Sit: I have had four and one-half years in the regular Navy, with duty entirely in the Pacific Fleet. Now due to serious illness at home, I would like to be transferred to the Atlantic Fleet in order to be near my family. Is there any possibility of Transferring possible?—J. M. M., SM2, USN.

- Present Fleet policies discourages such transfers. However, your case would be considered on its individual merits. You should address all communications via the CO to the Chief of Naval Personnel, Washington 25, D. C.—Ed.

**Good Conduct Medal**

Sit: (1) Is the Good Conduct Medal now a decoration? Should gold stars instead of bronze be worn on the ribbon for a change of a ten year change contemplated?—D. L. W., LT, USN.

- No. Under BuPers Ctr. Ltr. 535-45 (NDNY), 15 July 1945, the award of the Good Conduct Medal was amended to read other service and campaign medals but without change in stars after a decoration. (2) No. Bronze stars should continue to change to gold stars is not contemplated.—Ed.

**Duty in Alliances**

Sit: What is the tour of duty in the Alliances?—R. R. E., USN.

- One Pct. Ltr. file P-16-3-09 MM serial 76 of 11 Apr 1946, as approved by BuPers Disposition, 8611-Pt, Washington 25, D. C., the tour of duty in the Alliances is nine months for officer candidates, with the Alliances in the ports of London and 18 months for Kodick and Biltmore personnel. Officers who have not completed their normal tour of sea duty may expect rotation to other sea or foreign assignments.—Ed.

**Area, Victory Medals**

Sit: What is the terminal date for the area composite campaign medal or Victory Medal?—E. P. J., Midn, USN.

- Under BuPers Ctr. Ltr. 86-46 (ND/28), The Asiatic-Pacific Campaign Medal and the American Campaign Medal are not awarded for service after 3 Mar 1916. The European-African-Middle Eastern Campaign Medal is not awarded for service after 3 Mar 1918. No terminal date has been established for award of the Victory Medal.—Ed.

**V-12 Time**

Sit: I was SKI when ordered into the V-12 program as AS. Later I was separated from the program, and reverted to SKI. Do I now count as a time in rate toward qualifying for CSK?—W. D. A., SK1, USN.

- No, you must have 36 months with sea duty of at least pay grade 1 in order to qualify for pay grade 1 in CSK. If you were in pay grade 1 service and marks requirements have been met, you will be found in BuPers Ctr. Ltr. 75-45 (ND/31 March). See ALL HANDS, May, p. 581.—Ed.

**Oath of Allegiance**

Sit: What is the oath we swore to on entering the Navy?—K. D., USN.

- The Oath of Allegiance, taken from the Appendixes of the U.S. Navy, is as follows: "I solemnly swear (or affirm) that I will bear true faith and allegiance to the United States of America, and that I will serve them honestly and faithfully. So help me God."

**Souvenir Books**

In this section ALL HANDS each month will publish books which are published by any command, except those which are publishing souvenir books or "war record" books which are attached. Notices should be directed through channels normally used. (Am: Editor, ALL HANDS), and should include approximate publication date, address of ship or station, price per copy and whether money is required with order. Men who see these notices are asked to pass the word to former shipmates who will be interested.

ALL HANDS has no information on souvenir books published by any command, except those which have appeared in this section before.

- U.S.S. Wichita (CA14), Address: Person Officer, U.S.S. Wichita (CA14), Philadelphia, Pa. Copies now available via the CO to former ship's personnel, no charge.

- U.S.S. Missouri (BB63), Address: The Chaplain, USN, Missouri (BB63), 0/5 FPO, New York City. Book now available, $3 per copy if cash not accepted.


FAMOUS TEXAN (upper left) poses for the Texas Hall of State. Left center: Fleet Admiral William D. Leahy, USS Wasp in New York. Lower left: A skipper and Edward L. McCloskey, CBM, go on deck for The Navy's first all jet plane, XF-9D-1 Phantoms, aboard USS Franklin D. Roosevelt. Lower right: Yeoman Marie McLean risks a shell-like Band release. Marie, formerly with Frank...
TODAY'S NAVY

12th FLEET PERSONNEL HONORED DURING VISITS TO FOREIGN PORTS

‘See the World’
A goodwill cruise can be good duty, according to some of the 12th Fleet ships which have been visiting European ports this summer. The color and excitement of Old World cities were theirs to sample as the four DDs and two CLs made the rounds of Scandinavian and European ports.

The seaports of seven countries—France, Portugal, Norway, Sweden, Denmark, Belgium and Holland—were on the itinerary of Admiral H. K. Hewitt, USN, ComNavEu, and the ships of his British-based fleet.

Europeans opened their doors to the U.S. sailors, and offered public dinners, dances, tours, concerts and sports events in each nation. The people of the nations joined their ranking naval, military and civilian dignitaries in visits aboard the ships.

Common reaction to Scandinavia was, “It’s just like the States.” Dance bands knew the latest U.S. tunes, and the younger generation natives were fully able to keep up with any “hep” bluejacket. Unlike the U.S. to a certain extent were the Stockholm shops, crammed with such goods as silk stockings, cameras, clothes and jewelry. Copenhagen was voted tops for chow, perhaps because of its location in one of the world’s richest agricultural areas.

Ships on the cruise included U.S.S. Houston (CL 81), Little Rock (CL 98), Cone (DD 866), Glennon (DD 840), Warrington (DD 845) and Newman K. Perry (DD 883).

U.S.S. Franklin D. Roosevelt (CVB 42) was scheduled to join the fleet late last month during a courtesy visit in Lisbon. The FDR later was to cruise three weeks in the Mediterranean with a part of the 12th Fleet, visiting Malta, Gibraltar and Naples. She was the first CVB to visit a European port.

Visiting U. S. Sailors Praised For Good Conduct
American sailors during their stay in Gothenburg, Sweden, made an exemplary appearance and constituted the most orderly group he had ever had to deal with in his service. That statement was made by the Chief of Police in Gothenburg in a telephone conversation with the American Consulate, according to the Swedish newspaper, Dagena Nyheter.

The Expressen, a Stockholm, Sweden, newspaper is quoted: “... Stockholm police are very satisfied with the general behavior of the 3,500 visiting American sailors ... the question is whether the Americans do not behave better than Swedish sailors in similar circumstances.”

Welcome Visitors
Five ships of CotDiv 80 stopped over in Marseilles on their way home from the Southwest Pacific via the Middle East. A round of official honors was tendered by the townspeople, culminating in the signing of Marseilles’ Gold Book, inscribed by only two American visitors since World War I.

Enthusiasm of the local population was free and spontaneous. Many more invitations were offered than could be accepted in the four-day visit.

That U.S. sailors returned the favors in kind was attested by a letter from a French naval official in Marseilles to the U.S. Consul General there, which stated in part: “... the excellent conduct of the officers and men of these vessels was particularly noticed. No departure from good con-
VISITORS' DAY in Copenhagen brings Danish citizens aboard USS Houston, flagship of 12th Fleet. The ship, with five others, is on a goodwill cruise.

Mediterranean Maneuvers

No plans for large scale, combined operations with the British fleet in the Mediterranean are being formulated at present, the Navy Department announced.

The official statement, approved by Fleet Admiral Chester W. Nimitz, Chief of Naval Operations, is as follows:

"The tasks of the United States naval forces in European waters include support of the United States occupation forces on shore in Europe. For this purpose naval forces in the Mediterranean operate under unified command exercised by the Supreme Allied Commander, Mediterranean, Gen. W. D. Morgan of the British Army, through the British Naval Commander in Chief, Mediterranean, Admiral Sir Algernon Willis. The training of the forces involved is coordinated by the local commanders. No arrangements for combined maneuver of broader scope have been made by the Navy Department."
League Sponsors Navy Day

In a letter to Ralph A. Bard, former Undersecretary of the Navy, now President of the Navy League, the Secretary of the Navy formally designated the Navy League as official sponsor for Navy Day, 27 Oct 1946. A copy of the letter follows:

Dear Mr. Bard:

This will acknowledge receipt of your letter of 24 June, concerning the Navy League's cooperation in the observance of Navy Day, 1946.

As has been the practice in the past, I take pleasure in hereby formally designating the Navy League of the United States as the official sponsor for Navy Day in 1946; to be observed on 27 October.

This first Navy Day following de-mobilisation from mankind's greatest war is an especially appropriate occasion at once to honor the veterans of World War II and to emphasize the importance to our nation of maintaining a strong peacetime Naval Reserve, trained and ready to man our fleet in the event of a national emergency. In this connection, Navy Day, 1946, also offers an ideal opportunity for public recognition of the peacetime mission of the Navy: to guard our nation's fought-for freedom.

Since Navy Day, 1946, falls on Sunday, it seems fitting that appropriate Naval religious services could be considered on that day; and that the customary displays, parades and other features of previous Navy Days be held on Saturday, 26 October, and on Monday, 28 October.

May I convey to the Navy League, my feeling of confidence that, under the same auspices that have marked this observance of Navy Day a major event for the past 24 years, Navy Day, 1946, will far surpass even the excellent record of previous years.

Sincerely yours,

John L. Sullivan

Acting Secretary of the Navy.

ROYAL DANISH NAVY members are shown around U. S. Academy by midshipmen. The Frigate Holger Danske brought the Danish party to Annapolis.

New Ordnance Lab

The new Naval Ordnance Laboratory at White Oak, Md., will be one of the world's outstanding research centers. The project is estimated to cost $15,000,000 when finished.

Construction has been started on the building which will house the supersonic wind tunnel which BuOrd removed from the Nasa V-2 rocket research station at Kechel, Bavaria.

The laboratory is charged by the Navy with the responsibility for research, development, design and testing of mines, fuzes, depth charges, pyrotechnics, demolition outfits, ammunition components, torpedo mechanism and other items related to naval ordnance.

The new laboratory has as its prime mission fundamental research to determine underlying principles and basic information on new and improved weapons, design and development of weapons operating on new or known principles, testing weapons, and supervision of production of weapons for service use.

The original Ordnance Laboratory, established in 1918, has been the Navy's headquarters for design and development of underwater weapons and countermeasures. When the Germans introduced magnetic mines in 1940, the importance of the lab was greatly increased, when it undertook the development of degaussing equipment for protection of Allied ships. One of the best contributions produced by the laboratory was the aerial and submarine mines put around the Japanese homeland to block enemy shipping during the closing months of the war.

Over 200 technicians are already working in the new building and within a year it is expected the entire staff will be transferred from the Naval Ordnance Laboratory at the Naval Gun Factory to White Oak, Md.

Put into commission in August, the laboratory is a naval field establishment operating under BuOrd, with the commandant of the Potomac River Naval Command having the military control.

Cadets Visit a BB

The Navy was host to 45 West Point Cadets aboard U.S.S. Washington, tied-up at Pier 88, North River, Md. The cadets learned that touring a battleship is a little like inspecting a block of seven-story buildings without elevators.

Guns, control and plotting stations, 16-inch turrets, machinery spaces and the complex instruments in Main Battery Plot, manned by the middies, were demonstrated to the cadets.
Plan for a Plane

If you'll all set to get out of the service and can't get delivery on that shiny new car you've been dreaming about, you might settle for an airplane.

A bulletin, "How to Buy Surplus Aircraft, Components and Parts," has been issued by the War Assets Administration's Office of Aircraft Disposal. This buyer's guide lists types, prices and brief descriptions of surplus aeronautical property now being offered for sale and instructions on how and where to buy it.

Any honorably discharged or released veteran who served in the armed forces on or after 16 Sept 1940 is entitled to priority in buying the planes. To establish his priority, the veteran must file evidence of his status with one of 123 veterans certifying offices listed in the booklet.

The majority of planes still for sale from surplus stocks are Vultee basic trainers (priced at from $250 to $450), North American advanced trainers (priced at $850) and twin-engine Cessnas (from $1,750 to $8,500). All planes are sold on an "as is where is" basis, and the purchaser must have his plane inspected, repaired or modified to conform with Civil Aeronautics Administration airworthiness requirements.

Copies of the publication may be obtained from the Office of Aircraft Disposal, WAA, 425 Second St., N.W., Washington 25, D. C., or from WAA Regional Offices.

Novel Hangar Goes Up

A $2,000,000 novel test hangar for testing of radar and other electronic devices after they have been installed in aircraft is under construction at the Naval Air Test Center, Patuxent River, Md.

The hangar will be completely shielded by one-eighth inch galvanized mesh wire and will have a span of 300 feet, an overall length of 178 feet and a clearance of 67 feet 7 inches. A bay 79 feet long and 85 feet high will house the nose of larger type planes. Wire mesh will be used in preference to a solid covering because it is cheaper and will permit ventilation and light and still oppose the passage of electronic disturbances.

Completion of the hangar is not expected until late 1947. It will be one of the largest shielded buildings ever constructed. A parking area, taxiways and roads will be constructed for access to the structure.

New Weapon Forecast

"Jets," of a new type, projected at speeds of 25,000 feet per second will be practical weapons within a few years, according to the War Department.

Army Ordnance engineers say that the same jets that make the bazooka a deadly anti-tank weapon will be utilized. While range of the jet in the bazooka is only about 10 inches, every effort is being made to increase this range to hundreds of yards.

Since the jet travels at the enormous speed of nearly five miles a second, it will make a most potent weapon against enemy rockets or guided missiles. Mounted in the wings of fighter planes, the jets would be used in lieu of conventional machine gun bullets. Problems of deflection would be decreased due to the jet's high speed.

In any high explosive, the force of the explosion is at right angles to its surface. In the bazooka, the explosive is hollowed out at the nose in the shape of a deep cone. When exploded the explosive forces in the cone meet and form one stream of high speed gas and molten metal from the liner in the cone, used to hold the explosive in place. These forces are much like the action of pointing several water hoses toward each other at an angle to allow the streams of water to meet. They would form one large stream of greater force than any of the small ones.

Flag Promotions

The following nominations in flag rank have been confirmed by the Senate:

To be Director of Budgets and Reports, U. S. Navy:
Rear Admiral Herbert G. Hopwood.
To be admiral in the U. S. Navy:
Vice Admiral Harold G. Bowen.

SECNAV LUNCHES with enlisted Marines at the Red Cross club in Peiping during Secretary Forrestal's recent tour of U. S. installations in China.
Aid For Vet Farmers

A lot of veterans have realized a longing to "get back on the farm, when their tours as sailors, soldiers and Marines ended. The Veterans Administration had, recently, issued guarantees on 7,364 farm loans to veterans totaling $17,590,686, and the Farm Security Administration, up to the first of June, had granted more than 18,000 loans to veterans totaling $39,289,000.

Several types of assistance are available to the veteran who wants to farm. VA offers partial guaranty of loans made to buy a farm, livestock and equipment, or to construct or repair or improve farm buildings, and to improve farm lands or equipment; FSA offers loans for the purchase and improvement of farms, or for the operation of farms already owned, in full or in part, or leased. Loans are made only to persons experienced in farming.

The veteran can take several initial steps to realize his ambition to farm. If he has not made up his mind whether he wants to farm, or where to locate or what type of farming he would do best to follow, he may write direct to the Department of Agriculture, Washington 25, D. C., and ask for such "begins here" books as "How to Be a Farmer? and Getting Started in Farming," published by the department. If the ex-GI knows what state he'd like to locate in, he may get in touch with the state's college of agriculture for specific information. If he has elected the county in which he wishes to operate his best bet is to get in touch with the Department of Agriculture's county agent.

