

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPER-0

DECEMBER 1946

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SALTY SANTA

BIG GUNS



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

DECEMBER 1946

NAVPERS-O

NUMBER 358

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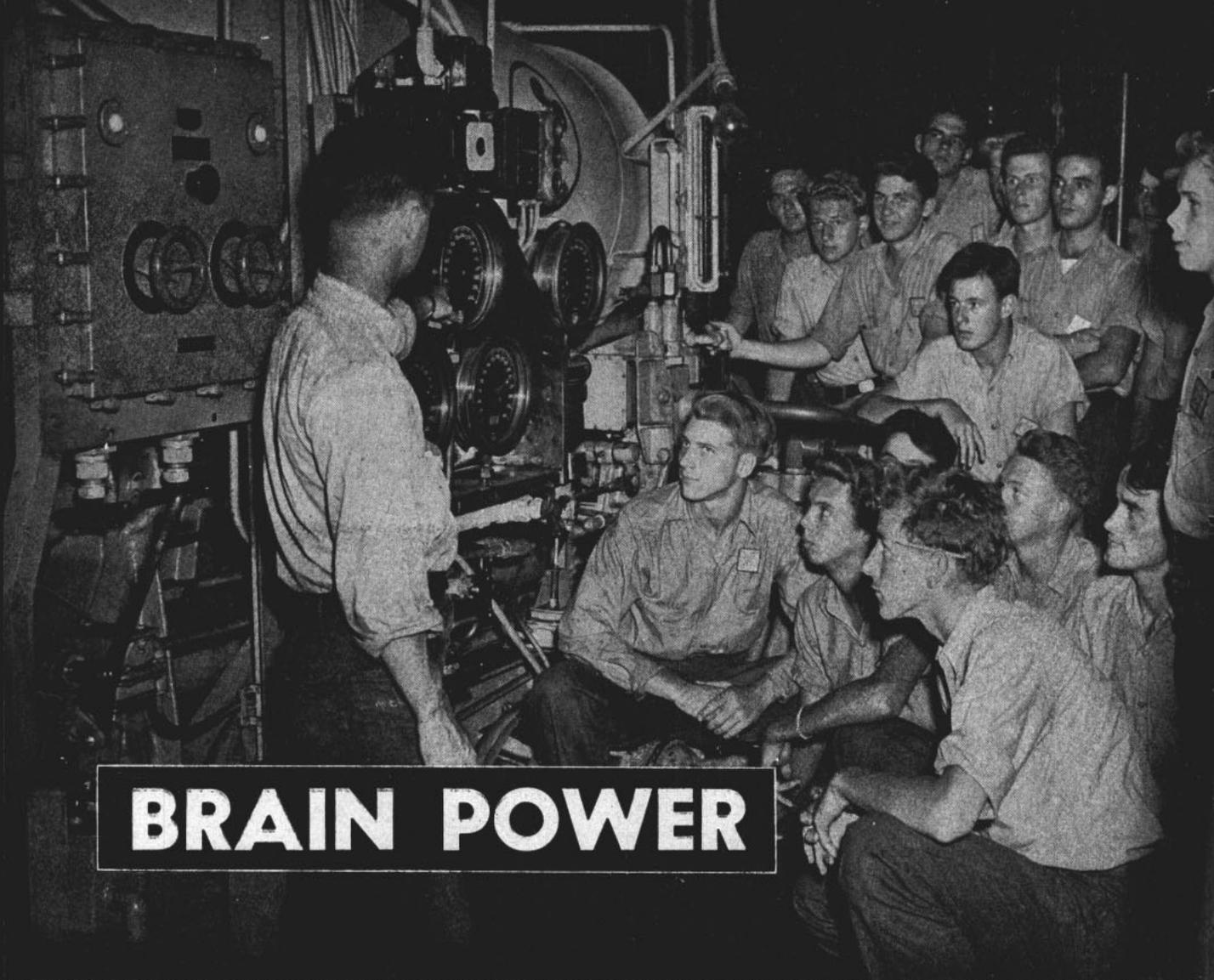
TABLE OF CONTENTS

	Page
Brain Power	2
Treasure from the Sea	8
Zipper Fleet	10
100 Miles—Up	14
Marine Gallantry	16
The Word and Navy Poll	20
Padres in Peace	21
Weekend Fliers	22
Atom Chaser	25
Books: Best Yarns of Year	26
Battin' the Breeze on the 7 Seas	27
Looking for Trouble	28
Letters to the Editor	30
Today's Navy	32
Decorations and Citations	42
Bulletin Board	50
Shore Duty Requirements	50
May Request Retention to 1948	52
Library Program Helps Readers	54
Benefits Due Veterans' Survivors	56
Veterans' Employment Principles	57
Leave Bond Assignment Clarified	58
Alnavs, NavActs in Brief	62
Broadbeam	63
Fantail Forum	64

● FRONT COVER: William Kreh, SI, dons whiskers made from a swab in preparation for Christmas observance on board one of Uncle Sam's ships.

● AT LEFT: Gun crewmen on board a Navy battleship work over the huge 16-inch guns of the ship.

CREDITS: Front cover, Official U. S. Navy photograph by William L. Foster, PHOAC2; inside front cover and inside back cover, Official U. S. Navy photographs. On pp. 32-33, Official U. S. Navy photographs.



BRAIN POWER

Official U. S. Navy photographs

AIRCRAFT CATAPULTS, with an operable H-2, Mod-1 as the example, are the concern of these prospective ABMs.

IF A LITTLE knowledge is a dangerous thing, as has been said, the Navy hopes to demonstrate that *much* learning packs even more peril—for the opposition.

Instead of relaxing as might be expected following a great war, the men who train our Navy are busier than the midwife at a guinea pig farm. They are confronted with the two-headed monster problem of training men for new phases of warfare and of replacing highly skilled men who have returned to civilian life. Progress is being made in resolving both difficulties.

At three widely scattered stations sailors now are learning to maintain and operate equipment Jules Verne never dreamed of after dining on Welsh rarebit and bride's biscuits. Part of the course in Aviation Machinist's Mate School, NATTC, Memphis, Tenn., is turbo-jet engines. Naval Air Material Center, Philadelphia, has an Aviation Boatswain's Mate School which imparts secrets of complex catapults and arresting gear. Target Aircraft School, a step toward guided missiles and pilotless aircraft,

Men, Women of Today's Navy Now Are Learning To Operate the Intricate Machines Which Will Be A Part of Tomorrow's Fleets

is functioning on a limited basis at Santa Ana, Calif.

Meanwhile, to fill the gaps left by demobilization, training in more familiar skills proceeds apace. Nearly every recruit who registers a GCT score of 50 or higher is assigned to a service school. Fleet men, neglected during the war so far as elementary service schools were concerned, also are being combed in a search for school candidates. This search began 16 September and in the seven months following approximately 8,500 men from the Fleet will be assigned to Class A schools. Only general service men are included in the above figure, but a similar program for naval aviation is being devised.

This is a good place to review the

Navy's system of classifying service schools. There are four grades:

- Class P, the most basic, consists of engineering and clerical. A few graduates qualify for

- Class A, in which men are trained for the duties of a particular rating. Graduates are qualified for third class petty officer rates in everything but service. After a tour of sea duty selected petty officers are given

- Class B, or highly technical training in operation and maintenance of highly technical mechanical and electrical equipment. Graduates are qualified for second, first and chief petty officer rates in all but service requirements.

- Class C, the most advanced type, draws students principally from the ranks of graduates of Class A and B schools. The curriculums of some Class C schools concern equipment introduced to the Navy since the student was graduated from Class A or B school. Other Class C schools teach special skills, aside from the ordinary duties of a rating.

In addition to these the Navy maintains Fleet schools at numerous loca-

ALL HANDS

tions, where men are given instruction in more than a score of subjects.

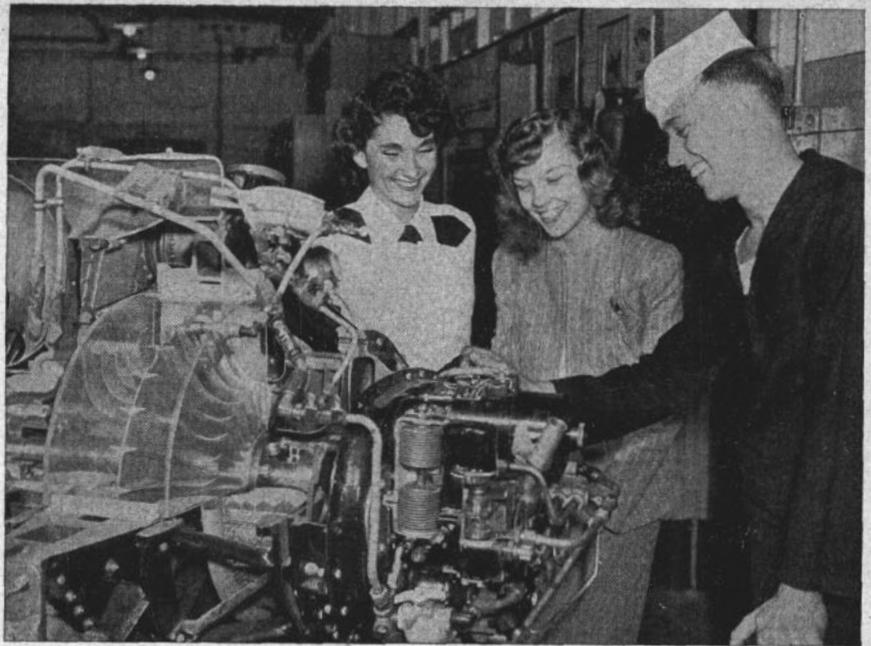
Needs of the service, paramount consideration to directors of the Navy's training program, are reflected in quotas for all schools. The number of men trained at any school depends entirely upon requirements in the fleet. The program is flexible and can be expanded or curtailed with little delay.

As a result it is difficult to settle upon any set of figures as the capacity of a school. The Service Schools Command at Great Lakes, Ill., however, sets the following capacities for some of its schools: basic engineering, 520; elementary electricity and radio material, 3,150; electrician's mates, 800; fire controlman, 120; storekeepers, 720; motor machinist's mates, 96.

Right now the Navy acknowledges the need of aviation machinist's mates educated to the care of jet-turbo engines, one of the later developments in aircraft propulsion. Class A and B courses for AMMs at Memphis recognize that jet propulsion, now beyond the trial stage, is the power of the plane of the future. Every trainee in the A and B schools receives instruction in turbo-jet. They do a thorough job.

First phase of the instruction covers the history of jet propulsion and its development, the basic principle of physics underlying the new aircraft power and proceeds to examine the subject from a number of angles. Discussed are the applications, potentialities and limitations of the engine. Particular attention is directed to the advantages and disadvantages of jet propulsion as a means of sending planes streaking through the air.

In the next phase the student begins to tinker with the engine, learning maintenance, inspection, operation and



EXPOSED TO VIEW in this cutaway engine are the internal workings of accessories on the I-16 turbo-jet, power of the "airplane of the future."

trouble-shooting. He gets experience in engine run-up and shut-down, performs daily and 25-hour checks of the fuel, oil and electrical systems. Cut-away mock-ups of jet engines help him in this stage of his education as an aviation machinist's mate, modern design.

The final phase of jet-turbo schooling, devoted entirely to trouble-shooting, lets every student put into practice the lore he has acquired during the course, which runs 16 weeks for Class A trainees and 26 weeks for

Class B. Of these periods 40 hours, in the case of a Class A learner, and 120 hours, in the case of Class B, are devoted solely to jet-turbo engines. Some men are enrolled in Class B AMM School for jet-turbo schooling only. Memphis also operates a Class C school for AMMs, which is of short duration.

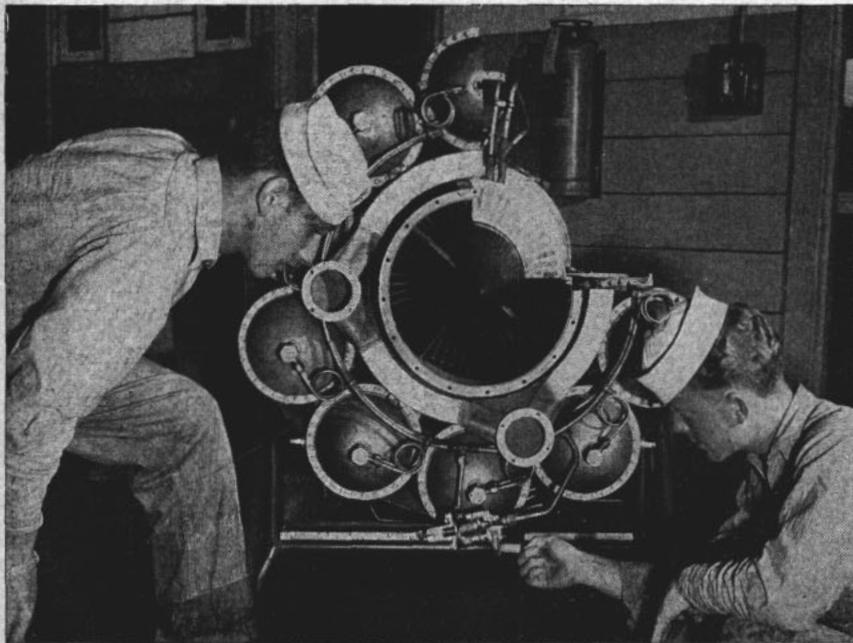
On the first Monday of each month one officer and seven enlisted men, a prospective team for radio control of aircraft, meet for a four weeks course of instruction in Target Aircraft School at Santa Ana. Enlisted men comprising the units are an ACMM, AMM2, AM2, AETM1, AETM2 and 2 seamen. They are among the most privileged persons in the Navy, with the gate swung wide to admit them to the new field of radio-controlled aircraft.

They will be trained in the operation, maintenance, repair and overhaul of target aircraft and equipment, and the officers and chief petty officers also will learn aerial control of the "drones."

In accordance with their specialty or rating the enlisted men will pursue a course that covers the following subjects: operation, maintenance and repair of target aircraft engines; airplanes; electronic control equipment; electrical equipment; parachutes; operation and maintenance of catapults; and procedures for recovery of drones on land and over water.