Specific farm problems may be answered by the following agencies:

- Farming in Alaska — Mr. L. T. Oldroyd, director, Agricultural Extension Service and Experiment Station, College, Alaska.
- Surplus military lands — Farm Credit Administration, Washington 25, D. C. (Leaflet: Sale of Surplus Agricultural and Forest Lands).
- Part-time farming, rural homes — U. S. Department of Agriculture, Washington 25, D. C., and Farm Credit Administration, Washington 25, D. C.
- Fur animals, game birds, frogs, and other special farms — Fish and Wildlife Service, Department of the Interior, Merchandise Mart, Chicago 54, Ill.
- FSA loans and services — Farm Security Administration, U. S. Department of Agriculture, Washington 25, D. C.
- Farm real estate market — Bureau of Agricultural Economics, Washington 25, D. C.
- VA loans and services — Veterans Administration, Washington, D. C.

S E P T E M B E R 1 9 4 6

INVISIBLE LINK between Helldiver and recording truck on ground is new telemetering equipment which automatically transmits flight data.

TELEMETERING TELLS ALL IN TEST

Telemetering — the recording of result, or as Webster has it: measuring of quality, transmitting the result to a distant station and there indicating or recording the quality measured — was demonstrated at the Marine Corps Air Station, Cherry Point, N. C. It was the first public demonstration of this equipment.

Two types of telemetering equipment, radio and television, were installed in pilotless aircraft and demonstrated while the drone planes were in flight. Mechanical failure in the landing gear was experienced in the landing of both planes which served to stress the importance of a pilot's not being in the plane on test flights. Radio control over the aircraft throughout the demonstration was perfect.

An SB2C drone was maneuvered through precision dives which was followed by a TBF drone doing a slow roll over the field.

Telemetering equipment can be used in aircraft flown by a pilot as well as pilotless aircraft. It can provide engineer-observers on the ground with a continuous check on flight conditions outside the scope of the pilot's information, and can record data incidental to a flight originally initiated for a different purpose.

Radio-telemetering flight test equipment transmits 14 channels of high speed data instantaneously from the test airplane to a mobile receiving station. The equipment is capable of recording the slowest changes up to those occurring at 12,000 variations per minute, such as may be encountered in the measurement of flutter, strain and pressure.

The data, collected simultaneously from sources through the use of strain gages or similar devices, are transmitted to the ground as a composite modulation on the carrier of a frequency-modulated radio transmitter. The signals are recorded by special electronic equipment in the receiving station. The airborne equipment has proved in flight tests to have an effective range of 25 miles at 20,000 feet, and in an altitude chamber has been tested at pressures and temperatures simulating altitudes up to 44,000 feet.

Television-telemetering flight test equipment transmits 54 channels of data which do not change more rapidly than 400 variations per minute.

The television camera scans the television theatre panel on which are mounted:

- Dial type instruments including airspeed indicator, altimeter, normal accelerometer, longitudinal accelerometer, rate of pitch indicator and angle of dive indicator.
- Projection screen with index grid showing movements of 48 galvanometer light beams representing pressures, strains, positions of control surfaces, voltages, currents and other variables.

Fifteen breakage indicator lights to signal possible failure of various structural members of the airplane.

Images of the panel are televised at the rate of 40 pictures per second to the receiver screen in the receiving station where they are photographed by a motion picture camera.
TODAY’S NAVY

Saving Nation’s Money

The Navy is acutely aware of the devastating effects of inflation on our national economy, and therefore has taken and will continue to take every practicable step toward maintenance of stability in our economic system. This was the purport of a statement by Fleet Admiral Chester W. Nimitz, USN, before the Director of War Mobilization and Reconversion and his advisory board of 10 representatives of industry, labor, agriculture and the public. The board is currently reviewing governmental expenditures to discover, if possible, steps which might be taken toward a reduction of inflationary pressure.

Admiral Nimitz listed Navy action in the anti-inflation fight as follows:

- Rapid demobilization, despite difficulties, of naval and civilian personnel.
- Systematic, prompt declaration of surplus material and equipment to the War Assets Administration. This has the double-barreled effect of reducing expenses while making available a quantity of scarce goods for absorption by the civilian economy.
- Strong, continued promotion of the sale of U.S. Savings Bonds to Navy personnel, which has resulted in sales of one and one-half billions of dollars — the best record of any government department.
- Curtailment of shipbuilding to production of a limited number of prototype vessels of new design, and completion at a decelerated pace of those vessels which were nearly finished.
- Deferment of nearly all new construction ashore, with the exception of hospitals and housing.
- Disestablishment of bases not essential to the Navy, and reduction in size and operating expenses of those which are essential.
- Drastic curtailment of the procurement program. This had two effects, both of which were anti-inflationary: (1) it prevented expenditures for materials that were unnecessary once victory was won, and (2) it enabled manufacturers to clear their plants of war work, and embark on the quantity production of civilian goods.

USO Needs Funds

The American people and Navy men alike were urged to contribute to the USO, which is holding its final fund-raising appeal during September, October and November. Fleet Admiral Chester W. Nimitz stressed the point that there are many still in the service, in hospitals, or just entering basic training. He said: “Give our men the same high morale and backing they had during the war, and they’ll do their share of winning the peace.”

In a similar letter, Secretary of the Navy James Forrestal declared: “Many too young to fight then are serving now. These men deserve USO fully as much now as during the war... A gift to USO is a vote of confidence to our men in uniform.”

Night Vision Aid

Special binoculars adapted for night vision were used by night fighter pilots, ships’ lookouts and submariners in winning the war at sea, BuAer has revealed.

Ordinary search glasses are of little use at night because the fovea, which is the eye’s focus point for day vision, becomes a blind spot at night. To obviate this difficulty, BuAer’s Instruments Branch asked two manufacturers to develop binoculars with unusually wide fields of vision.

Training was required before the new glasses could be used most effectively. Pilots found they could greatly extend their range of vision to locate and identify objects at night.

Seabee Editor Cited

For his work in organizing and editing Seabee, the magazine of the Navy’s Construction Battalion, Tom E. Foster, owner and publisher of the Kilgore (Texas) Daily News and a chief petty officer in the Seabees, recently was awarded a citation by Fleet Admiral Chester W. Nimitz.
Navy Lend-Lease

One day in February 1944 the French cruiser Gloire was lobbing shells into German positions north of the Anzio beachhead. The French gun crews, bring 152-mm. rifles, labored skillfully and efficiently—so well, in fact, that they ran out of ammunition. A message was radioed to the French Naval Mission in Washington. The Mission called Navy lend-lease, which called BuOrd and NATS. While NATS made planes ready, BuOrd procured supplies of U. S. six-inch HC shells, which can be fired from French 152's with a slight adjustment. Men worked hard all night. By morning three planes were loaded, by noon they were on their way to the battle zone. Next day the shells were put aboard the Gloire and the French went back to work.

A look at the record may give some idea of the job Navy lend-lease did:

Monetary values of wartime Navy transfers climbed into the billions:

- $2,735,700,000 in naval vessels and equipment
- $1,452,200,000 in aircraft, engines and parts
- $1,452,200,000 in naval vessels and equipment
- $2,234,800,000 in petroleum and coal products
- $2,184,500,000 in naval vessels and equipment

On Normandy D Day British-built ships contained lend-lease steel, British-built planes contained lend-lease equipment, barges, mine sweepers. Her cotton transfers climbed into the billions turned out armored cars, invasion ships contained lend-lease steel, British, Indian, New Zealand forces. With the aid of U. S. war production supplies, India turned out armored cars, invasion barges, mine sweepers. Her cotton mills made the lightweight uniforms our soldiers wore in the blazing hot CHI theater.

Navy lend-lease supplied the naval oil needs of all Allied governments, as well as the civilian petroleum needs of many countries, particularly Great Britain. During the war more than 14 billion gallons of oil were delivered to other nations—enough oil, if collected into one big cake, to float all the battleships of the world.

In 1944 a thousand French Waves (Services Femminine de la Flotte) needed uniforms. With a sorrowing glance at Paris, once the fashion center of the world, they appealed to Navy lend-lease. BuSandA delivered the goods.

Russia would have been seriously handicapped in the bitter winter years had not the U. S. been able to supply her with heavy clothing. Russia received 2,188,260 yards of woolen cloth in 1943, and another two million yards in 1945. In 1944 alone the U. S. sent 428,000 pairs of pants to Britain. One year the French received 590,000 articles peculiar to the French navy, like buttons and insignia, and Norway got 471,000 miscellaneous items of clothing and small arms. A variety of items delivered to all nations included blueprints, tires, glycerine, hammocks, seagulls, hose and cable, flagging, thread, paints and mess gear (953,650 sets went to Britain in 1944).

MIDGET GUAM takes shape as scientists build Apra Harbor to scale.

SCALE MODEL OF NEW GUAM HARBOR

To guard against destruction by typhoons, Navy engineers and scientists have completed a huge scale model of the proposed new naval harbor at Guam.

Completion of the model of Apra Harbor, its ocean bottom and adjacent shoreline, was the halfway point in a study being conducted by the California Institute of Technology and the Bureau of Yards and Docks. Built on a scale of 1 to 300, the replica will provide accurate information on waves, surges and other hydraulic problems. This knowledge will enable harbor construction to go forward at Guam with assurance that it will provide the best possible defense against storms and other ocean conditions peculiar to the area.

The model, situated at Azusa, 15 miles from the CalTech campus in Pasadena, Cal., is housed in a hangar 163 feet long, 148 feet wide and 43 feet in height. Inside is a huge basin with concrete bottom and two-foot steel sides. The shoreline within the basin is of concrete, accurate even to beaches on the island.

Miniature waves and surges will be created by pneumatic-type machines. These will be measured electrically and recorded by an oscillograph. Currents will be recorded by time photos of floating button reflectors on which a strong light is beamed.

Civil Engineer Corps officers and Institute scientists declare that the project offers a unique opportunity for scientific and economical construction. Seldom, they say, have engineers had the chance to build "from scratch" a permanent naval harbor of Apra's proposed size. Always before they have been handicapped by the need of adapting new construction to haphazardly-built existing facilities.

The ultimate size of the Navy's development at Apra Harbor awaits future appropriations, but the planning covers an area of nearly seven square miles. The proposed construction will replace where necessary the temporary war-built installations.

Information on wave heights and directions, current velocities and other statistics on water and wind are being collected at Guam and forwarded to the Institute. This will ensure that the model studies will incorporate all the latest facts concerning the harbor site.

Preliminary studies were begun a year ago at a 40-foot square model basin at the CalTech campus at Pasadena. The smaller model was adequate for studying construction and testing techniques, and for determining the most desirable location for the outer harbor breaker.

Official U. S. Navy photographs

TYPHOOON DAMAGE prevention is being studied by CalTech scientists. Above is a wave machine.
TODAY'S NAVY

SPEEDY SCOUT for battleships and cruisers is this experimental craft, first to be built for the Navy by Edo Aircraft.

New Scout Is Out

Flight tests are under way at NAS Patuxent, Md., on the new XOSE-1, built to operate from battleships and cruisers. The plane was designed for the Navy from “the floats up” by Edo, with low speed for rough water landings stressed. It has a top speed of over 200 miles per hour, and with a drop tank can remain in the air for from six to eight hours.

The plane is of aluminum alloy, with back-folding wings which can be extended in 30 seconds. The wings have full span slots, depressable ailerons, and flaps to give the plane excellent maneuverability and anti-stall characteristics at the low landing speed. The present flaps are of experimental nature, with spring loaded “shock-absorbers” to take up the shock of flying spray and water.

Developed by Ranger, the unique self-contained “power-package” engine contains all necessary operating equipment forward of the fire-wall. Fastened to the fuselage by four bolts, and with all controls attached by quick-connecting couplings, the unit can be removed in 30 minutes. The entire engine cowling can be removed in five minutes to make the engine completely accessible to the mechanic. The inverted- V engine of 550 horsepower, designated Ranger V-770-B, allows good visibility and clean lines.

Gas tanks are bulletproof and the pilot has complete armor. The plane carries radar, smoke-screen ejectors and depth charges, and is armed with two fixed .50-caliber machine guns.

‘Old Sailors Never Die’

The USS Constellation, mighty U. S. frigate of a century ago, will be towed to Boston, where she will be drydocked and examined to determine the cost of making her a permanent relic.

Built in 1797, her first complement was 27 officers and 340 men, and she cost $314,212 when completed. During the war with France, she whipped the French warships Insurgent and La Vengeance, these victories having much to do with the favorable conclusion of the war.

Until 1860 the Constellation saw duty in practically all parts of the world. She took part in the War with the Barbary States, War of 1812, and the Civil War. From March 1866 to November 1868 the Constellation was used as Receiving Ship, Norfolk. She was recommissioned on 25 May 1871, having duty as gunnery and practice ship at the Naval Academy, and from 1871 to 1893 made various cruises with the midshipmen.

During World War II, the 150-year old ship was recommissioned and used for a brief period as flagship of Cinc-Lant.

New plane’s speed exceeds 200 mph.

Floating Drydocks

A standard system for designating floating drydocks has been adopted by the Navy, upon recommendation of CNO and approval of SecNav. The system groups all floating drydocks into consistent, descriptive classes. New class designations are:

- AFDB — Auxiliary Floating Drydock Big (30,000 tons and larger).
- AFDM — Auxiliary Floating Drydock Medium (10,000 to 30,000 tons).
- AFDL — Auxiliary Floating Drydock Little (less than 10,000 tons).

Previously the docks had been classed as AFDs, ARDCs and ARDs, which were the smaller docks; YFDs, medium-sized; and ABDs, large docks.

Home Outlook Brightens

Veterans’ chances of obtaining new homes are increasing steadily. The exGI’s future has obtained a brighter outlook with the disclosure that construction of nearly half a million dwelling units was started in the first six months of 1946. In a bulletin recently issued by The National Housing Agency, figures showed that the Veterans’ Emergency Housing Program was more than two-fifths of the way toward its goal of 1,200,000 homes started by the end of the year.

Preliminary estimates show that two-thirds of the new construction was new, private, permanent homes and apartments. The remaining construction included temporary, publicly-financed re-use housing, conversions, and trailers.

A main factor in the success of this operation is the priorities system, which placed aside a substantial percentage of building materials for veterans’ housing. This, along with the fact that almost all home construction was placed under priorities, undoubtedly has played a major part in enabling builders to obtain the needed materials to construct these veterans’ homes.

USS SEATTLE ended a 40-year naval career when she was decommissioned recently at Iona Island, N. Y. She was originally christened USS Washington.