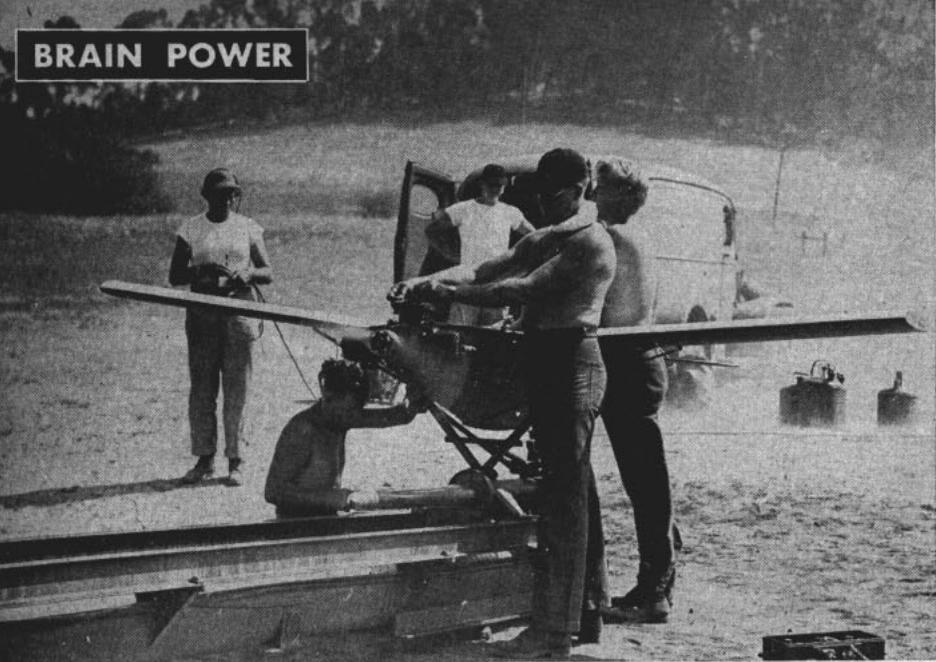
No ivy-grown institution itself, the school for aviation boatswain's mates at Philadelphia developed only this year out of a short course in catapults and arresting gear. These devices still make up a substantial portion of the curriculum, but other subjects have been added as the Navy untangled the hodge-podge of ratings used on carrier flight decks.

Now, aviation boatswain's mates,



Official U. S. Navy photographs

PUTTING THE FINGER on the duplex meter valve, an instructor explains the operation of the fuel system of the I-16 turbo-jet aircraft engine.



TARGET AIRCRAFT gets a final tune-up, preparatory to launching, as students in the naval school at Santa Ana, Calif., learn to handle "drones."

usually graduates of this school, take care of plane handling, arresting gear, catapults, fire fighting, gasoline storage and handling and aviation seamanship on carriers of the fleet. They learn these skills in a Class A school of 16 weeks duration, beginning with a study of the history of carrier operations in the Navy.

Longest part of the course, as was hinted, is in catapults. Students not only learn about them but actually toss planes into the air from catapults at the school's field installations. Four types are covered—the P-6 seaplane catapult, the portable HE, the H2 and H4. The last two, hydraulic installations, were used on carriers during the war. Students study work-

ing models in classrooms and see "live shots" from the H2 and H4 at Mustin Field.

Until recently veiled with secrecy, arresting gear loses its air of mystery in ABM school whose students also find the machinery easier to understand than was believed. The new Mk-5 and older Mk-4 are explained in lectures, in workshops and at actual landings on the platform at Mustin Field.

Aviation seamanship, final phase of the training, is learned at Mustin Field's seaplane facilities and consists chiefly in launching and beaching patrol boats at the ramp, small boat handling, mooring of planes to buoys and seaplane re-fueling. Upon com-



CAMERA STOPS target aircraft at mo seven sailors get to attend catapult

pletion of the course graduates become S1s, strikers for the rating of ABM3. They are assigned to AirLant or Air-Pac for further detail to the Fleet.

These three schools—ABM, AMM and Target Aircraft—are under jurisdiction of the Chief of Naval Air Technical Training with headquarters in NATTC, Memphis. Besides that at Memphis he supervises NATTCs at Corpus Christi, Tex. (Ward Island), Jacksonville, Fla., Pensacola, Fla., Banana River, Fla., Lakehurst, N. J., Philadelphia, and Santa Ana. Schools at these places include:

- Memphis—AMM, AM, AdvAMM, AdvAM, Line Maintenance (F8F), Line Maintenance AD (BT2D), Line Maintenance (R5D), Printer, Aviation Engineering and Naval Air Mobile Trainers.

- Corpus Christi—Aviation Electronics Maintenance, Aviation Communications and Aviation Electronics.

- Jacksonville—Aviation Fundamentals, AEM, AOM, Control Tower Operator, AdvAEM, AdvAOM, Aircraft Instruments and Aviation Storekeeper.

- Pensacola—Photography, Motion Picture Camera and Camera Repair.

- Banana River—Ground Controlled Approach.

- Lakehurst—AERM, PR and AdvAERM.

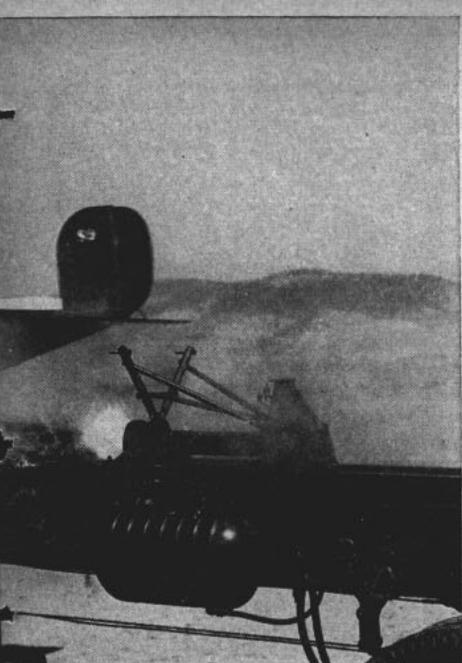
- Santa Ana—Target Aircraft.

Chief target of the program to educate what was left of the Navy after demobilization is the electronics field. Beginning last month electronics training expanded spectacularly as BuPers strove to school ETMs and AETMs to fill 7,900 vacant billets. The basic course was broadened from 20 to 42 weeks, and the advanced left at 28 weeks.

The expanded program offers men of the Navy one of the most attractive careers available. They will learn to install, repair, maintain and keep in operational readiness the 3,700 types of new and complex electronics equip-



ADVANCED STUDENTS at Electronics Materiel School, Anacostia, Washington, D. C., use 20-inch oscilloscope to show functioning of electronics gear.



ment of departure from catapult. Only classes which convene once a month.



UNTOUCHED BY HUMAN HANDS, controlled from the ground, the target aircraft points its nose at the California horizon following a catapult launching.

ment aboard ships of the Fleet, in Navy planes and at shore stations. The field includes radio, radar, sonar and loran navigation and makes rapid advancement to CPO or warrant officer possible for ambitious sailors.

Students are selected on the basis of Navy standard tests given all recruits. The chosen attend naval training schools at Great Lakes, Ill.; Treasure Island, San Francisco, Calif.; and Del Monte, Calif., for basic courses in electronics. They go to U. S. Naval Schools (Electronics Materiel) at Anacostia, D. C., and at Treasure Island, for advanced ETM training. At U. S. Naval School (Airborne Electronics Materiel), Corpus Christi, the advanced course for AETMs is taught.

Classroom and laboratory instruction in the basic course has been increased from 800 to 1,680 hours. In this time the student plows through mathematics, elementary electricity and basic radio, beginning on the high school level. Mathematics continue through trigonometry and logarithmic, quadratic and exponential equations. Electricity and radio mingle heady theory with earthy laboratory practice, during which the trainees learn tools, soldering, metal-working, wiring, test equipment and care of motors.

From this course students go to the advanced Radio Material School for 1,120 hours of work, usually after a tour of sea duty, and then they are conversant with a mouth-filling array of electronic equipment. They can—and do—discourse glibly of frequency-controlling crystals, coaxial cables, signal generators, oscilloscopes, resistance-capacitance circuits, vacuum tubes, audio amplifiers, TRF and Superheterodyne receivers and schematic diagrams.

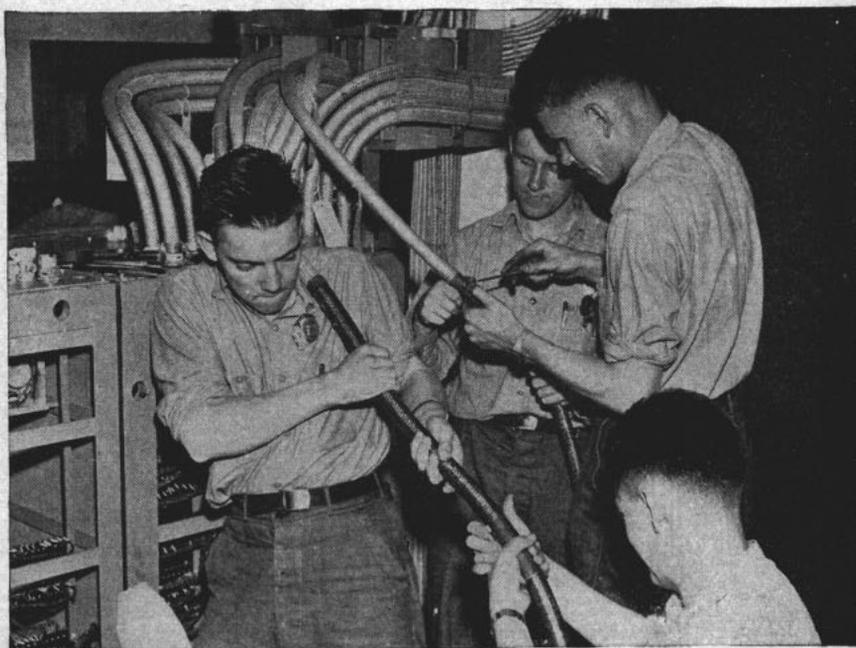
It's a complex language they speak and quite as it should be, for this is the language with which they discuss electronic devices which solve in a flash mathematical equations that

would baffle the human mind for slow minutes. In this obscure patois the technicians make clear—to themselves, at least—the ailments that might afflict air- and surface-search radar, fire control radar, delicate sonar and thousands of their electronic cousins.

Sonar, in fact, is so special a category that its operation is subject of a course of instruction at Fleet schools on both coasts. It is one of a wide-range of subjects including fire-fighting, amphibious warfare, anti-aircraft gunnery, CIC, fleet gunnery, ASW and emergency ship-handling. Here Fleet personnel get instruction in specialized duties and find an opportunity to brush up on new developments of equipment and its tactical use.

Sonar schools are located at Key West, Fla., and San Diego, Calif., and facilities for instruction in most of the other subjects mentioned above are available at Norfolk, Va.; Boston, Mass.; New York; Philadelphia; Bremerton, Wash.; San Pedro, Calif.; Pearl Harbor, T. H.; Newport, R. I.; Guantanamo Bay, Cuba; Guam, M. I.; San Diego; and Treasure Island, San Francisco, Calif. Specialized training for amphibious men is conducted at Little Creek, Va., and Coronado, Calif., anti-aircraft training—using live ammunition—is available ashore at Dam Neck, Va., and Guantanamo Bay.

Besides the Fleet schools, which are operated almost entirely for personnel



MARINE ARMORED cable for power and signal distribution occupies advanced students, installing a switchboard of Electronics Materiel School.

BRAIN POWER



Official U. S. Navy photographs

FUTURE ELECTRICIAN'S mates get a lesson in serving leads in a connection box, while (at right) fire controlman gives instruction to students in the plotting room of Fire Control School at the NTC in San Diego, Calif.

attached to units afloat, there is another group of schools which offer instruction in specialized functions necessary to the fighting of modern ships. Among these are the Submarine School at New London, Conn.; Salvage School at Bayonne, N. J.; Net and Harbor Defense Schools at Tiburon, Calif.; Mine Warfare School at Yorktown, Va.; and the CB Training Center at Port Hueneme, Calif.

Enlisted sonar instruction at San Diego and Key West covers a 24-week period and prepares graduates for operation and maintenance of all current sonar equipment. Basic function of the school, as you might surmise, is to

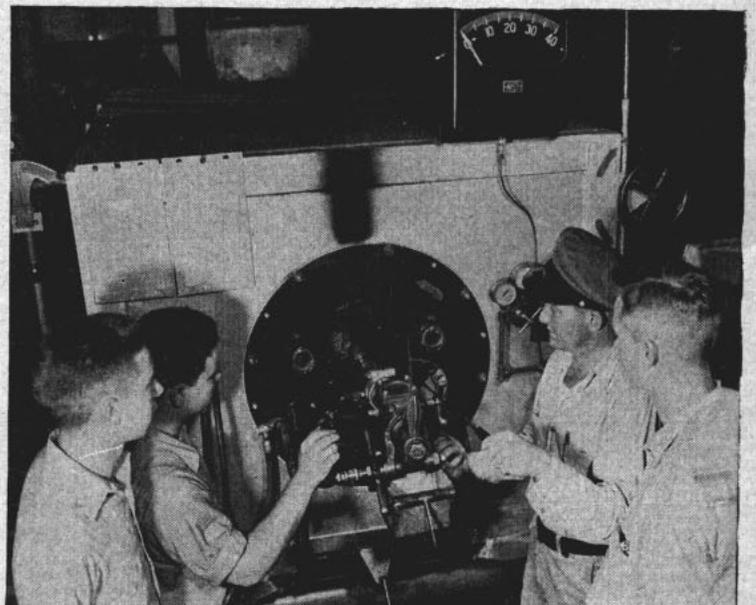
school surface craft personnel in submarine hunting with sonar. Classroom work, considered secondary to practical instruction, takes only enough time to explain theory and procedure. Charts and posters, made by the art departments of the schools, speed classroom study. Mock-ups and training devices, one of which approximates sound quality of actual undersea operations, help in this training.

Final training takes place at sea aboard ships of the local training squadrons. On these craft, which carry all the latest sonar gear, enlisted men join with officers taking allied courses to form combat teams.

They track submerged "tame" submarines, learning how an attacking vessel deals with a lurking foe.