ALL HANDS
Official Ship Designations
SecNav has issued the following complete official list of designations of naval vessels, district craft, service craft and floating equipment:

<table>
<thead>
<tr>
<th>Type</th>
<th>Designation</th>
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<tbody>
<tr>
<td>Battleships</td>
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<td>Cruisers</td>
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<td>Heavy</td>
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<td>Seaplane Tenders (Destroyer)</td>
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<td>Frigates</td>
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<td>Miscellaneous</td>
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<td>Cargo Ships</td>
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<td>General Stores—Issue Ships</td>
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<td>Cargo and Aircraft Ferry</td>
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<td>District Craft:</td>
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<tr>
<td>Mine Sweepers, Coastal</td>
<td>AMC</td>
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<td>Mine Sweepers, Coastal (Underwater)</td>
<td>AMC(U)</td>
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<tr>
<td>Yachts, Coastal</td>
<td>PC</td>
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<tr>
<td>Crane Ships</td>
<td>AP</td>
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<td>Coastal Transports (Small)</td>
<td>ASP</td>
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<td>Barracks Tenders</td>
<td>APR</td>
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<td>Repair Dock, Concrete</td>
<td>ARDC</td>
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<tr>
<td>Catapult Lighters</td>
<td>AVC</td>
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<tr>
<td>Landing Craft, Tank (Mk. VI)</td>
<td>LCT(S)</td>
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<td>Landing Craft, Tank (Mk. VI)</td>
<td>LCT(E)</td>
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<tr>
<td>Motor Torpedo Boats</td>
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<td>House Boats</td>
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<td>Fuel Oil Barges</td>
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<td>Gasoline Barges</td>
<td>YOG</td>
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<td>Oil Storage Barges</td>
<td>YOS</td>
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<td>Pontoons Storage Barges</td>
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<td>Sludge Removal Barges</td>
<td>YSR</td>
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<td>Stevedoring Barges</td>
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<td>Torpedo Testing Barges</td>
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<td>Water Barges</td>
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<td>Floating Derricks</td>
<td>YD</td>
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<td>Seaplane Wrecking Derricks</td>
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<td>YAG</td>
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<td>Degaussing Vessels</td>
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<td>Diving Tenders</td>
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<td>Dredges</td>
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<td>Ferryboats and Launches</td>
<td>YFB</td>
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<td>Floating Dry Docks</td>
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<td>Car Floats</td>
<td>YCF</td>
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<td>Aircraft Transportation Lighters</td>
<td>YCV</td>
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<td>Ash Lighters</td>
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<td>Covered Lighters</td>
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<td>Torpedo Transportation Lighters</td>
<td>YFT</td>
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<td>Net Tenders (Tug Class)</td>
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<td>Gate Vessels</td>
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<td>Patrol Vessels</td>
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<td>Floating Pile Drivers</td>
<td>YPD</td>
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<td>Salvage Pontoons</td>
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<td>Scows, Heating</td>
<td>YHT</td>
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<td>Harbor Tugs, Big</td>
<td>YTB</td>
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<tr>
<td>Harbor Tugs, Medium</td>
<td>YTM</td>
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<tr>
<td>Harbor Tugs, Little</td>
<td>YTL</td>
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<tr>
<td>Floating Workshops</td>
<td>YW</td>
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<tr>
<td>Workshops, Floating, Dry Dock</td>
<td>YRD(H)</td>
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<tr>
<td>Workshops, Floating, Dry Dock (Machinery)</td>
<td>YRD(M)</td>
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Quiz Aweigh

Allow a point for each correct answer and check score below:

1. Give class and type of ship above. 2. How many aircraft does it carry?
3. What type of anchor is this? 4, 5, 6. Name parts shown by arrows.
7. What is this officer's title?
8. Give meaning of this signal.

Answers on page 61
Leave Among the Leaves

Once upon a time there was a fellow who wanted a little leave, 30 days, no less. And, believe it or not, he got his request. J. T. Conover, RM3, the lucky sailor in question, practically disrupted his entire outfit, though.

When Conover handed in his chit, the chief hailed away, uh, him, in horror. But he passed it on to the personnel officer, who sat gazing at the scrap of paper in some awe. After signing it, the personnel officer passed it on to the exec, who treated the leave request as if it carried jungle rot germs.

The skipper okayed it, however, no matter what his personal sentiments were. For Conover isn’t interested in the hibes, brew, and ballads to be found stateside. He wanted the 30 days to poke around Okinawa, looking at posies.

He’s working for a PhD in botany, and Okinawa is practically virgin territory (botanically speaking).

Cinematic Pilot

Ask most aviators if it’s possible for a fellow to fly a plane perfectly on his first trip aloft and they’ll probably give you a puzzled look and hesitate before answering.

Put the same question to Capt. Robert S. Quackenbush, USN, and without hesitation he’ll say yes, and proceed to tell you a little story.

Recently, before he left the states to take charge of the Crossways project for the Naval Photographic Service, Capt. Quackenbush was flying from projectionist for the Navy’s Training Norfolk to Washington, D. C. He had as passenger L. B. Grimes, SPP2, a Film Division.

Following the take-off, the captain asked Grimes if he’d like to take over the controls of the two-engined Beechcraft, and the projectionist said yes.

“Of course, I’ve never been above the 77th floor of the Radio City building,” Grimes remarked.

Capt. Quackenbush hurried to relieve the novice of the controls, but stopped when he noticed that the sailor was flying perfectly—recovering from slight wind gusts and following a true course.

“How did you ever manage to learn to fly so well if you’ve never been off the ground?” the officer asked, his breathing returning to normal.

“Captain, if you’d seen as many thousands of training films on flight operations and flight safety as I have, you’d understand,” Grimes answered.

To illustrate, Grimes went through the check-off procedure in the cockpit, rules of safe flying and instrument checks. He then proceeded to pilot the plane to its destination.

But just to make sure, Capt. Quackenbush took over before landing.

A Timely Tale

Neat little problem of what day is it came up on one of America’s outposts that’s practically straddling the international date line. A task group stopped off for a day in the local lagoon on its way to Pearl without changing dates on what was their Fourth of July.

The Army, who ran the beach, was keeping time in the other zone, which made it only 3 July for liberty purposes. Seems that, since only one liberty section could go ashore, section 3 thought it ought to go; the ship’s calendar plainly allotted them the Fourth. When it hit the beach, though, it would be having liberty on section 2’s time, and should by rights return immediately to the ship.

Section 2 would have been in the clear if they could have left the ship and set foot on the beach. What with computing minus 12 and plus 12 time zones and parleys on who had better right to the beer on shore, things never did get settled satisfactorily.

But a swimming party was held, with the option of switching dates at random for the swimmers. Every time they touched bottom, a new day dawned.

42 All Hands
IT WAS FRANCIS BACON who wrote that knowledge is a rich storehouse for the relief of man's estate. At this writing it would seem that mankind could use some relief. On the heels of a stupendously destructive war come problems of production and distribution, employment, debt, armaments, determinism of nations, and so on ad infinitum.

Most people now seem to feel that these problems are not those of a locality or nation, but the world at large. Accordingly they are aspects of international relations—which, like other relations—can cause trouble, particularly if they're handled without understanding.

In an effort to insure that the senior Army, Navy, Air and State Department officials attending the National War College receive a background for the knowledge and understanding necessary to handle important future posts, 10 books and eight pamphlets dealing with various questions of international relations have been listed as suggested reading for prospective students of that school. (The pamphlets aren't presently available) have been distributed by BuPers to ship and station libraries.

Objective: Peace

• “America's Role in the World Economy” by Alvin Hansen: W. W. Norton and Company, $2.50.

The author, professor of political economy at Harvard, suggests that even if America is willing to go along with a world organization built on political lines, this may not be enough. He urges the necessity of economic policies to back up the peace. Of late it has become fashionable to deplore the economic approach because it has proved in the past not to have all the answers; but it is doubtful if any other phase of relations between powers is more important than the economic, and this phase Prof. Hansen goes into thoroughly and expertly.

• “The United States and Britain” by Clarence Crane Brinton: Harvard University Press, $2.50.

In this lucidly written book, advocating close cooperation between the two nations though not to exclusion of any other nation—Prof. Brinton keeps in the main to indisputable facts and generally accepted ideas. It aims at a closer bond of mutual understanding between the British and us as a step toward world-wide cooperation.


Here Mr. Pares attempts a highly desirable thing—a friendly exposition of the Russian land and the character of its peoples, and a sympathetic narrative of Russia’s history over a period of the last 45 years. “Russia,

THE WORLD’S TROUBLES DISCUSSED BY EXPERTS

so to speak,” says the author, “does not lie within our ‘curriculum.’ This is no question of likes or dislikes, but of knowledge or ignorance; and ignorance pays a high price for our omissions a hundredfold.”


This is a clearheaded analysis of the possibilities for world peace based on the proposition that in point of fact Great Britain, Russia and the United States are the countries with the power to maintain peace—or disrupt it. Mr. Fox defends the three-power theory of balance of power to the Letter, and through his discussion of transition periods whose problems need to be solved one period at a time. (2) A program of effective three-power collaboration would have resulted in the 1939 situation in which a solution without world war seemed unavoidable.

• “How New Will the Better World Be?” by Carl L. Becker; Alfred A. Knopf, $2.50.

This book by an eminent American historian is possibly the most valuable of the group in giving historical prospective for the world situation confronting us. It presents with accuracy, succinctness and personal wit data which we should be told, or have repeated to us. Admitting the partial truth of Mr. Fox’s thesis, he urges us to go farther than to the withholding from each other things designed to weaken the moral and material power to maintain peace—or disrupt it. Mr. Fox defends the three-power theory of balance of power to the Letter, and through his discussion of transition periods whose problems need to be solved one period at a time. (2) A program of effective three-power collaboration would have resulted in the 1939 situation in which a solution without world war seemed unavoidable.

• “Primer of the Coming World” by Leonida Schwarzchild; Alfred A. Knopf, $2.50.

This provocative and spirited book is written by a former German soldier (in World War I) and journalist whom the Nazis chased out of Germany and subsequently out of France. In a volume some part of which may call for sharp differences of opinion, he hammer at the idea that human nature is such that nations do nothing from altruistic motives, and that war order must be founded on power—power represented by Russia, England, and the United States.

• “Road to Tehran” by Foster Rhea Dulles: Princeton University Press, $2.50.

Illumination of two sides of the power triangle is attempted and achieved here in a highly readable account of Russo-American relations over the last century and a half.

Velvet Glove, Mailed Fist


One regrets that this book was published in 1931, and that consequently Mr. Nicolson’s observations on diplomatic procedure of the war years have no place in it. As it stands, it is a splendidly written treatise on the subjects of organization diplomacy, development of diplomatic theory, “the ideal diplomatist” and modern diplomatic practice. A glossary of diplomatic jargon and a checklist on the American foreign service are valuable additions.


An impressive group of contributors discusses in this 555-page volume the militaries, policies to back up the peace. Of late it has become fashionable to deplore the economic approach because it has proved in the past not to have all the answers; but it is doubtful if any other phase of relations between powers is more important than the economic, and this phase Prof. Hansen goes into thoroughly and expertly.


This is a “de-bunking” book on the atomic bomb—but it does not seek to de-bunk the undeniable power and influence of the weapon itself; rather its aim is to clear away the hysterial false dilemma that mankind’s only alternatives are immediate world government or chaos. The book contends that “we come to the final paradox that while the best way to avoid atomic warfare is to get rid of war itself, the strongest present ally in the effort to mold the future of man is the capacity to resort to atomic warfare at a moment’s notice.”

Pocket-Size Politics

The eight booklets, published by the Foreign Policy Association and priced at 25 cents each, which complete the suggested reading list, are Bailey’s “American’s Foreign Policies, Dean’s After Victory, Emory’s Mainstream of World Politics, Johnstone’s Changing Far East, Miller’s France, Crossroads of a Continent, Stoyan’s Spotlight on the Balkans, Reid’s Overseas America and Van Valkenburg’s European Jigsaw. Currently these pamphlets are not being distributed by BuPers.

Books on Submarine Life

Five new books describing life aboard a submarine have recently been sent to ships’ libraries. The titles are Battle Below, by Robert J. Casey; Rig for Depth Charge, by Edward E. Hazlett; Silversides, by Robert Trumbull; U.S.S. Scorpion, by George Frank and James D. Horan, with J. M. Eckberg; and Action Tonight, by James D. Horan. SEPTEMBER 1946
Navy Airman Honored for Combat Action

Tribute was paid by the Navy to Lt. Comdr. Edward E. DeGarmo, USN, of Honolulu, posthumously, when he was awarded the Navy Cross, the Silver Star and gold star in lieu of a second award, and the Distinguished Flying Cross and three gold stars, for his part in the successful prosecution of the war in the Pacific. Courageous and aggressive at all times, the gallant airman gave his life in the fight for peace.

As flight leader of a carrier based torpedo bomber on 7 Apr 1945, Lt. Comdr. DeGarmo, (then Lt. (jg)), led a low level attack on major units of the Japanese fleet in the Tokyo area, causing severe damage. He received also the gold star in place of a second silver star, for his part in the successful prosecution of the war in the Pacific. Courageous and aggressive at all times, the gallant airman gave his life in the fight for peace.

For distinguishing himself by heroism and extraordinary achievement while participating in action as CO of a torpedo squadron over Hiroshima Bay on 19 Apr 1945, he was given his first Distinguished Flying Cross and subsequently for other aerial engagements he was recognized by presentation of a second, third, and fourth award. He also is the recipient of an Air Medal and five gold stars and a letter of commendation from the Secretary of the Navy.

Marine Awarded Medal of Honor For Valor on Iwo

For valiant conduct in the face of fanatic opposition, 1st Lt. (then 2nd Lt.) John H. Leims, USMC, Chicago, has been paid the greatest tribute of the nation - the Medal of Honor.

A dauntless leader, concerned at all times with the welfare of his men, 1st Lt. Leims maintained the strength of his company under extremely difficult conditions and contributed essentially to the success of his division's operations against the vital Jap base of Iwo Jima.

As CO of Company B, 1st Battalion, 9th Marines, 3d MarDiv, on Iwo Jima, 7 Mar 1945 he launched a surprise attack against a Jap hill position and succeeded in capturing the objective in the late afternoon. When it became apparent that his assault platoons were cut off from this newly won position and lacked all communication with the command post, he personally advanced and laid telephone lines across the fire-swept terrain. Ordered to withdraw his forward platoons, he compelled, adroitly effecting the withdrawal of his troops without incident. Upon arrival at the rear, he learned that several casualties had been left beyond the front lines.

Although suffering acutely from the exhaustion of battle, he instantly went forward despite darkness and hostile machine gun fire, located and carried to safety one seriously wounded marine. Then, running the gauntlet of enemy fire for the third time in one night he again made his way into the area and rescued another of his wounded men.

Fighting and aggressive, he risked his life "above and beyond the call of duty."

3-Year Limit Extended For Award Recommendations

The three-year limitation on recommendations for awards which was imposed by Executive Order 4601 (of 1926) and an act of 7 Aug 1942, recently was extended by Public Law 444, 79th Congress, and Executive Order 9615. This was announced in AlNav 427-46 (NDB, 15 August).

The limitations shall not apply to cases where the award is performed justifying the award occurred during the period commencing 7 Dec 1941 and ending with the date of the termination of hostilities in the present war, and recommendation for official recognition of such service was initiated not more than six months after the latter date.

The date of termination of hostilities will be the date proclaimed by the President as the date of termination or the date specified by the two Houses of Congress in a concurrent resolution, whichever date occurs earlier.

Gold star in lieu of second award:

- **Stovall, William S. Jr., Capt. (then Lt. Comdr.), Palo Alto, Calif.** : A CO of the USS *Gudgeon* during a war patrol from 8 Oct to 1 Dec 1942 in the Solomons area, Capt. Stovall pressed home his attacks in the face of intense hostile resistance. Launching repeated torpedo assaults on his targets, his submarine sank three escorted enemy auxiliary ships, totaling 21,500 tons and severely damaged another escorted auxiliary ship of 7,500 tons. Skilfully he prevented damage to the USS *Gudgeon*.

- **Walsh, Richard J. Jr., Lt. (jg), Wildwood, N. J. (posthumously) :** As a pilot in TorpRon 74, attached to the USS *Barber Hill*, in action against Jap forces southwest of Kyushu on 7 Apr 1945. Lt. (jg) Walsh participated in a coordinated assault against major units of the enemy fleet. Braving powerful and relentless fire from main batteries and antiaircraft guns, he pressed home the attack on a large battleship, released his torpedoes accurately, and contributed materially to the ultimate destruction of the super-dreadnought.

First award:

- **Cochrane, Leonard J., Lt. Comdr., U.S. Navy, La Mesa, Calif. (posthumously) :** While CO of FFLRon 7, attached to the USS *Hancock*, operating against the Japanese in the Philippine area on 29 Oct 1944, Lt. Comdr. Cochran intercepted an enemy formation of seven bombers and immediately he was leading his divisions on air patrol over an Allied task group. Maneuvering his planes in a tight formation, he selected one of the bombers as a target and shot it down in flames. Continuing in pur-
sult of the bombers as his flight engaged the fighters he blasted two more from the sky. As he ordered his division to join up, he observed still another making a run on the task group. He attacked immediately and sent it into the sea in flames. By his indomitable fighting spirit Lt. Comdr. Check prevented the enemy formation of 15 planes from making a run on the task group and contributed fundamentally to the success of our sustained drive against the enemy.

**ERICKSON, John L., Lt. Comdr., U.S.N., New York City:** (posthumously): While CO of Enterprise, carrier, from the USS Hancock, during the Battle of Leyte Gulf on 25 Oct 1944, Lt. Comdr. Erickson led his flight in a coordinated attack against major units of the enemy fleet. Pressing home his attack, he released a 1,000-pound bomb at a perilously low altitude and scored a devastating hit on the bow of a large Jap battleship. Thus he contributed directly to the infliction of serious and costly damage on this man-of-war and to the ultimate success of our sustained drive against the enemy.

**LAHODNEY, William J. Jr., Lt. Comdr. (then Lt.), U.S.N., Milton, Pa.:** As pilot of a plane, attached to PT-53, in action against the Japanese 70 miles northeast of Rabaul on 26 Nov 1943, Lt. Comdr. Lahodney led an enemy task force consisting of a cruiser and three destroyers. In the face of deadly antiaircraft fire, he scored hits with a 1,000-pound and a 1,000-pound bomb, thus causing severe damage to the cruiser. Though his plane was struck by splinters of shell and shrapnel, he calmly flew through darkness finally returning to base.

**MAHER, Arthur L., Capt. (then Comdr.), U.S.N., Scranton, Pa.: While gunnery officer aboard the USS Houston in action in the Philippine Sea, 4 Apr 1942, Capt. Maher instantly braved the inferno when his ship received a direct hit igniting the powder in the gun chamber and fire was swept into the handling rooms. Despite the imminent danger of explosions, he calmly took charge of the chaotic situation to quell the flames and get the fire under control. By his gallant leadership Capt. Maher undoubtedly prevented the Houston from being destroyed.

**MCCAMPBELL, David, Comdr., U.S.N., Los Angeles, Calif.:** While serving as a target controller of combined aircraft of three task groups on 25 Oct 1944, Comdr. McCampbell’s quick thinking and good judgment resulted in the sinking of one medium aircraft carrier, one light cruiser, two destroyers and the damaging of one battleship. By his outstanding performance not only was the maximum damage inflicted on the enemy, but our own losses were kept at a minimum.

**MORGAN, Lindsey E., Lt., U.S.N., St. Louis:** As aerial maintenance officer aboard an aircraft carrier that was hit while striking the Jap islands near Kobe on 19 Mar 1945, Lt. Morgan in the face of raging fires, continuous explosions and further air attacks lad parties of men in fire fighting on the exposed flight deck and demolished gallery deck until the fires were extinguished. He also heroically led the men in obtaining and distributing a large quantity of ammunition from encased mounts and flooded ready service magazines.

**PHILLIPS, Richard H., Capt. (then Comdr.), U.S.N., Annapolis, Md.: As commander of an attack section of destroyers in action against the Japanese in Surigao Strait on the night of 24-25 Oct 1944, Capt. Phillips brought his ships to within short range of heavy enemy vessels and launched a daring torpedo attack which inflicted severe damage on the enemy and retired without loss or injury. The successful attack contributed in large measure to eliminating an imminent and dangerous threat to our transports and other ships in Leyte Gulf.

**SPRAGUE, Thomas L., Rear Admiral, U.S.N., Oakland, Calif.: While commander of an escort carrier task group engaged in support of landings on heavily defended enemy-held base, Rear Admiral Sprague directed his units in an outstanding manner. In the Battle of Samar Island on 26 Oct 1944 his personal courage and determination to meet and defeat the enemy were reflected in the bold manner of attack adopted by surface vessels and aircraft of his command while operating at a most severe disadvantage. This attack was the major element in turning back a powerful Jap task force with heavy losses and damage and without accomplishing its objective.

**ST. JOHN, Bernhard J., Lt. (jg), (then Enr.), U.S.N., Adams, Mass.:** While pilot of a carrier based torpedo plane on 24 Oct 1944 during the Second Battle of the Philippine Sea, Lt. (jg) St. John pressed home a direct hit on a large Jap cruiser. This hit was reported the major reason for the ship’s sinking. This action was carried out in the face of intense and accurate antiaircraft fire without regard for personal safety.

**WEYLER, George L., Rear Admiral, U.S.N., Pittsburgh, Pa.:** While commanding forces in action against the enemy, Rear Admiral Weyler led his ships against the enemy battleline at the Battle of Surigao Strait on 25 Oct 1944. By his courage and determination he gave encouragement to his force in a manner that caused his action to be largely instrumental in the success of a most difficult operation.

**WILLIS, James S., Comdr., U.S.N., Charlottesville, Va.:** (posthumously): As ComDrDesDiv48 in action against the enemy near Okinawa, 6 Apr 1945, Comdr. Willis employed his flagship, USS Rush, in the hazardous duty of radar picket and fighter director vessel and skillfully directed the operations of the naval units assigned that station. When three Jap suicide planes crashed into and sank the Rush, he was mortally wounded. By his courage and fortitude he added materially in the safety and success of the U.S. forces operating within the area protected by units of his command.

**Distinguished Service Medal**

Gold star in lieu of second award:

**MORELL, John, Admiral (then Vice Admiral), CEC, U.S.N., Washington, D.C.:** With the country facing a nation-wide oil crisis following a complete work stoppage, Admiral Morell, as OIC of the Petroleum Facilities of the Navy Department from October 1945 to April 1946, moved promptly to carry out orders calling for the seizure of facilities of 53 major oil refineries and four oil pipe lines. Organizing the Naval Petroleum Plants Office, he assumed control of all facilities and restored and maintained full production. A brilliant administrator and mediator, he brought
NAVY DIGNITARIES witness presentation of Distinguished Service Medals to Vice Admiral Louis E. Denfeld, Chief of Naval Personnel, Rear Admiral Horace D. Nuber, Assistant Chief of BuSandA, and Rear Admiral Milton E. Miles.

Admiral Ben Moreell, Chief of the Materiel Division of the Assistant Secretary of the Navy, was awarded the Gold star in lieu of a second DSM. Shown above, left to right are AstSecNav W. John Kenney, UnderSecNav John L. Sullivan, Admiral Miles, Admiral Nuber, Admiral Denfeld, Admiral Moreell, SecNav James Forrestal, Senator David I. Walsh, and Fleet Admiral Chester W. Nimitz.

Gold star in lieu of third award:
★ Lowrance, Vernon L., Capt. (then Comdr.), USN, New London, Conn.; CO, USS Kingfish, Pacific area.

Gold star in lieu of second award:
★ Benson, Roy S., Capt. (then Lt. Comdr.), USN, Concord, N. H.; CO, USS Trigger, during war patrol, Pacific area.
★ Beschant, Philip A., Comdr., USN, Groton, Conn.; Diving officer, USS Sorgo, during war patrol, Philippine area.
★ Vanour, William W., Comdr., USN, Annapolis, Md.; CO, USS Nicholson, Admiralty Islands.
★ Miles, Milton E., Rear Admiral (then Commodore), USN, Chevy Chase, Md.; As Commander, Six-Atlantic Cooperative Organization from 15 Apr 1943 to 2 July 1945, Rear Admiral Miles directed and coordinated the joint efforts of the Chinese Government and the U. S. Navy, providing strategic intelligence and weather data of importance to our Pacific Fleet in far eastern waters. As a result of his sound organizational ability, naval personnel under his command effectively trained Chinese guerrilla forces for their subsequent successful combined operations against the enemy.
★ Nuber, Horace D., Rear Admiral, SC, USN, Arlington, Va.; As OCN of NSG Normus, with additional duty as ComNavPor, SoPac area, superintendent of shipping from December 1942 to March 1943; OCN of the supply group, BuSandA, from June 1943 to May 1945 and Assistant chief BuSandA from March to September 1945, Rear Admiral Nuber expertly coordinated the shipment of available all types of supplies and materials necessary to meet the requirements of our Client Forces. In addition he rendered excellent service as advisor to the SecNav and AstSecNav in the field of supply and logistics during his tour of duty in the Navy Department.

All Hands
Gold star in lieu of fourth award:

**HENDERSON, George R., Rear Admiral, USN, Pawtucket, R.I.: (posthumously): Aboard USS Intrepid, Pacific area, 16 Apr 1945.**

**WATSON, Albert J., AMM1, U.S. Naval Reserve, Battle Creek, Mich. (posthumously): Aboard USS Intrepid, Pacific area, 16 Apr 1945.**

**FOSTER, Paul F., Rear Admiral, USN, San Diego, Calif.: (posthumously): Aboard USS Bogue, the air group of CVL-26, Pearl Harbor, outbreak of hostilities on 8 Dec 1941.**

**BURGESS, Kenneth F., Lt. Comdr., USN, Jacksonville, Fla.: (posthumously): Aboard USS Sullivans, 8 Sep 1942.**

Gold star in lieu of third award:

**HENDERSON, George R., Rear Admiral, USN, Pawtucket, R.I.: CO, escort carrier division, 18-24 and 23-28 Oct 1945.**

**STEVENS, Charles W., Rear Admiral, USN, Washington, D.C.: Task group commander, mine sweeping operations, Japanese Emirue waters, September-November 1945.**

**BURGESS, Kenneth F., Lt. Comdr., USN, Jacksonville, Fla.: ComBomRon 106, carried out 385 long-range search operations, 25 Mar 1945.**

**HOFFMAN, Charles M., Comdr., USN, Pensacola, Fla.: (posthumously): Aboard USS Sullivans, 8 Sep 1942.**

**KENT, John T., Capt., USN, Pensacola, Fla.: (posthumously): Aboard USS Sullivans, 8 Sep 1942.**

**HOFMANN, John H., Capt., USN, Silver Springs, Md.: Director of naval ordnance establishment and director of naval ordnance establishments division, BuOrd, 16 Apr to 30 Aug 1945.**

**HARTING, William W., Capt., USN, Santa Rosa, Calif.: Fleet maintenance officer, staff of ComSoWestPac.**

**LEWIS, Thomas J., Capt., USN, Alexandria, Va.: (posthumously): Aboard USS Sullivans, 8 Sep 1942.**

**LASKIN, Walter E., Capt., USN, Charleston, S.C.: Long-range search operations, 6-27 Mar 1945.**

**LEWIS, Edwin S., Jr., Comdr., USN, Coshocton, Ohio: Operations officer, and acting chief of staff, ComCarDiv 22, 27 July 1944 to 4 Feb 1945.**

**LEWIS, William C., Jr., Comdr. (then Lt.): U.S. Atlantic fleet submarine warfare unit, March 1945 to May 1945.**

**LONG, John H., Capt., USN, Silver Springs, Md.: (posthumously): Aboard USS Sullivans, 8 Sep 1942.**

**LOWHAM, Kenneth E., Capt., USN, Orange County, Calif.: Fleet surgeon on staff of Commander, U.S. Asiatic Fleet throughout World War II.**

**MATHER, Arthur L., Capt. (then Comdr.): USN, Scranton, Pa.: Senior American off.**

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**WHAT'S IN A NAME?**

**Keep Shot In Locker**

"Keeping a shot in the locker" has a peculiar ring to it. At least, its name implies, it may have some singular and secret meaning for which many of the modern sailors may grope. Have we ever "keeping a shot in the locker," come into being back in the days when slang was being introduced as the saeage codes. It is the equivalent of the modern version of "putting a little away for a rainy day."

Its true meaning comes down to us from gunfire. A shot has nothing to do with the modern version. To be prepared for any emergency, the Admiralty issued orders to "Keep always a good reserve supply in the shot-locker."

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**SEPTEMBER 1946**

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"Would you know my son, Willie Granny-knot? He's a sailor-boy, too!"
Legion of Merit (Cont.)

in Japanese prisoner camps at Serang, Java and Ahims, Japan, 3 Apr 1942 to 3 Dec 1945.

★ Mayer, Andrew D., Capt., USN, Washington,

D. C.: Chief of armor and projectile section, BuOrd, 11 Jan 1942 to 1 Jan 1944 and director administrative division, 1 Jan 1943 to 24 Jan 1944.

★ Miltz, George H., Commodore, USN, Rutherfordton, N. C.: COFairWing 30, November 1942 to July 1943; ComFair-

ShipLant, July 1945 to July 1945.

★ Minter, Robert O., Capt., USN, Martinsville,

Va.: Aerological officer, ComAirUn-

Flt, 15 Dec 1944 to 7 Mar 1944.

★ Moran, Edward J., Commodore, USN, Santa Cruz, Calif.: CO MDM1, San Soac, 28 July 1943 to 13 May 1944.

★ Motley, John G., Commodore, USN, Reno,

Nev.: Commander attack transport squad-

ron, Okinawa Shima, 15 Feb to 10 Apr 1945.

★ Naxton, William M., Capt., (then Comdr.), USN, Piedmont, Calif.: ComAir-

TransRon 2, 19 Mar 1942 to 9 Nov 1944.

★ Palmer, John T., Capt., USNR (w), Wash-

ington, D. C.: Assistant to director enlisted personnel for enlisted women, assistant di-

rector of WR and director of WR, August 1945 to July 1946.

★ Peck, Edwin E., Capt., USN, Buchanan,

Mich.: With ComAirSoWesPac and Com-

AirUnFlt, 11 Sept 1943 to 8 Mar 1945.

★ Petersen, James E., Jr., (then Lt. (jg)), USNR, Milwau-

kee, Wis.: OIC LOT 673, An-

zio-Nettuno area, Italy, January-February 1944.

★ Resdorl, Charles E., Capt., USN, Key West,

Fla.: COComOB Key West, 29 June 1942 until end of hostilities.

★ Roberts, Clyde J., Capt. (MC), USN, Val-

lejo, Calif.: Executive officer, USNNav-

Hope Canaam, 7 Dec 1941 to 2 Jan 1942 and POW of Japanese until 20 Aug 1945.

★ Searby, Claire C., Capt., USN, Washing-


★ Schuyler, Garret L., Capt., USN, Wash-

ington, D. C.: Contributions to detailed de-

velopment of guns, BuOrd, during World War II.

★ Searls, William W., Jr., Lt. (then Lt. (jg)), USNR, Houston, Texas: OIC, LOT

216, Anzio-Nettuno area, Italy, January-

February 1944.