The sonar schools also provide courses for sonar personnel who will be assigned to submarines. Recordings made at sea aboard submarines reproduce sounds the men may expect to hear in actual operation. They leave the school with confidence born of ability to recognize any sound heard in undersea craft.

Classroom and practical instruction, as with other Navy schools, comprise the schedule which covers, among other subjects, use of the "lung" including escape from the training tank, principles of buoyancy,



Official U. S. Navy photographs

SALVAGE DIVERS at school in New York take final peek at surface world before face plates are dogged down in picture at left. Lighting-off and securing are taught basic engineering students with this boiler mock-up.

submarine phraseology, shipboard organization and routine and interior voice communications. A substantial part of the curriculum concerns structure of the submarine.

All of this is little changed from the training given during the war, but the school does have a new advantage. Now, instead of using antiquated craft as during the war years, the latest types of submarines are used for indoctrination of the students.

Another important school, the salvage school, recently had a change of scene. Operated during the war in the Hudson River, where the capsized Normandie provided an ideal laboratory, the school has now been moved to Bayonne. There, in an eerie underwater classroom, the Navy takes adventurous sailors—preferably shy on imagination—and turns them into experienced divers and ship-salvage experts in 16 weeks.

Aside from specifying that students not be "cream-puffs," the school isn't too fussy about its volunteers. They must be able to pop their ears and equalize pressure, but they don't even have to know how to swim. Swimmers may be too cocky. Even wearing glasses is not a drawback, since visibility is nothing remarkable under water, with or without 20/20 eyes.

Mine Warfare, both the laying of mines and the elimination of mine fields, is the major occupation of the Navy's mine Fleet. Officers and enlisted men, engaged in this work in large numbers, get special instruction at Mine Warfare School, Yorktown, Va.; prior to their assignment to the mine Fleet. At Yorktown, with combined classroom, laboratory and practical instruction afloat, the students become experts in the handling of all types of mines.

Salvage, sonar, submarine, mine warfare and other Fleet schools—like ABM, AMM, Target Aircraft and the rest of the aviation schools—only augment the extensive educational organization within the shore establishment. Navy budgetary proposals for 1947 and 1948 disclose that schools will operate at these places:

NavTorpSta, Newport—TM.

NavShipYd, NavBase, New York—gyro compass and cryptographic repair facilities.

NavShipYd, Philadelphia—WT.

NTC, Bainbridge, recruit training, clerical, SC and BKR, CK and ST, RM, motion picture operator, compressed gas.

NTC, Great Lakes—recruit training, basic engineering, EM, EE and RM, FC, MOMM, MM, SK and ETM.

NTC, San Diego—recruit training, Y, MMS, M, stenographer, recruit procurement, MMR, motion picture operators, teletype and welding.

NavShipYd, Mare Island, San Francisco—cryptographic repair facilities.

Treasure Island, San Francisco—ETM.

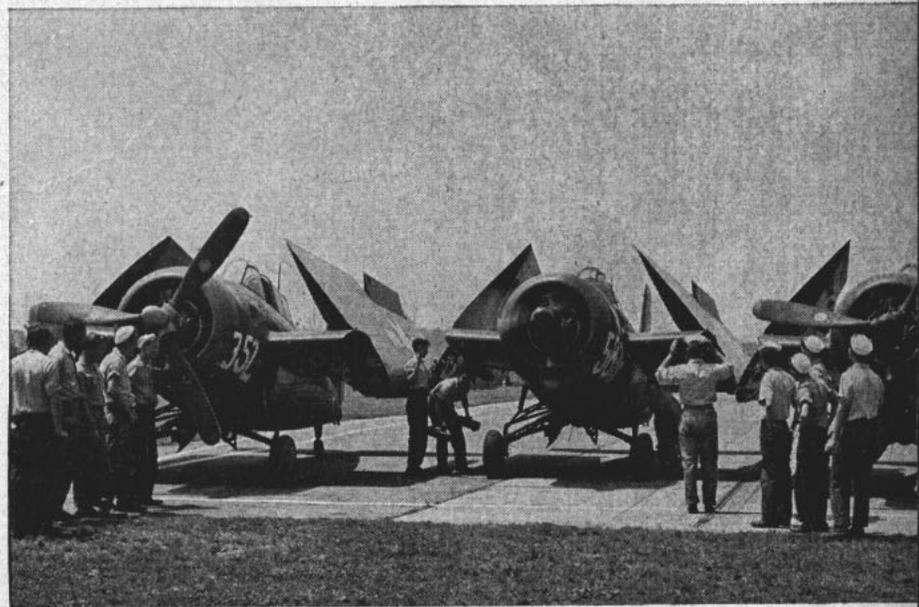
NGF, Washington, D. C.—SAO.

RecSta, Washington, D. C.—FC, GM, IC, music and deep sea divers.

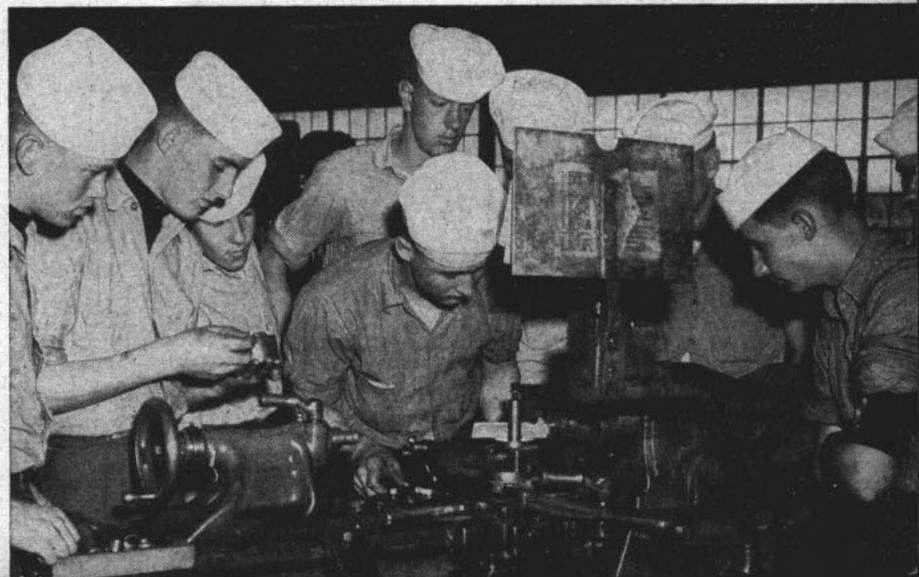
NRL, Bellevue, D. C.—ETM (to be shifted to Great Lakes).



BLAZING GASOLINE, above, is something ABMs must learn to cope with. Another part of the Philadelphia curriculum is flight deck spotting (below).



MACHINIST'S-MATES-to-be (below) study the lathe of the land, part of a course that requires students to operate machines in shop demonstrations.



TREASURE FROM

MOST SEEKERS of buried treasure find little wealth to reward them for their time and effort. Such was not the case in the Navy's search for silver at the bottom of Tokyo Bay.

From BuShips comes a tale of salvage operations that takes on an almost storybook aspect. During the month of November 1945 the Navy raised more than six tons of silver ingots, Japanese-minted at Osaka, from the waters of the Yokosuka Naval Base—a hoard valued at approximately \$200,000.