★ Smith, William H., Rear Admiral, (CCE), USN, W. Concord, Mass.: Public works officer and OIC construction, USN-

ShipLant, New York, during World War II.

★ Tucker, Dunip S., Capt., USN, New York City: Chief of radar and guided mis-

siles subsections, BuOrd, during World War II.

★ Van Meter, Thomas E., Commodore, USN, Washington, D. C.: Assistant and
depot manager general, June 1942 to September 1945.

★ Weggworth, John F., Commodore (then Capt.), USN, Berwyn, Ill.: CO, USN Langley, 27 Sept 1944 to 23 Feb 1945.

★ Heath, John D., Capt., USN, Rutherfordton, N. C. (posthumously): Aircrews of pa-

rol bomber in PatBomRon 10, FairWing 1, Okinawa area, 27 Feb to 15 May 1945.

★ Johnson, Roy W., Lt. (then Ens.), USNR, St. Louis, Mo.: Second pilot in Bom-

Ron 163, European theater, 10 Nov 1943.

★ Kallstrom, Allen E., St, USNR, Glen Flora,

Wis. (M): Gunner and aircrewman abord patrol bomber, off Korea, 23 June to 24 July 1945.

★ Kay, Neal, Jr., Jr., AMM3, USNR, Clinton,

Ark. (M): Aircrewman patrol bomber, PatBomRon 183, Okinawa, Formosa, Hon-

shu and Shikoku, 15 Apr to 14 May 1945.

★ Kaylor, Gene H., ARMS, USNR, Boulder,

Col. (M): Aircrewman in torpedo bomber, ComPatRon 86, Okinawa and Sakishima

Islands, 20 Mar to 22 June 1945.

★ Kuehobi, Almon E., Jr., AMM1, USN, Chi-

cago, Ill. (M): Aircrewman patrol bomber, USN Langley, 16 May to 6 June, Ryukyu, Hon-

shu and Japan areas, 15 Apr to 14 May 1945.

★ Kuehn, Fred M., ARM2, USN, Chicago,

Ill. (M): Aircrewman in patrol bomber, PatBomRon 17, FairWing 1, Okinawa, New-

ark and China coast, 29 Mar to 21 June 1945.

★ Marshall, Clyde E., Lt. Comdr. (then Lt.), USNR, FairWing 2, OFF 1945.

★ Marshall, Clyde E., Lt. Comdr. (then Lt. (jg)), USNR, Talkeetna, Alaska, 26 March to 13 October 1942.

★ McCormick, Edward J. Jr. (jg) (then Ens.), USNR, North Platte, Neb.: Pilot, ComPatRon 97, Nansei Shoto area, 9 Apr to 13 May 1946.

★ Meyer, Louis D., AOM2, USNR, New Or-

leans, La. (posthumously): Aircrewman patrol bomber, PatBomRon 194, forward Pacif-

ic area, 7 Mar to 15 May 1945.

★ Morin, Richard F., AOM2, USNR, St. Joseph,


★ Morin, Robert E., AMM3, USNR, Somers-

worth, N. H. (posthumously): Aircrews in patrol bomber, PatBomRon 119, forward Pacif-

ic area, 7 Mar to 15 May 1945.

★ Morey, Louis F., AMM3, USNR, Tusca-

loona, Ala. (posthumously): Aircrewman of bombing plane, PatBomRon 104, Pacific

area, 27 Feb to 15 May 1945.

★ Mort, Delmar W., AMM1, USN, Pont-

tac, III. (posthumously): Mail cover of turn bomber, PatBomRon 121, Wake and Ponape

Islands, 2 June 1945.

★ Nair, George P., AOM3, USNR, Roch-

ester, N. Y. (posthumously): Aircrewman in patrol bomber, PatBomRon 17, Fair-

Wing 1, Okinawa area, Yellow Sea and China coast, 29 Mar to 21 June 1945.

★ Nichols, Robert F., Capt., USN; AMM (M): Radioman and ra-

dar operator in patrol bomber, Korea vic-

inity, 23 June to 5 July 1945.

★ Paxton, Norman M., Lt. Comdr. (then

(removal on Bomb Disposal (BuOrd)

"You're sure that's a vase, isn't it?"

46

ALL HANDS
Way Back When

Hear (or See) Siren—Beware!

The eerie wail of a ship's siren sounding its warning in the fog is a hangover in a non-alcoholic way—from Greek mythology. At the close of the Trojan war, is the only person known to have outlawed them. Justly renowned as the "wily Odysseus" in Hellenic epic, he had his sailors' ears plugged with wax so that they could not hear the siren's melody. When they arrived, and they raved him safely past the danger zone. Unwilling to miss out on the delights of these predecessors of Frances Langford (whose feathers, however, must have been a disappointing counterpart to Frances' classy chassis), Ulysses didn't plug his own ears.

He did take the precaution of having himself lashed to the mast, though. When he bellowed to be let loose, his sailors couldn't hear him. Sirens, so authorities on mythological zoology warn us, should never be confused with mermaids, those creatures half woman, half fish, who appear in the folklore of all lands. However, the German Rhine-maidens or Lorelei seem to have been gals with the same aim in life as the Greeks.

Maybe all these conceptions stem historically from the earliest observations of the metamorphosis of several mammals of the order sirenae, found in Caribbean waters. This animal has the curious habit of rearing its head above the water, a fact that may only be perceived by those in the know.

Then the haunting sound of the siren sends a shudder up your spine, 'ware the passengers may spell disaster; and when some slick chick has your stomach doing flip-flops, recall another twenty-century definition of the word sirene—be strong! Be an Odysseus!
Bronze Star (Cont.)

DIx. John P., Capt. (then Comdr.), USN, parties, CSS Mt. Vernon, Wash.

DyRoff. George V., Lt. (then Lt. (jg)), USS Cerito, Calif.

Helmkamp, Elmer F., Capt., USN, Oakawa, May 1945 to September 1945. USN, Staff officer, USS land, Calif., Chief of staff, ComFlOpTrain.

Halford, Brooklyn, N. Y.: While attached to USS Whippoorwill, Cavitoe, 16 Dec 1941.

Gray, Charles W., Capt., USN, Chicago, Ill.: The convoy commander, amphibious assault, Saipan Island, Torak Akron, North Borneo.

Hayes, Walter L., AM3, USN, Joliet, Ill.: Officer of the launch, USN Breton, February 1942.


Hillkm, Elmer F., Cap., USN, Oakland, Calif.: Chief of staff, Staff OPer, ComPac, 14 Feb 1943 to 8 Apr 1944.

Hicks, Roy P., S1, USN, Amirkol, Tex.: Chief of the damage control party, USN Isketer, Kerona, 22 Apr 1944.


Jandepky, William, CWM, USS, Brooklyn, N. Y.: While attached to YMS 59, Aieo-Nettuno area, Italy, 15 Feb 1944.

Johansen, Gustave N., Capt. (then Comdr.), USN, Halford, with Defton 45, Solomons and Bararkach Arpialpo, Nov 1943 to 31 Mar 1944.

Kennedy, Richard L., Lt. (then Gun.), USN, Tacon, Wash.: Gunnery officer, USS Whippoorwill, Philippines, 10 Dec 1941.


Langley, Ben G., Lt. (then T1), USN, Richmond, Va.: Rescue and salvage work while attached to USS Whippoorwill, Cavitoe, 10 Dec 1941.


Lynch, Joseph F., TM2, USNR, Elizabeth, N. J.: Member, 20-mm gun crew, USS Phelps, Pacific Ocean area, 16 Feb 1944.

Martin, Edward L., Comdr., USN, Evansville, Ind.: CO, USS Phelps, Pacific Ocean area, 16 Feb 1944.

Martin, Donald F., Ens., USN, Sante Fe, N. M.: With flight and salvage operations while attached to USS Whippoorwill, Cavitoe, 16 Dec 1941.

Lynch, Joseph F., TM2, USNR, Elizabeth, N. J.: Member, 20-mm. gun crew, USS Phelps, Pacific Ocean area, 16 Feb 1944.

Lyn, Joseph C., Lt. (then Lt. (jg)), USN, Washington, D. C.: Liaison officer with British carrier force, Pacific, 28 Feb to 1 Sept 1945.

Fitch, John C., Lt. (then Lt. (jg)), USN, Dorchester, Mass.: Liaison officer with British carrier force, Pacific, 28 Feb to 1 Sept 1945.

Fitch, John C., Lt. (then Lt. (jg)), USN, Dorchester, Mass.: Liaison officer with British carrier force, Pacific, 28 Feb to 1 Sept 1945.

Fitch, John C., Lt. (then Lt. (jg)), USN, Dorchester, Mass.: Liaison officer with British carrier force, Pacific, 28 Feb to 1 Sept 1945.

Fitch, John C., Lt. (then Lt. (jg)), USN, Dorchester, Mass.: Liaison officer with British carrier force, Pacific, 28 Feb to 1 Sept 1945.

Fitch, John C., Lt. (then Lt. (jg)), USN, Dorchester, Mass.: Liaison officer with British carrier force, Pacific, 28 Feb to 1 Sept 1945.

Fitch, John C., Lt. (then Lt. (jg)), USN, Dorchester, Mass.: Liaison officer with British carrier force, Pacific, 28 Feb to 1 Sept 1945.

Fitch, John C., Lt. (then Lt. (jg)), USN, Dorchester, Mass.: Liaison officer with British carrier force, Pacific, 28 Feb to 1 Sept 1945.

Fitch, John C., Lt. (then Lt. (jg)), USN, Dorchester, Mass.: Liaison officer with British carrier force, Pacific, 28 Feb to 1 Sept 1945.

Fitch, John C., Lt. (then Lt. (jg)), USN, Dorchester, Mass.: Liaison officer with British carrier force, Pacific, 28 Feb to 1 Sept 1945.
SAFE DRIVING of Navy vehicles is the goal of 100,000 tests being given to personnel. Rear Admiral F. G. Crisp (above) has his field vision checked.

Bay area and our traffic problems."

SAFE DRIVING of Navy vehicles is the goal of 100,000 tests being given to personnel. Rear Admiral F. G. Crisp (above) has his field vision checked.

EYE-TO-FOOT reaction time of a Navy driver is tested at laboratory. A car traveling at 30 mph moves 18 feet before average driver is able to apply brake.

caused property damage in about 12,000 more accidents. It averaged out to this: In one out of every seven accidents reported, someone was killed or injured seriously enough to require treatment.

The Navy safe-driving test is the backbone of the safety campaign. The test, in four parts, is more rigorous than any existing state-conducted examinations in the U. S. As expected, the test has resulted in accident reduction. It has been, in fact, so successful that it has attracted the attention of many states and other governmental agencies.

The test itself explores a driver’s skill searchingly. Most subjects find they don’t know as much about driving as they thought they did. Effect of the test, besides disclosing driving weaknesses, is to instill a sense of pride and responsibility in the operator. Whether he’s in charge of a sleek, four-starred limousine or drives a 10-ton tractor and semi.

The first part of the test is a psychological exam, which uses instruments similar to those employed in pilot-testing to determine vision, reflexes and coordination. The second test, and the one most drivers have the most trouble with, is a quiz of safe-driving rules. A third test examines the applicant’s skill with a passenger car in close quarters. The last test examines his driving in traffic.

The last of these tests sometimes leads to hard feelings, as the time an experienced employee of the Naval Gun Factory was road-tested in a vehicle he’d been driving a number of years. He did nearly everything wrong. He spluttered in righteous indignation when told he’d failed the exam, “Why, I’ve been driving this crate 10 years . . . etc., etc.” Maybe so, but the examiner thought it simply an act of God that he’d never had an accident.

Anyway, the whole thing made the driver so mad he went home and studied. Later he passed his exam and was certified to drive Navy trucks.
New Act Offers Inducements of Pay, Rank

New benefits to men making the Navy a career are offered by the Army-Navy Inducement Act, which opens two new paths by which enlisted men may become commissioned officers, and gives increased pay to Fleet Reserve and retired personnel.

The new legislation (Public Law 720, 79th Congress) opens eligibility for permanent commissions CPOs with three years' service in their ratings and any enlisted man under 33 years of age who has been on active duty for four years. (BuPers had not published a directive on this provision as All Hands went to press).

Payments to Fleet Reserves and retired enlisted men, formerly computed in Alnav 455-46 (NDB, 15 August).

Officers who are on terminal leave and have been recalled to active duty before their leave has expired, may be furnished travel from their last duty station to their new duty station. "Last station" for mileage purposes will, in most cases, be the SepCen at which the officer was processed for separation. Where dependents are concerned, it will be the officers' last permanent duty station.

Mileage and transportation of dependents in excess of this, which was paid before release from active duty, must be refunded. Checkage on pay record or a cash deposit will be made.

Any officer, whose terminal leave has expired and is on inactive duty, whose recall orders are dated prior to the expiration of his terminal leave, is not required to refund his previous travel pay. If the orders are dated subsequent to the expiration date of terminal leave there will likewise be no loss of previous travel pay.

These officers are not entitled to active duty pay between the date of expiration of their terminal leave and the date of receipt of and compliance with recall. They may receive payment of mustering out pay, and lump sum A-V(N) payment.

No further entitlement to lump sum payment accrues because of active duty performed subsequent to recall.

Travel to New Stations

Given Officers Recalled From Terminal Leave

Rules on payment of mileage to officers on terminal leave, and the transportation of their dependents upon recall to active duty were announced in Alnav 455-46 (NDB, 15 August).

Officers who are on terminal leave and have been recalled to active duty before their leave has expired, may be furnished travel from their last duty station to their new duty station. "Last station" for mileage purposes will, in most cases, be the SepCen at which the officer was processed for separation. Where dependents are concerned, it will be the officers' last permanent duty station.

Mileage and transportation of dependents in excess of this, which was paid before release from active duty, must be refunded. Checkage on pay record or a cash deposit will be made.

Any officer, whose terminal leave has expired and is on inactive duty, whose recall orders are dated prior to the expiration of his terminal leave, is not required to refund his previous travel pay. If the orders are dated subsequent to the expiration date of terminal leave there will likewise be no loss of previous travel pay.

These officers are not entitled to active duty pay between the date of expiration of their terminal leave and the date of receipt of and compliance with recall. They may receive payment of mustering out pay, and lump sum A-V(N) payment.

No further entitlement to lump sum payment accrues because of active duty performed subsequent to recall.
Gray Working Uniform
Out, Khakis Are Official
After 15 October 1948

The Navy's wartime gray working uniform for officers, warrant officers, and CPOs was ruled passe, and khakis again will be established as the official working uniform after 15 Oct 1948, Alnav 406-46 (NDB, 31 July) declared. Previously Alnav 211-46 (NDB, 15 May) had allowed purchase of both khaki and gray uniforms, but the latter may not be worn after the above date.

Alnav 406 stated, "At a later date khaki tropical worsted, wool gabardine, Palm Beach type, or rayon gabardine uniform will be designated as the summer service uniform and the khaki cotton shirt and trousers will be designated as the summer working uniform. Gray uniforms will be permitted until 15 Oct 1948. The white uniform will be designated as summer dress."

All Reserve Officers
Get $50 Uniform Gratuities
For Four Years Service

Uniform gratuity of $50 for four years service is now payable to all Reserve officers, it was announced in Alnav 396-46 (NDB, 31 July). Provisional No. 310-10 (E) BuSandA Manual was modified.

Under the Aviation Cadet Act of 1942, Reserve officers with basic USNR classification A-V(N), A1 and A2 (former aviation cadets) were not eligible for the uniform gratuity. Alnav 396 announced any officer in the above category who completes four years service on or after 11 June 1946 is eligible for such gratuity, but retroactive payments will not be made.

The $50 uniform gratuity is payable to Naval Reserve officers for four years continuous Reserve service, 112 days of which must be active duty.

Claim for the uniform gratuity must be in the five years of the date of eligibility. The claim will be submitted in letter form, in triplicate, to the Chief of Naval Personnel, Finance Division, 23, D. C. It shall state the exact date of entitlement, full name, rank and file number of applicant and address to which check should be mailed.

The form shall also bear the following certificate of the officer: I hereby submit claim for payment of $50 uniform gratuity, having last been entitled to a uniform gratuity of (insert either $100 or $50) on (date) and having performed active duty continuously since that date except as follows: (date period of active duty separately as occurring if not continuous or insert none). No copies of orders are required.

Normally, the date of last entitlement to the $100 uniform gratuity is the date of first reporting for active duty for physical examination. In other cases, it is the date of first reporting for training duty with pay or the date of completion of 14 drills.

Navy Closes SepCens; 3,500,000 Return
To Civilian Life As Demobilization Ends

The gigantic task of demobilization was virtually completed by the Navy in a little over four months. A total of personnel returned to civilian life from the Navy and Marine Corps since August 1945 approached an aggregate of more than 3,500,000. Demobilized Naval personnel alone totaled 2,982,462 on 10 August.

During the week 4-10 August 39,949 persons were discharged. The busiest day for SepCens was 9 August when 7,479 ruptured ducks were issued. On V-J plus one year, the Marine Corps had released 412,641 persons. During the week ending 8 August 5,115 Marines traded Corps insignia for the duck.

Men inducted into the Navy after 1 Sept 1946 will be required to serve for 15 months under the Selective Service Act of 1940 as revised by the 79th Congress.

Marine Corps lieutenants and lieutenants announced that 12 months service would qualify Marines inducted between V-J Day and 1 Dec 1944 for discharge. No lieutenants inducted were accepted by the Marine Corps since 1 Dec 1945, and it is anticipated that future recruit requirements will be met by volunteers.

The Navy closed its 29 formal separation centers on 1 September. Permanent naval shore establishments and hospitals are now being used for de证券投资. AlStaCon declared.

Seventy-five naval stations have been designated to perform the separation function and will be utilized to process all male personnel for return to civilian life after 1 September. Thirty-five hospitals received the same additional designation and will be used to process Women's Reserve and Nurse Corps personnel.

Approximately 3,000 hospital corpsmen have been retained by 1 September. These corpsmen will be processed for separation on completion of 18 months service, and will receive discharge certificates after terminal leave. However, the reduction in the number of hospitalized veterans will permit all Reserve corpsmen to be processed for separation by 1 March 1947. About 500 will be processed on 1 October and 500 on the first of each month thereafter. Wave hospital corpsmen were desensitized as they became eligible, Alnav 409-46 stated.

Services of Naval Reserve male hospital corpsmen are urgently needed to provide care for more than 32,600 wounded and sick patients in naval hospitals. If all reserve corpsmen had been demobilized by 1 September, it would have created a most critical situation and resulted in the failure to provide proper treatment for patients in hospitals.

In Alnav 409-46 (NDB, 31 July), the Navy announced that personnel eligible for separation under current directives could not be held on duty as witnesses for courts martial, courts of inquiry or boards of investigation. Witnesses may voluntarily postpone separation and enlisted personnel are required to sign a page 9 that effect. Officers submit agreements in writing to their CO with a copy to BuPers.

Under Alnav 409-46, COs may request retention of personnel to serve as witnesses on the courts mentioned.

If an officer withdraws his application or declines to accept a permanent commission in the regular Navy, after he has been selected for transfer, his action will be considered as final, and he will not be eligible for reconsideration under the present transfer program. When demobilizing such officers, COs are directed to include a statement to the effect that each officer has been informed of his selection and does not wish to accept the permanent commission. This directive is contained in Alnav 422-46 (NDB, 15 August).

Six Months Training
Offered to Chaplains

Navy chaplains have been offered six months postgraduate work in religion and related subjects. Chaplains, Corps lieutenants, lieutenant commanders and commanders, who took the USN oath before 1 July 1946, are eligible to apply. The course is expected to convene January or February 1947.

Applicants must sign an agreement not to resign during the curriculum and to serve two years in the Navy after completing the course. The college or seminary selected is at the option of the applicant.

Applications for the six-month course must reach BuPers, via official channels, before 1 October.

I think that I shall never love
About another Navy Wave;
(Continued on p. 55)
Equal leave privileges were conferred on officer and enlisted personnel alike by the Armed Forces Leave Act of 1946, which supplemented the existing laws of the United States with a comprehensive leave policy. The new act was designed to provide a more equitable and comprehensive leave structure for all military personnel. It was also intended to encourage personal attendance at military and government functions, as well as to accommodate the needs of personnel entering and leaving the military service.

The new act included provisions for various types of leave, including rehabilitation leave, emergency leave, advance leave, special leave, recruit leave, embarkation leave, reenlistment leave, and delay en route. It also provided for the payment of travel time, in addition to leave, when personnel traveled between stations.

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Early Discharges Now Granted at Convenience Of the Government

Early discharges at the convenience of the Government are now authorized, and will be of five months duration.

The mission of the school is to train officers for the Submarine School and to provide personnel to meet the needs of the Navy, including a number of Fleet Reservists and retired enlisted personnel.

To cushion the effect of the loss of these experienced men, their release will be deferred for a four-month period.

When a man signifies his intention to reenlist, early discharge should be effected only with his consent.

75 Officers to Comprise Next Sub School Class

Applications Sought For Joint Staff College

Applications are desired from regular Navy officers, line and staff from Naval Academy classes 1930 to 1938 inclusive, for the Armed Forces Staff College which has been established at Norfolk, Va. (see ALL HANDS, August 1946, p. 53). Officers who have been approved for transfer to the regular Navy, of corresponding rank and commissioned service level, also may apply for enrollment.

Small Survey Type Ships Get AGSc Classification

Release of Fleet Reservists and Retired Enlisted Men Will Begin in October

Release of Fleet Reservists and retired enlisted men to inactive duty was provided by the Navy last month.

Applications should be submitted with officers' certificates to reach BuPers (Attn: Pers, 4225) prior to 15 October.

A Wave who looks at me with stars, Then turns her head for silver bars.

(Continued on p. 57)
Deadline 15 September for Officer Transfers

Deadline for application of Reserve and temporary USN officers for transfer to the regular Navy has been set as 15 September. The only officers exempted from this provision are those who completed one year's commissioned service on 15 September, those commissioned subsequent to 15 September, and those who request transfers. Officers applying for transfer as chief warrant and warrant officers were required to submit application prior to 21 July.

Navy Nurse Corps Reserve officers must submit their applications for transfer to the regular Navy Nurse Corps prior to 1 October. This deadline applies to all nurses on active or inactive duty or on terminal leave.

According to BuPers Cirl. Ltr. No. 169-46 (NDB, 31 July), many officers are misconstruing the significance of the provisions assigned to them transferring to the regular Navy. Since this uncertainty exists, dates of rank relative to lineal positions have been omitted from initial appointments with dates of rank assigned will be disregarded. These initial permanent appointments will be replaced at a later date by new permanent appointments with dates of rank which will establish each officer's lineal position in the regular Navy.

On 14 August, 10,750 candidates had been selected for permanent commissions. Of these, 8,143 had already been appointed by the President with the consent of the Senate on that date, with the remaining to be so as quickly as possible. Applications will continue to be effected regularly despite the adjournment of the Senate.

A breakdown by corps of the officers already selected is: line 3,337, line aviation 3,300, aerological and aeronautical engineering 94, chemical engineering 7, diesel engineering 29, electrical engineering 123, industrial and management 15, law specialists 66, mechanical engineering 93, metallurgical engineering 5, naval architecture 91, naval communications 40, naval engineering 27, ordnance 23, photography 4, petroleum engineering 3, public information 22, hydrography 2, medical corps 317, hospital corps 114, supply corps 916, civil engineering corps 282, chaplain corps 135, dental corps 41, chief boatswain 269, chief torpedoman 35, chief gunner 141, chief electrician 68, chief radio electrician 256, chief machinist 442, chief petty officer's clerk 154, chief aerographer 24, chief photographer 54, chief pay clerk 161, chief carpenter 187, boatswain 88, gunner 9, torpedoman 10, radio electrician 20, machinist 18, carpenter 8, ships clerk 12, aerographer 1, pay clerk 7, and photographer 2.

The above selections were announced in Alnavs 46-167 (NDB, 15 April), 206-46 (NDB, 30 April), 282-46 (NDB, 31 May), 341-46 (NDB, 30 June), 406-46 (NDB, 31 July), 449-46 (NDB, 15 August), 449-46 (NDB, 15 August), 456-46 (NDB, 15 August) and 459-46 (NDB, 31 August).

Under the provisions of BuPers Cirl. Ltr. No. 3, applications are announced, commanding officers may effect appointments to permanent commissions of officers whose names are listed in circular letters in each Navy department SMB.

Present commissions of Naval Reserve and temporary USN officers appointed will be considered as having permanent precedence in the regular Navy. The temporary appointment of any officer temporarily appointed under this authority who may have been serving in a commission which was still in effect shall be qualified to the same extent and degree regarding its termination.

Officers in an inactive status who are permanently appointed to the Regular Navy upon recall to active duty will be appointed by the President, for temporary service, to the highest temporary rank other than that attained under special appointment, and with the same precedence as that held prior to release from active duty. Such officers will be placed on active duty in accordance with the assignment of both temporary and permanent lineal position commensurate with the period of time between their resignation and the date of their appointment.

Applications for transfer to the regular Navy has been set for those commissioned subsequent to 10 July 1946 who have not been released from active duty. Such applications will be so considered for the regular Navy on or after 10 July 1946.

Alnav 318-46 (NDB, 15 June) announced that reserve and temporary USN officers who applied for transfer to the regular Navy on or after 10 July 1946 will be so placed in the regular Navy with the consent of the Senate on that date, with the remaining to be so as quickly as possible.

Officers who applied for transfer prior to 10 July, other than those on terminal leave, will enter active duty while their applications are pending unless they desire and are eligible for separation under NavAct 18-46 (NDB, 15 February). Reserve and temporary USN officers who previously requested transfer and are on terminal leave will enter active duty until offered a permanent appointment.

Forrestal Urges Unity on V-J Anniversary

Secretary of the Navy James Forrestal termed the United Nations “mankind’s hope of the future” in a statement released on the first anniversary of V-J Day. He urged maintenance of strength until the United Nations becomes an accomplished and working fact.

The statement follows:

“A year ago today the remnants of the enemy surrendered unconditionally to the combined might of our nations. Our wounded in hospitals and thousands of rows of white crosses still bear testimony to the bitterness of the war that ended them.

Want, fear, intolerance and oppression have survived their champions, and there is as yet no guaranty of permanent peace. We cannot say that this is the anniversary of a complete victory; but we can reaffirm the faith of this country in the United Nations which is mankind’s hope of the future. To that we have pledged with high resolve the energies and the unwavering support of the United States.

On V-J Day we must firmly resolve to keep ourselves strong for the test of the future until the United Nations is an accomplished and working fact, and in the meantime do our best to forge the bonds of unity and complete understanding between nations which must rest on the free exchange of information which alone can dissolve the mists of prejudice.”

Forrestal termed the United Nations “mankind’s hope of the future.”
NROTC Students Entitled To Subsistence Will Get Credit For V-12 Training

Two decisions affecting NROTC students' subsistence and credit for V-12 time for military training have recently been made by JAG.

Payment of subsistence may be made to NROTC members concurrently while such members are receiving educational benefits including subsistence, under the Servicemen's Readjustment Act of 1944.

Credit for V-12 service will be granted as equivalent military training for purpose of admission to the senior division, advanced course, upon the following bases: Each man enrolled in the NROTC program at the end of the spring term 1946, and in good standing, will be considered to have completed the NROTC training requisite for his class at college at that time. Therefore, each student upon successfully entering the junior or higher class as an NROTC student will be entitled to status as an NROTC student in the senior division, advanced course.

French Money Exchange Deadline 30 September

Personnel who hold certain French currency, valid may in some cases exchange it, providing they do so before 30 September.

According to Alnav 383-46 (NDB, 15 July), any currency in the denominations of 1,000 Franc notes (printed in England and the U.S.) and 500 Franc notes (red and brown varieties, printed in England) ceased being legal tender 13 July.

Personnel who received such currencies as pay and allowances, or in exchange for other currencies received as pay and allowances, or by exchanging U.S. money other than that received as pay and allowances through official channels, may exchange such notes for their disbursing officer provided: That such currency was received by one of the above means before 15 July; that the individual departed from the area concerned before 13 July, and has a valid reason for not exchanging such currency before leaving.

Enemy Personal Effects Unit Set Up at Guam

The Navy has established an enemy personal effects unit at Naval Supply Depot, Guam, according to PacFlt Ltr. 21L-46 (Revised). Personal effects of enemy dead secured by the Navy, Marine, Coast Guard in the Pacific Ocean Areas must be sent to this unit.

The policy is regard to return of personal effects of enemy war dead was established at the Red Cross Geneva Convention in 1929, and is quoted in part as follows: "... They shall collect and likewise forward to each other all objects of personal use found on the field of battle or on the dead, especially one-half of their identity plate, the other half remaining attached to the body."

SEPTEMBER 1946

AGREE ON KNOT, NAUTICAL MILE

By joint agreement the Navy and Army Air Forces have adopted the knot as the standard aeronautical unit of speed and the nautical mile as the unit of distance. The Civil Aeronautics Association has been approached on the matter of adoption of these units of measure.

Both units of measure have been in use by the Navy and by navigators of the AAF because of their direct relation to the earth's surface. A nautical mile is 6,080.2 feet, and is 1/60 of one degree, the distance covered by one minute of arc at the equator.

The use of the knot, equivalent to one nautical mile per hour, facilitates plotting of planes' tracks on aeronautical charts.

Navy and AAF will specify the use of the knot and nautical mile in all future procurement of air speed indicators, charts, handbooks and related equipment.

Incidently, the knot takes its name as a division of log line serving to measure the rate of a vessel's motion. Each knot on the line bears the same proportion to a nautical mile that 28 seconds bear to an hour. The number of knots which run off the reel in 28 seconds, therefore, shows the number of miles the vessel is sailing per hour.

Temporary Officers Get Discharges to Accept Permanent Commissions

Honorable discharges of temporary USN and USNR officers whose permanent status is enlisted can be made for the convenience of the Government for the purpose of accepting a permanent commission, it was announced in Alnav 435-46 (NDB, 15 August).

Officers in the above category will be discharged on the same date as their temporary appointments are terminated and will be paid pay and allowances as temporary officers up to and including the date of discharge. Personnel otherwise entitled to mustering out pay will receive such pay on the date specified above as permanent appointment. Travel allowance will not be paid pending decision of the Comptroller General.

PubInfo to Help Writers Get Material Published

Writers on naval subjects may receive help in assisting their material published through the Magazine and Book Section of the Office of Public Information. This section has access to literary markets and maintains contact with publishers and editors, which an individual—and in particular a new writer—may not know or be able to reach.