In the latter part of August 1945, with forces of our Third Fleet entering the waters of East Japan, the Japanese sought to remove a cache of silver bullion then stored at one of their largest yards, the Yokosuka Naval Base. A typhoon and the arrival of the U. S. Navy in the harbor prevented them from accomplishing the transfer.

No report on this silver was made to Navy authorities when they took control of Tokyo Bay on 5 September. In the official report of 15 September concerned with the assets of the Yokosuka Yard the Japanese still made no mention of undeclared silver.

Meanwhile, salvage operations were under way to rid the harbor of destroyed Japanese craft, using captured Japanese floating cranes to clear debris from the shipyard. It was one of these cranes that yielded the first clue to the existence of hidden treasure.

A chief boatswain, skipper of the crane, reported the finding of a bar of tin aboard his crane. Upon inspection,

SIX TONS of silver, valued at \$200,000, were found after discovery of bullion during salvage work in clearing Tokyo Bay of debris.



William Spoddy

THE SEA

officials pronounced the bar silver, almost pure.

A Japanese yard hand, former operator of the crane, was questioned as to what uses the crane had been put. He denied the existence of any large hoard of silver, but the man's attitude belied his words and seemed to indicate that he was only doing as he had been told to do. The search was not abandoned.

Personnel of the harbor area were rounded up and questioned. Officers and men who were known to have been in the area denied any knowledge of the treasure.

Two former Japanese officers, a lieutenant and a lieutenant commander, attached to the staff of Rear Admiral M. Kawabata, former deputy chief of staff, were brought in for questioning. Reversing their tactics, Navy officers informed them that we knew of the existence of a cache of silver, and that "it would be better to let us know the whole story."

The officers offered no information, but their questioning resulted in a letter from Admiral Kawabata to Commodore O. O. Kessing, USN, commander fleet activities, shore based. This letter gave the location of 200 bars of silver scuttled 40 yards from shore in the Yokosuka Navy Base. He sought to explain why the silver had not been declared earlier.

On 23 August, Kawabata wrote, the barge which was to have carried the silver from the Yokosuka base ran into a typhoon and sank. Four days later the Japanese refloated the barge and brought the silver back to the yard where it was scuttled, barge and all, off Dock No. 3. The admiral claimed that no information of the barge being refloated had reached him and that he had assumed the silver was lost at sea.

USS *Protector* (ARS 14) was assigned to salvage the silver. Equipped with a sketch showing the approximate location, furnished by Admiral Kawabata, diving operations commenced on 2 November. At 1200 3 November a wire cargo net, full of silver ingots, was found under 40 feet of water. Using probing bars and jetting hoses to clear away the mud, divers loaded between five and 10 bars at a time into canvas sacks, which were then hauled aboard the *Protector*.

By 9 November, 182 bars of silver each weighing 60 pounds had been recovered. The ingots were identified as having been minted at the Imperial Mint, Osaka. As recovery of the missing 18 bars seemed improbable, salvaging operations were suspended 24 November.

The Navy also went treasure hunting in Manila Bay. Their activities there resulted in reclaiming close to \$3,000,000.

When the Japanese forces drove down the Islands toward Manila, the government of the Commonwealth moved its money to Corregidor. After subs took out all that they could, there was still \$9,000,000 on the Rock. As surrender seemed imminent, General MacArthur ordered the silver dumped



TIRED, WAR-WEARY Yanks dump \$9,000,000 in Manila Bay to keep it from Japs early in war. The Navy later recovered a large part of the money.

into the water. A group of sick men, tired, beaten, under fire, took the order literally. The silver sank at random, haphazardly, and the position could not be definitely charted.

When the Japs took over Manila they knew that the treasure was there, and made attempts to salvage it. Using prisoners-of-war and Moro natives as divers, they managed to bring some of the silver to the surface. Among the divers was a CPO who kept count of the coins recovered, and estimated that the Japs got more than \$1,500,000.

When Manila returned to the hands of the United States, the condition of shipping facilities took the entire attention of Navy salvage crews. Among ships sunk in the harbor was a Japanese freighter in which the divers found a large quantity of currency. Drawn on the Bank of Indochina, it was useless to the forces in the Philippines, but was washed, dried, and issued to fliers to use for expenses in case they crashed in Japanese occupied territory.

Soon silver that had been brought up by "bootleg" divers was found to be in circulation, and the Army called for help in recovering the money that had been dropped in the harbor. Taking a crew from the harbor clearing detail, the Navy started to recover the silver in May 1945. With a few Army divers, they worked every day weather conditions permitted until coins be-

came so scarce that further operations were not practical.

Salvage crews used Navy standard deep sea diving equipment, and dived from whatever ships were available, generally net tenders. The silver rested in two feet of mud, and at an average depth of 130 feet. The silver had been dropped in wooden boxes which after three years under water had rotted so badly that they fell apart at a touch, leaving the coins loose under a cover of mud.

The method of recovery was simple. The diver went to his assigned area and began to feel around the bottom until he found one of the piles of coins. When he found it, he went down on his hands and knees and groped around the bottom until he had picked up all the coins he could lay hands on. When "on" a pile, a diver could bring up \$3,500 in one trip. At times, however, three or four days would pass without the recovery of any silver. The thrill of finding treasure soon disappeared as the days passed and the divers groped through slime and fish in the search for coins.

When a sufficient amount of silver had been recovered, the coins were dumped on the deck of the ship, counted in the presence of an Army auditor, and taken to the Army bank.

As complete as the job was, there still remains, under those Pacific waters, a source of many tall tales yet to come—of hidden treasure only waiting to be hauled up by some fortunate, daring diver who makes a lucky "strike."

When the Navy called a halt to the operation on 15 Aug 1946, they had recovered more than \$3,500,000. That, and the amount the Japs took, add up to about \$5,500,000, leaving \$3,500,000 more still on the harbor floor—a goodly sum for future treasure seekers.

Navy's Divers Recovered Hoard of Silver Treasure From Bottom of Tokyo Bay After Solving Jap Attempt To Hide Location of Cache

ZIPPER FLEET

DECOMMISSIONED or soon to be decommissioned, ships in groups of six or twelve lying at rest in St. Johns River.

IF YOU'VE been saving back a tear to shed for sailors of the Inactive Fleets, go ahead and waste it on some more immediate sorrow—leave, liberty, pay or the state of the nation. Those lads are getting on as well as might be expected.

Many of them, it is true, must cope with a housing shortage, but who knows where a man can rent a three-room apartment complete with roof? Some have been shunted to anchorages three weeds and a red barn beyond nowhere. There's a little indecision as to whether they are on sea duty, shore duty or in undramatic exile, but BuPers intends to get this unraveled by 1 July 1947.

Still another source of dismay among the Inactive Fleet sailors is the drudgery of preparing ships for inactivation. Chipping and painting don't make for a mad round of pleasure. On Navy Day, 27 October, however, the task of putting vessels into mothballs at 15 berthing areas was 55 to 60 per cent complete.

The housing shortage, particularly acute in such places as Green Cove Springs, Fla., probably will ease before too long. SecNav already has outlined a housing policy for berthing areas of the Sixteenth (East Coast) and Nineteenth (West Coast) Fleets. It provides that housing should be

Don't Get All Broken Up Over Plight of Personnel On Ships in Mothballs—They Are Doing All Right In Spite of Early Snafus

made available for all officers and men, plus their families, at outlying and isolated stations of the two Inactive Fleets. At other naval establishments, where Sixteenth or Nineteenth Fleet vessels are laid up against future need, housing is to be furnished key officers and men, including their families, whose presence on station at all times is essential to proper administration. In addition, if adequate private housing will not be available in the reasonably near future at these establishments, other officers and men are to be provided Navy housing.

Factors beyond control of the Navy have delayed execution of the program, but every effort is being made to hurry erection of housing at the berthing spots. At least one place does not have this trouble. Available to the Texas Group, anchored at Orange, Tex., are adequate and inex-

pensive living accommodations for naval personnel and their families.

As for the sea duty-shore duty dilemma, BuPers has solved it temporarily. Permanent solution must await completion of the inactivation program. In the meantime duty on Sixteenth and Nineteenth Fleet Staffs and Group Staffs is shore duty for both officers and enlisted personnel. Duty in ships of the two fleets is sea duty until date of inactivation for both officers and men—with sea pay. Afterwards it is shore duty for officers and men. For purposes of qualifying for advancement in rating or change in status service in the "mothball fleet" counts as sea duty. It is not considered sea duty in computing eligibility for a shore billet.

The temporary policy as to duty status is set forth in BuPers Circ. Ltr. 248-46 (NDB, 15 November), which also describes SecNav's housing policy.

One drawback to the temporary policy is that BuPers maintains no waiting list for men who desire assignment to an Inactive Fleet. Enlisted men, in fact, are being assigned to the Sixteenth Fleet by ComServLantSubOrdComd, and to the Nineteenth by ComWestSeaFron.

And there is every reason to believe that Inactive Fleet assignments will become desirable. Even the comparative inaccessibility and rural somno-

lence of some of the anchorages can be remedied. A prime example is Green Cove Springs, sleepy Florida hamlet of 1,700 persons, 30 miles from the mouth of the St. Johns River, once known as the "parlor city of the South." With arrival of the Fleet, Green Cove Springs added bedroom and sink to the parlor and swelled to a booming city of 5,000.

Prior to the influx of sailors Green Cove Springs had no more need for a taxicab than a Ulithi marine had for money. Now 92 of them buzz between the anchorage and the city. At one time five barbers could cut hair faster than Green Cove Springs burghers could grow it. Now the city boasts 15 tonsorial artists in addition to those at the naval station.

At the crest of this flood of Fleet arrivals 23,000 men were stationed on ships in the anchorage and at the naval base, formerly Lee Auxiliary Air Station. Things have simmered down now and 8,000 perform all duties in connection with inactivation of more than 500 ships, ranging from DEs to LCTs.

These 8,000 do not have to seek their amusement in still-tiny Green Cove Springs. On liberty the Green Cove sailor can go to St. Augustine, oldest city in the U. S., by buses which run to the beach and to Tent City, an installation prepared expressly for officers and men on weekend liberty.

Also accessible now by liberty bus are world-famous Silver Springs; Marineland, an "oceanarium;" and a nearby alligator and ostrich farm. More metropolitan entertainment can be found at Daytona Beach, only 80 miles away, and at Jacksonville, the largest city in the state. Sailors have found Daytona Beach as well suited to sand-sailing, sun-bathing and wolf-calling as it was for automobile speed tests.

On the station itself are many means of diversion. Recreational facilities include basketball courts, softball diamonds, table tennis, billiards, horseshoes and volley ball. With a brief intermission for the rainy season, intramural programs in basketball and softball provide men with entertainment.

Aboard the station is what probably constitutes the largest oasis in Florida, the "White Hat." This beer patio seats more than 300 men, serves more than 600 nightly and sets out an average of 2,900 bottles in a single day. Night club talent comes from all over the South to perform for the thirsty ones.

Movies are shown three times daily at Green Cove—at a 1400 matinee and in the evenings at 1800 and 2015. A film exchange is operated for the Fleet men who cannot attend the show at the station.

Ship's Service, a large retail establishment, gives the sailors a place to spend some time and money. They spend an average of \$20,000 a week with milk and cigarettes moving fastest. During the week prior to last Mother's Day, Ship's Service sold 1,500 boxes of candy and grossed \$30,000.

Daily at 1100 work halts on the station and throughout the anchorage



WORK STOPS at Green Cove Springs, Fla., (above) as mailmen distribute the St. Johns Inlander throughout the anchorage. 'Miss Operation Zipper' (below) is Miss Doris Krauss of Columbus, Ohio, helping decommission a PC.





SOFTBALL games every afternoon at West End Ball Park feature recreation program at Orange, Tex., anchorage which also boasts portable swim pool.

chipping hammers and paint brushes are put aside as mailmen distribute the St. Johns Inlander. With more than 30,000 readers the Inlander called itself at one time the largest circulating newspaper in the U. S. Fleet. Established last January by four officers as an eight-page tabloid, the Inlander maintains reader interest with its breezy metropolitan style.

Still Green Cove Springs looks to the future, when 5,000 men will be permanently stationed ashore and afloat. Construction plans include a chapel, commissary store and laundry, for which SecNav has approved the expenditure of \$408,000. Eventually the 500-odd vessels will be berthed

alongside 11 permanent piers during the hurricane season. Transportation facilities will be improved and the shipment of supplies to ships in the Florida Group made easier. Not too distant is the day when liberty-bound sailors may descend a gangway and stroll away on a broad concrete dock.

At Orange, where 136 vessels eventually will be inactivated, the problem of caring for the fleet was never so acute, but even so the welfare of enlisted men attached to Texas Group is not ignored. Weekly fishing trips down the Sabine River, past Port Arthur to the Gulf of Mexico help break the monotony of Inactive Fleet life. Not that fishing isn't good in the



SEDDENTARY sailors find books, games liberty hours. Here is the reading room

Sabine. The narrow, deep stream teems with catfish as do the bayous near the anchorage which is located two miles above Orange.

A portable swimming pool has been erected near the recreation building on the Naval Station. USO entertainers, weekly dances with local glamour girls furnished and an extensive hobby craft program are other delights in this duty. Within weekend liberty distance are Beaumont, Port Arthur, Houston and Galveston.

The Texas Group, as typical of other Sixteenth and Nineteenth Fleet berthing places, makes a rewarding study for the man who contemplates future service with Inactive ships. Fifty ships lie lazily at anchor in the river above the city. Below the bridge which connects Orange to Louisiana are 30 more. About 56 more are scheduled to report. They include minesweepers, seaplane tenders, tugs, LSVs, a destroyer tender, repair ships, ammunition ships, AGs and one APL.

Permanent docks are under construction and it is there, moored at river's edge, above the bridge on the Texas shore that Inactive ship sailors will serve in the future. No one lives on board ships which have been "zipped up," the process of inactivation which was described in *ALL HANDS*, November 1945. The procedure is for one vessel in a group of five or less to remain in commission, while all others in the nest are placed "out of commission—in reserve." The vessel remaining in commission houses all personnel needed to maintain it as well as the ships which have been inactivated.