An experienced staff in the Magazine and Book Section will read and have manuscripts reviewed for security and attempt to put them in appropriate editors' hands. Work which the Section determines is not salable will be returned to the author with suggestions and a list of possible markets.

The following suggestions should be noted by writers:

- Type all manuscripts neatly on 8½ inch x 11 inch paper with clear, wide margins, double space.
- Unless of a novel or unusual character, with a human interest or humorous slant, personal war stories are not much in demand.
- Two copies of all material should be sent, in order that Art. 113, Navy regs, may be complied with.
- Mail your manuscripts flat.

Send pictures if available, as they help to sell a story.

Naval writers interested in availing themselves of this service should send manuscripts to Director of Public Information, Magazine and Book Section, Navy Department, Washington 25, D. C.

Shorthand Refresher Book Issued for Navy Personnel

A new book, "Refresher Shorthand in Naval Terminology" (Gregg), by Stewart and Sullivan, is being published by the U.S. Naval Institute, Annapolis, Md. It is a complete Gregg shorthand course, written in Navy language for use by naval personnel. This course has been approved by BuPers for training yeomen and civilian employees alike, and is designed to provide theory review, to increase dictation and transcription speed, and to develop a naval vocabulary.

This publication, when available, may be purchased from the U.S. Naval Institute, Annapolis, Md., at a special price of 25 cents for orders over 100 on Navy requisition. Single copies may be purchased for 60 cents.

A Wave whose appetite's no joke, Who ordered dinner's mac and cheese (Continued on p. 59)
Enlisted Pilots No Longer Made USN(T) Officers; May Become Reserve Ensigns

Reduced needs of the service necessitated discontinuance of the practice of granting temporary USN commissions to aviation pilots who complete flight training. This decision, effective 1 September, was announced in BuPers Circ. Ltr. No. 177-46 (NDB, 15 August).

In the future, enlisted naval aviators will have the option of continuing their services in an enlisted aviation pilots status or, if recommended and qualified, they may apply for a permanent commission as Ensign A3L in the Naval Reserve. However, if an enlisted man elects to accept a Reserve commission there is no guarantee that he will be retained on active duty during the period covered by his contract.

Discharge from enlisted status in the regular Navy is authorized for the purpose of accepting a Reserve commission.

New Designators Set For Officers Qualified In Electronics Phases

Additional designators have been established to indicate officers not fully qualified for the "T" (radio specialist), but who are qualified in a category of electronics. The new designators were announced in BuPers Circ. Ltr. 177-46 (NDB, 31 July).

BuPers Circ. Ltr. 84-45 (NDB, 31 Mar 45) established the "T" designator, and provided it should indicate officers trained in technical and related equipment. It is not given to those qualified in one of the above designators.

The new designators provide for officers qualified in certain phases of electronics, but not qualified for the straight "T". These new designators are:

- T1, electronics administration;
- T2, electronics distribution;
- T3, radar;
- T4, communicating equipment;
- T5, sonar;
- T6, electronics, fire control;
- T7, guided missiles and/or pilotless aircraft;
- T9, electronics specialty N.E.C. (not elsewhere classified).

BuPers will assign only one of the above designators to each officer. It will be added to such designations as he already has qualified for (i.e., A, D, DL, etc.). Requests for addition of the new designators may be initiated by COs or by individual officers, including those on inactive duty, who are qualified. Address requests to BuPers, Attn: Pers 3123.

2,500 Lost Binoculars Will Be Replaced Soon

Legislation has been enacted which will enable the Navy to replace the 2,500 privately-owned binoculars lost or damaged during the war. Replacements will be surplus standard Navy binoculars.

Additional Residencies In Naval and Civilian Hospitals Now Available

The Navy medical training program has been augmented by additional courses in civilian institutions and residencies in naval and civilian hospitals, according to Alnav 411-46 (NDB, 31 July).

Residencies now are available in naval hospitals in all specialties and include ophthalmology, otolaryngology, pediatrics, general surgery and urology. Previous mention of such opportunities appeared in Alnav 260-46 (NDB, 31 May).

Additional residencies and courses have been obtained in civilian institutions for cardiology, dermatology, internal medicine, physical medicine, neurosurgery, orthopedics, ophthalmology, otolaryngology, pathology, radiology, general surgery and urology.

Prior announcement of these courses was in Alnav 328-46 (NDB, 30 June).

Lieutenant commanders and above who normally are due for 18 months shore duty may make application for courses in civilian institutions. Applicants must furnish an agreement to remain in the Navy for three years following such courses.

Medical officers of any rank may receive residency type training in naval hospitals. One year agreement is required.

losing Appeal? Don't Blame Radar

Radar has stood trial and been acquitted by the Navy and the Army on charges that it causes nightmares and baldness.

Scuttlebutt grew almost as fast as radar itself, accusing the mysterious new gadget of causing everything from hypnosis to sterility. Radarmen were rumored to be victims of a psychosis almost as serious as that which, according to some reports, afflicts pigs. Happy sonarmen. Shipmates shook their heads sadly when a seaman announced he wasn't afraid of micro-waves and intended to strike for radarmen.

By the time the scuttlebut had worked its way from the radar shack down to the engine rooms and back to the fantail, BuMed was conducting experiments in which men were given doses of micro-waves.

These proved to be harmless.

It was further found that only after extremely long exposure did X-ray film, which had been attached to various parts of the subjects' anatomy, become fogged. Hence, BuMed concluded that there is no occupational hazard associated with the operation of radar equipment. This conclusion is further bolstered by the obvious statistic that of the hundreds of thousands of persons who have been exposed to radar, no person is yet known to have suffered any injury.

More recently, Army Air Forces surgeons added their voices to the Navy medics, and they say the radar bug is just not so. Plagued by complaints, they run a series of tests. They exposed male guinea pigs to 10-centimeter waves. The guinea pigs lost no hair. Nor did they get indigestion, or, presumably, bad dreams. Their . . . uh . . . family life went on unimpaired as it has in millions of generations of enthusiastic guinea pigs.

The Army's Office of the Surgeon General said: "There is no known to suppose that human beings would be affected differently than the experimental animals."

Quod Erat Demonstrandum, mates!
Transfer of Qualified Boatswain's Mates to Aviation Rates Urged

Commanding officers may effect changes of boatswain's mate to aviation rates in the cases of fully qualified personnel, without regard to actual vacancies, provided the appropriate aviation boatswain's mate rating group is included in the allowance of the activity and personnel concerned are currently assigned to aviation boatswain's mate duties, it was announced in BuPers Circ. Ltr. 159-46 (NDB of 15 July).

Postwar personnel requirements of this rate show a deficiency of regular Navy personnel in the ABMAG, ABMCP, ABMGA and ABMPH ratings and corresponding excess of regular Navy personnel in the boatswain's mate rating. COS are urged to encourage changes of fully qualified boatswain's mates and boatswain's mates, second class, in the aviation branch, and are authorized to effect such changes up to 16 Sept 1946.

Enlisted personnel in the boatswain's mate rating group, who are attached to non-aviation activities and have had extensive practical experience in the duties of aviation boatswain's mate, are authorized to request a change to the aviation branch. Men who have satisfactorily completed the course in catapult and arresting gear at Naval Ammunition Center, Philadelphia, are also urged to request change of rate to aviation boatswain's mate of equal pay grade.

Persons assigned to ships or stations which do not include the aviation boatswain's mate rating group should send their requests, via administrative commands, to the Chief of Naval Personnel for consideration. These requests should be accompanied by completed Forms NavPers 624, and shall contain details of previous experience in the aviation branch.

800 Navy Dental Officers Ordered to Army Duty

Dental officers of the Navy now are being assigned to duty with the U. S. Army through Presidential authority; it was announced in Alnav 425-46 (NDB, 15 August).

Approximately 800 naval dental officers have been ordered to report to overseas and continental Army installations. These officers will be assigned to this duty until completion of active duty service as required of each officer individually. Reason for assigning naval dental officers to Army establishments was to establish comparable discharge criteria for dental officers of both the Army and Navy. Through acquisition of these officers, the Navy was enabled to reduce active duty requirements for their dental officers to a period of service equal to the Navy officer requirements. Navy dental officers are required to have 30 months active duty before becoming eligible for release.

NSLI Liberalizes Policy to Provide Lump Payments, Endowments, Disability Pay

Insurance benefits to veterans were materially extended and liberalized by an Act amending the National Service Life Insurance Act of 1940, the Veterans Administration announced.

The Act provided for: New endowment types of policies which were not included in the original law; naming of beneficiaries in the restricted classes included in the original bill; lump sum payments and total disability benefits.

Almost 50,000 policies now in force are eligible for the benefits provided by these new amendments. Veterans whose policies have lapsed may still be entitled to reinstate them and take advantage of the low cost protection provided for their families by GI insurance.

The originally issued permanent policies provided in National Service Life Insurance were: Ordinary life, on which the policyholder pays as long as he lives; whole life; 20-payment life, on which premiums are paid for 20 years and after which no more premiums are required; and 30-payment life, on which premiums are paid for 30 years.

In addition to these types of policies the amendments provide for 20-year endowment policies, endowment at age 60 and endowment at age 65. On all of these endowment policies the premiums must be paid for the indicated length of time, at the expiration of which the face of the policy may be paid to the veteran. Those veterans who have converted their term insurance to one of the previously authorized plans are permitted under the amendments to change to one of the endowment plans if they wish.

Applications for insurance which were rejected solely for health reasons between 8 Oct 1940 and 2 Sept 1945 are validated by these amendments in cases where the applicant was killed or totally disabled in line of duty while in service. This amendment will provide income for beneficiaries who received no insurance payments under the old law.

The new law provides that the insured may now designate any person or persons, a corporation or his estate as beneficiary in his insurance policy.

The only method of settlement previously provided was monthly income or annuity payments which were provided for a guaranteed period of 120 months, or as a refund life income paid in equal monthly installments with the guaranty that the face of the policy would be repaid. The new law provides an option under which the insured may have his insurance paid in a single lump sum to beneficiaries, or he may elect payments in equal monthly installments ranging from 36 to 240 months.

The amendments provide for the payment of benefits to an insured who is totally disabled for as long as six months. These payments are at the rate of $5 a month for each $1,000 of insurance and are payable for as long as the disability exists. The insurance itself is not affected by these payments so that the beneficiaries receive the full face value of the policy upon the death of the insured.

All persons who served in the armed forces between 8 Oct 1940 and 2 Sept 1945 are entitled to apply for NSLI. The total amount of Government life insurance which may be carried by any applicant may not exceed $10,000. The application may be filed at any time and will be granted upon proof that the applicant meets the required health standards.

Control Over On-the-Job Training To Be Tightened By Vets Administration

A new law (Public Law 679, 79th Congress) gives the Veterans Administration authority to exercise tighter control over the on-the-job training section of the Serviceman's Readjustment Act's insurance. It was needed to curb growing abuses of this section of the law, which pays subsistence allowances to veterans while following an earn-while-you-learn course.

The act limits subsistence allowances, stating that "in no event shall the rate of such allowance plus the compensation received exceed $175 per month paid veterans who have less than $200 per month if he has a dependent or dependents." The provision applies regardless of whether the veteran is employed in on-the-job training or from outside work while enrolled in the school.

A Wave who loves to stay out late, Who can't be kissed at her front gate. (Continued on p. 61)
Marines Plan Revision of Training Programs

Marines Plan Revision of Training Programs

The Marine Corps, amphibious striking arm of the Navy, is being converted from wartime to peacetime status. New training programs, revised division structure, and more compact administration, plus aviation duties are in store for the leathernecks in the postwar years.

The Marine Corps is now centered in two Marine divisions, a brigade, and two air wings. The 1st Division reinforced at present is the Marine force in China, while the 2nd Division is reorganizing at Camp Lejeune, N. C., after occupation duty in Japan. The divisions will have 12,000 men each, supplemented by one tank battalion of 500 men in each division.

The Fleet Marine Force, established in 1945, is an integral part of the U. S. Fleet, and is available for immediate action on call of the Commandant in Chief. The FMF will be comprised of 13,802 men including headquarters, special troops, and supply personnel, in addition to the forces mentioned previously. In a matter of hours, thousands of the Leathernecks in the Fleet Marine Force can be ready for movement to any part of the world, with full pack, arms, and all that it takes to conquer an objective.

Operating at present on the wartime training basis of eight weeks recruit training, the Marine Corps program will be revised soon to permit 12 weeks basic training. The Marine Corps has not received any draftees since October 1945, and will continue to depend entirely on voluntary enlistments to maintain its quota of 100,000 men. There are now 139,800 leathernecks, but by 1 October when all Reserves and draftees are demobilized, the number will be cut to 100,000 plus 7,000 commissioned officers and 1,200 warrant officers. There are now approximately 8,600 officers in the Marine Corps.

The oldest Marine base in operation, Quantico, Va., is an active center of all MarCorps activities. All Marine training schools with the exception of a signal communication school school at Camp Lejeune, N. C., will be at Quantic. Schools at Quantico are officer training, basic, amphibious warfare, and all the various technical schools.

Postwar MarCorps plans call for an active air arm. The Marines will furnish all necessary aviation personnel, including pilots, aircraft, and ground crews.

Marine air activities will center at El Toro and Miramar, Calif., the latter being G HQ for air activities on the West Coast. On the East Coast the Marine Aviation Center will be Cherry Point, N. C.

VOTING INFORMATION

General elections will be held during November in the states listed below. Unless otherwise indicated, members of the armed forces, merchant marine, American Red Cross, USO and Society of Friends may vote and may use the post card (Form No. 16) as an application for an absentee ballot.

<table>
<thead>
<tr>
<th>STATE</th>
<th>OFFICERS TO BE ELECTED</th>
<th>EARLIEST DATE BALLOT WILL BE MAILED TO COUNTERS</th>
<th>LAST DAY BALLOT WILL BE RECEIVED TO BE COUNTERS</th>
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<td>Alabama (c)</td>
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(a) Second primary, if necessary.
(b) Blanks indicate no information received.
(c) Members of armed forces exempt from poll tax.
(d) F-Federal, S-state, L-local.
(e) County authorities will be instructed 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 should be returned to county auditor or clerk of town or township of county in which he resides.
(g) Make written application by the United States Post Office, by use of Form No. 16, as an application for an absentee ballot.
(h) Members of regular forces should be returned to county auditor or clerk of town or township of county in which he resides.
(i) Members of regular forces may not vote absentee, but they must sign an affidavit and pay return poll tax, in addition to the poll tax for the year.
(j) Members of regular forces may not vote in a special election and are not required to pay poll tax. Ballot is received up to 20 days after date of election.
(k) Only members of armed forces will be permitted to vote absentee, but they must sign and cast military form and as well as home address.

MarCorps Initiates School for Inspector-Instructors

The Marine Corps Reserve announced something new in schools with the opening of an indoctrination school for inspector-instructors at Quantico, Va., 12 August. The school will be of one month's duration, and is designed to give to the Organized Reserve of the Marine Corps a group of instructors who are up on the latest tactics. Inspector-instructors, both officer and enlisted, have been selected on the basis of their outstanding war record.

The Organized Reserve at present has units in 20 of the principal cities throughout the country. When completely organized, it will have a membership of 36,497 Marines and 803 Navy Reserve medical personnel.

The Reserve units include field artillery, infantry, tank and amphibious tank battalions, engineer and signal companies, and antiaircraft groups. In event of a national emergency, they will supply the Fleet Marine Force with trained personnel.

MarCorps Will Retain 300 Women Marines

Three hundred women Marines will be retained on active duty after the demobilization date of 1 September. They will remain on duty after their request and applications have far exceeded the quota. The women Marines will be employed in Headquarters, Marine Corps. One hundred will be used to accomplish payments under the new terminal leave legislation, and the remaining 200 will be given other specialized assignments.
Enlisted personnel qualified in the use of small arms again may receive extra compensation under rules announced in CNO ltr. 1602P34 of 17 July. Such compensation was discontinued in 1942, and now is returned with a new scale of payments.

The CNO letter provides that men who have established their special qualifications in the use of small arms and certain other ordnance gear which they may be required to use, and who are so stationed by their CO that they may be required to use such gear, shall receive additional monthly compensation for periods prescribed by SecNav. The additional pay will continue in effect while personnel are transferred for temporary duty away from the ship or station to which normally attached (provided the CO retains them in the battleship stations to which they are normally assigned on their permanent ship or station).

Payments are listed in BuPers Manual, Art. D-5312, which was modified so as to make it clear that new personnel qualified are entitled to the new scale of compensation.

The letter also lists qualifications in other types of ordnance gear for which enlisted men may be compensated. These qualifications were not disapproved during the war, nor has their scale of payments been revised.

The CNO letter provides that men defined by the new scale in the Personnel Qualified in Small Arms Use Manual, Art. D-5312, which was modified so as to extend the use of ordnance gear. In event qualifications are changed and a man cannot meet the new qualifications, his CO shall relieve him from his station and discontinue the extra money. Any man reenlisting in the Navy with a rating as prescribed by CNO. In event qualifications are changed and a man cannot meet the new qualifications, his CO shall relieve him from his station and discontinue the extra money. Any man reenlisting in the Navy with a rating as prescribed by CNO.

Hospital Corpsmen are not generally eligible for compensation, because their station do not normally require the use of ordnance gear. Corpsmen are prohibited from performing military duties other than those pertaining to the Medical Department. But Corpmen are approved to the Fleet Marine Force or a naval landing force are allowed to carry small arms for self defense, and are eligible for extra compensation if qualified in these weapons.

Small arms are defined as the service pistol (.45-caliber), service rifle (M-1), carbine and .38-caliber revolver. Expert riflemen, rifle sharpshooters, and expert pistol shot.

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ALNABS, NAVACTS IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnabs 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.

Alnabs apply to all Navy, Marine Corps and Coast Guard ships and stations; NavActs apply to all Navy ships and stations.

Alnabs

No. 390—States Navy appropriation bill provides no funds for expenses incident to any property after such property is declared surplus.

No. 391—Lists officers recommended for transfer to the Nurse Corps, USN.

No. 392—Announces merger of Paymaster and Quartermaster Departments, MarkCorps, into single Supply Department.

No. 393—Reports that pending decision of the comptroller general personnel serving in temporary higher grades on 30 June 1946 and drawing saved pay and allowances of lower grade are not entitled to any increase in saved pay by reason of passage of new pay bill.

No. 394—Directs strict compliance with amended sections 804 Navy Regs and 726 NCB in reporting marine accidents.

No. 395—Extends Alnav 375-46 (NDB, 15 July), regarding cashing of money orders on par with Canadian dollar, to Navy post offices in Newfoundland.

No. 396—Announces additional $80 uniform gratuity approved for A-V(N), A1 and A2 reserve officers (see p. 53).

No. 397—Requests officer application for photo intelligence course, Washington, convening 27 September and each 16 weeks thereafter (see p. 54).

No. 398—Announces personnel conscription to be taken 1 October.

No. 399—Directs compliance with immunization procedures in Manual of the Medical Department, Part 3, Chap. 5B, prior to embarkation of personnel and dependents for outside CLUSA areas.

No. 400—States Type A supplemental military yen is only authorized money for official and quasi-official establishments in Japanese area.

No. 401—States procedures for more rapid demobilization of personnel (see p. 53).

No. 402—Orders ocean bills of lading on shipments for NSD, Oakland, be forwarded via air to Code 2FTB, Incoming Cargo Division, Bldg. 441B, NSD, Oakland.

No. 403—Modifies Alnav 525-45 (NDB, 30 June), and gives list of Pacific accounting activities and establishments within their jurisdiction.

No. 404—Directs, Reserve personnel on terminal leave or inactive duty, and dependents, shall not be authorized NATS travel except in special cases.

No. 405—Announces maintenance in BuDocks Manual, Chap. 5B, prior to embarkation of personnel declining commission.

No. 406—Announces QM gray uniforms will not be permitted after 15 Oct 1948 (see p. 53).

No. 407—Modifies Alnav 590-46 (NDB, 31 July) regarding surplus property accounting.

No. 408—Refers to Alnav 57-46 (NDB, 15 February), regarding authority to convene general courts martial, and states a naval station is defined as an activity having an authorized allocation of 800 or more naval personnel.

No. 409—Directs retention of personnel on active duty, who are witnesses for naval proceedings (see p. 53).

No. 410—Requests application of certain officers prior 15 October for first class in Armed Forces Staff College, Norfolk (see p. 55).

No. 411—Announces additional postgraduate medical training (see p. 58).

No. 412—Modifies Alnav 525-46 (NDB, 30 June) and 468-46 (NDB, 31 July) regarding supply accounting activities.

No. 413—Extends Alnavs 316 and 335-46 (NDB, 15 October), regarding shipment of effects of personnel upon release to inactive duty, through fiscal year 1947.

No. 414—Announces procedure for transportation of property declared surplus to WAA.


No. 416—Directs deadline for applications for transfer of USNR and USN(7) officers to USN, with certain exceptions, is 15 September (see p. 56).

No. 417—Announces doubling of annual allowances in BuDocks Manual, para. 25-06, for replacement and repair of furniture and maintenance in government quarters.

No. 418—Deletes first five words of Alnav 411-46, to correct communication error.

No. 419—Promotes for temporary service on 1 August following officers of active list of regular Navy and Naval Reserve, including Women's (jg) and ensigns, regular Navy line and staff corps, whose dates of rank are within period 2 Apr 1944 to 1 May 1944, inclusive; lieutenants (jg) and ensigns, regular Navy line and staff corps, whose dates of rank are within period 2 Oct 1944 to 1 Nov 1944, inclusive; lieutenants of line and staff corps of Naval Reserve whose dates of commencement of continuous active duty in such rank are within period 2 Oct 1944 to 1 Nov 1944, inclusive.

No. 420—Requests application of certain officers or commands to execute leases, contracts or permits.


No. 422—Directs commanding officers, when forwarding requests for release of inactive duty of officers selected for transfer to regular MarCorps, to insubordinate officer has indicated statement declining commission.

No. 423—Directs all commands to comply with Sec. 16, Navy Shipping Marking Handbook, regarding markings for personal effects.

No. 424—Announces retention of male hospital corpsmen who have completed less than 18 months active duty (see p. 58).

No. 425—Gives new procedure relating to USN and USN(7) officers assigned duty with Army (see p. 59).

No. 426—States that correspondence formerly addressed to Navy Ships Store Office, 111 E. 16th St., N. Y., in accordance Alnav 257-46, will be directed to Navy Ships Store Office, 29th St. and Third Ave., P.O. Drawer 12, Brooklyn 22, N. Y.

No. 427—Removes three-year time limitation for recommendations for awards imposed by act of 7 Aug 1924 and Executive Order 960 (see p. 44).

No. 428—Gives procedure whereby Navy, MarCorps and civilian personnel under orders may be exempted from payment of one cent per tax on rental charged for New York hotel rooms.

No. 429—States that recommendations of boards convened under provisions of Pubic Law 305 to consider officers in ranks of captain, commander, and lieutenant commander for retirement have been approved by the President.

No. 430—Announces doubling of annual allowances in BuDocks Manual, para. 25-06, for replacement and repair of furniture and maintenance in government quarters.

No. 431—Deletes first five words of Alnav 411-46, to correct communication error.

No. 432—Promotes for temporary service on 1 August following officers of active list of regular Navy and Naval Reserve, including Women's (jg) and ensigns, regular Navy line and staff corps, whose dates of rank are within period 2 Apr 1944 to 1 May 1944, inclusive; lieutenants (jg) and ensigns, regular Navy line and staff corps, whose dates of rank are within period 2 Oct 1944 to 1 Nov 1944, inclusive; lieutenants of line and staff corps of Naval Reserve whose dates of commencement of continuous active duty in such rank are within period 2 Oct 1944 to 1 Nov 1944, inclusive.

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No. 442—States that recommendations of boards convened under provisions of Public Law 305 to consider officers in ranks of captain, commander, and lieutenant commander for retirement have been approved by the President.

No. 443—Announces doubling of annual allowances in BuDocks Manual, para. 25-06, for replacement and repair of furniture and maintenance in government quarters.
file petition for naturalization prior to 31 Dec 1946.

No. 431—Announces that since the war has not been officially terminated by appropriate action, persons now on active duty regardless of date of enlistment or re-enlistment are eligible to apply for family allowance benefits.

No. 432—Cancels Alnav 413-46, and states that shipments of personal effects of naval personnel upon release to inactive duty remain in effect in accordance Alnavs 316-45 and 333-45.

No. 433—Modifies directive to govern Navy and MarCorps recreation funds (NDIS, 31 May 1946) by providing that $10,000 bond for custodian of recreation fund is sufficient surety for funds in excess of $10,000.

No. 434—Interprets Navy Regs., Art. 1868 (5), relative to inspections of books, records and documents relating to public funds.

No. 435—Constitutes authority for honorable discharge "for convenience of the government to accept permanent appointment to officer rank in the regular Navy" in the cases of present temporary officers whose permanent status is that of enlisted men in Navy or Naval Reserve (see p. 54).

No. 436—Summarizes provisions for separation of enlisted personnel after 21 August (see p. 53).

No. 437—Establishes a deadline for applications for transfer of certain MarCorps Reserve and temporary MarCorps officers to regular MarCorps.

No. 438—Interprets language used in Sec. 119 of Naval Appropriation Act for 1947, dealing with cost of handling surplus property.

No. 439—Twelfth of a series listing officers selected for transfer to regular MarCorps.

No. 440—Modifies Alnav 497-46 in regard to list of types of vessels not convertible.

No. 441—Establishes a deadline for submission of applications for transfer of officers of the Navy Nurse Corps Reserve to regular Navy Nurse Corps (see p. 56).

No. 442—Gives provisions of Public Law 589 (79th Congress), which further amends the National Service Life Insurance Act of 1940 (see p. 59).

No. 443—Sixth in a series listing officers selected for transfer to the regular Navy.

No. 444—Modifies Alnav 221-46 to permit transfer without reimbursement of certain items of surplus property between Army and Navy.


No. 446—Outlines accounting procedure for fuel, water, utilities and ice furnished vessels assigned to Naval Reserve during fiscal year 1947.

No. 447—Modifies Alnav 29-42 to provide for wearing of civilian clothes by medical and dental officers assigned to Veterans Administration.

No. 448—Cites certain provisions of Legislative Reorganization Act of 1946.

No. 449—Seventh in a series listing officers selected for transfer to the regular Navy (see p. 56).

No. 450—Changes term "air-sea rescue" to "search and rescue," to conform with international terminology.

No. 451—Enjoins cognizant officers to reduce volume of encrypted message traffic by more careful application of classification rules.

No. 452—Requests nominations not later than 15 September for Naval Academy Preparatory School.

No. 453—Announces policy for release of retired enlisted men and Fleet Reservists (see p. 55).

No. 454—Orders that honorable discharge certificates be issued to former temporary USN officers, whose enlistments have expired.

NavActs

No. 57—Establishes clothing allowance for enlisted men of $119.95, effective 1 July 1946, and states that quarterly maintenance allowance remains unchanged.

No. 58—Sets new terms of service for first enlistment and reenlistment in regular Navy, and lists certain exceptions.

No. 59—Requests applications for half-year postgraduate course in religious or closely allied subjects (see p. 53).

No. 60—Announces that certain minor items in allowances for Fleet air activities will require revision, but authorizes utilization of allowances previously promulgated until receipt of revised allowances.
**FANTAIL FORUM**

**QUESTION:** Do you think ex-Navy men make good husbands?

(Interviews on this question were conducted at Headquarters, 11th NCJ.)

**Jean Penn,** CY, Inglewood, Calif.: The man I marry will be an ex-Navy man. He will love forever the things he fought to keep—his home, family, security and freedom.

**Juanita Harner,** RM1, Los Angeles: Having to assume responsibilities and get along with others have made the ex-Navy man's judgments mature. He will be a good husband.

**Norma Holt,** RM2, Phoenix, Ariz.: An ex-Navy man would make a wonderful husband because his experiences in the Navy have prepared him for anything and everything.

**Ann Orenbach,** PHM2, Maury, Ohio: I'd consider an ex-Navy man for a husband. The average sailor has high principles which he learned living up to Navy standards.

**Mary Vonsikke,** SPS1, Arkansas City, Kan.: Not knowing, I cannot say with any accuracy. By the way, have you seen any single ex-Navy men around? Or even USN ones?

**Helen Harrington,** Y1, Anaheim, Calif.: I don't see why not. If he was a true sailor and "had a girl in every port" he should have a good idea of the wife he wants.

**Elaine Westphol,** Y1, Waukesha, Wis.: Heavens! That's quite a question. After all, Navy men are just civilians in uniform. It depends entirely on the individual.

**Dixie Kolb,** CY, Bergefield, N. J.: Why not? Being able to talk about the same things would give each a better understanding and help bring happiness.

**Mary McClure,** Y2, San Leandro, Calif.: I certainly do. But maybe I'm prejudiced. In fact, I would like to marry a regular Navy man—I'm thinking of ONE in particular!

**ALL HANDS**

**THE BuPers INFORMATION BULLETIN**

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired. Original articles of general interest may be forwarded to the Editor.

DATES used throughout are local time at scene of action unless otherwise indicated.

SECURITY: Since this magazine is not classified, it should be handled in the same manner as a newspaper and publication of photographs, if therefore cannot always be kept fully recorded, disbursements of units or individuals, and may be obliged to omit mention of accomplishments even more noteworthy than those included.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, the Bureau of Naval Personnel Information Bulletin. The initials "BNB," used as a reference, indicate the official Navy Department Bulletin.

DISTRIBUTION: By BuPers Cir. Ltr. 162-43 (BNB, cum. ed., 31 Dec. 43-45-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intractivity shifts may affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to affect through distribution reporting hands, the Bureau invites requests for additional copies as necessary to comply with directive. This magazine is intended for all hands and commanding officers should take such necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effective with the succeeding issue.

The Bureau should also be advised if the full number of copies is not received regularly. Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is affected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price $2.00 a year, domestic (including FPO and APO addresses for overseas mail); $2.75, foreign. Remittances should be made directly to the Superintendent of Documents. Subscriptions are accepted for one year only.

- **AT RIGHT:** "It's not all work on a peace-time Navy career," says P. P. Keesey, 52, of the USS Houston, who is shown widening his circle of Scandinavian acquaintances near Oslo, Norway.
KEEPING FAITH WITH THEM

IN 1945 GIFTS TOTALING MORE THAN $1,000,000 WERE MADE BY THE NAVY RELIEF SOCIETY TO 14,250 NAVY FAMILIES FOR THEIR HOSPITALIZATION