Life for the men on the in-commission-in-reserve ship is limited to the routine affairs of running their own vessel, and at the same time maintaining a security watch on the buttoned up ships alongside. De-humidification tests must be made regularly to assure that the percentage of humidity does not exceed the danger



HOUSING SHORTAGE, acute in Green Cove Springs, is the target of this man who is using cartridge cases as ammunition—building material, that is.



and other pastimes available during at the Cypress St. USO, Orange, Tex.

LOCAL GLAMOUR girls entertain Inactive Fleet sailors making a USO liberty in Orange. This social hall also is part of the Cypress St. establishment.

point. The continual fight against rust, bane of idle metal, is more difficult in this humid Texas area than in many other berthing spots. Only by constant attention can the battle be won despite the effectiveness of plastic coatings and weather-resistant paints.

Nevertheless, it's a much easier life than that aboard a sea-going unit.

In another group, upon which inactivation work is still progressing, the day's tasks are more arduous. Chipping and wire-brushing proceed at a furious clip, while specially trained men package up exposed deck and ordnance gear which can not be moved below. "Mother" ship for this busy nest is an APL. She bunks about 700 men and feeds them well with cafeteria style of service. Cold, fresh milk is always on the menu along with fresh vegetables and quantities of Texas beef.

A veritable floating hotel, the APL boasts a recreation space well stocked with books and music-making facilities—piano, radio and phonograph. Movies are shown each night on the canvas-covered superstructure deck. Those who go ashore find organized recreation ready on the Naval Station.

It's an informal, dungaree Navy with an official eye closed to sun-bathing. Even for watch-standers the uniform of the day is dungarees.

Aside from the pleasant features of duty in the Inactive Fleet anchorages, those engaged in the work feel that the job is an important one. The mission is to inactivate and economically maintain the ships in a high state of preservation and readiness in order that these units will, at relatively low cost, constitute an effective and readily available reserve of naval power capable of quick return to active status.

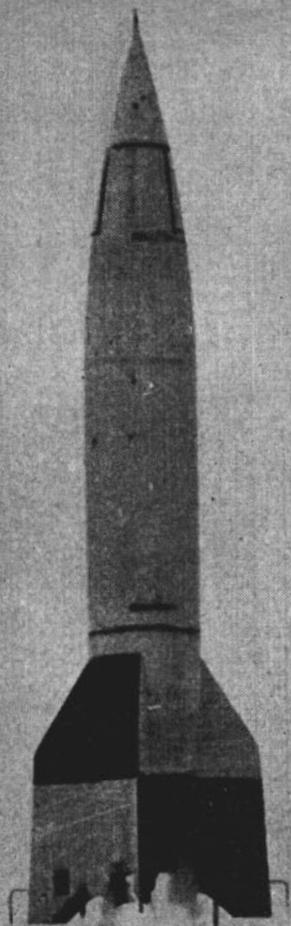
At any rate, it isn't the worst duty in the Navy and it's considerably better than sitting on a "rock," not caring whether your yo-yo has a string.



BASKETBALL thrills onlookers at Green Cove Springs, whose varsity team won 16 of 20 games played. Naval Station maintains other sports facilities. These include softball diamonds, areas for horseshoe-pitching and many others.

Official U. S. Navy photographs

100 MILES — UP



TWO TO FOUR times a month for the past several months a giant V-2 rocket has roared into the layers of atmosphere which surround the earth like the skin of an apple. Army, Navy and civilian scientists have carefully groomed the big missiles for the flights, launched them with loving care and painstakingly recorded the findings of instruments which go aloft with the rockets.

For the first time in history, mankind has the means for first-hand study of the layers high above him. Thinner than an apple's skin they are, compared to the immense bulk of the earth, but it wasn't until World War II brought the big rockets that man had a device which would penetrate them. Scientists are learning conditions of the upper atmosphere for the first time. They are learning, too, of conditions in space which the atmosphere, despite its tenuity, had blanketed from earth-bound observation. And, concurrently, the Army and the Navy are learning about missiles.

No longer are the rocket launchings the "fearsome" occasions they were when the first of the captured German weapons was sent roaring and blazing into New Mexico's blue skies—when the men who launched them weren't quite sure just what would happen. For the first launching, the technicians were more interested in how the rocket "acted" on its upward flight than in the immediate possibilities of research.

Then they sought distance. And then they started on their search for the hidden mysteries of the ionosphere.

Army and Navy technicians profited from the study of films made of German launchings but it was the trial by action method which brought results.

It's very much a cooperative project. Back in October of 1945 the Army Ordnance Department invited the Navy to use its proving grounds, a 100-mile, desolate stretch known as White Sands, in southern New Mexico. It was believed by the services that testing of Navy-developed guided missiles in this area would be of benefit to both.

The Navy accepted and construction of the station proceeded. The Army aided in erecting housing and laboratory buildings and installing equipment for tests. The Naval Research Laboratory has installed radio equipment for recording information from instruments carried in the V-2s (ALL HANDS, July 1946, p. 37). The test unit serves the Army, the Navy's Bureau of Ordnance, BuAer, the Research Lab, and any other naval agency that may need the large area

FLAME BATHES tail of rocket a moment after it was launched on a journey to record heights (left).

provided at White Sands. Joint solution of mutual problems is carrying the nation far along in the development of guided missiles for defense. The by-product, knowledge of what surrounds the earth, is of at least equal importance.

V-2 rockets have soared more than 100 miles above the earth in recent tests, and have returned important data on cosmic rays, the ionosphere, analysis of sunlight, temperatures and pressures at high altitudes. Organic life, in the form of seeds, has been sent along in the rockets in experiments to determine the effects of high altitude (primarily the increased exposure to cosmic rays) on living matter. Results have not been announced.

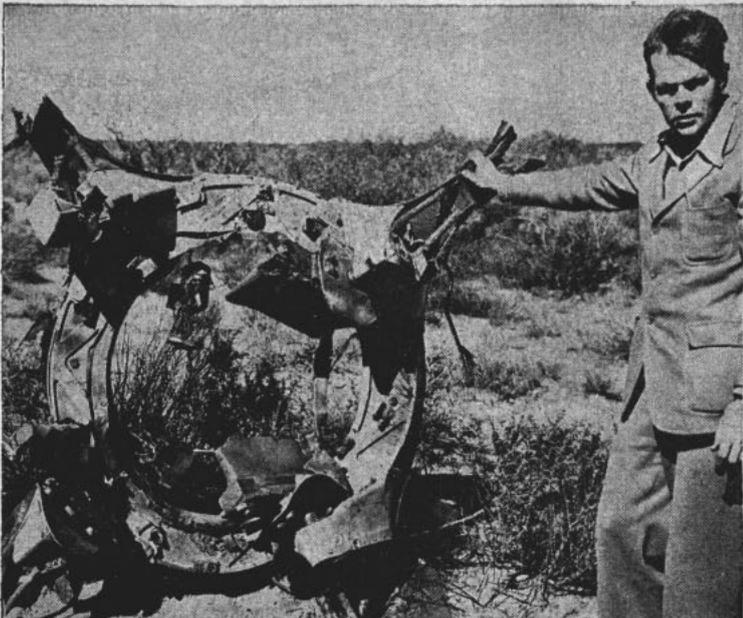
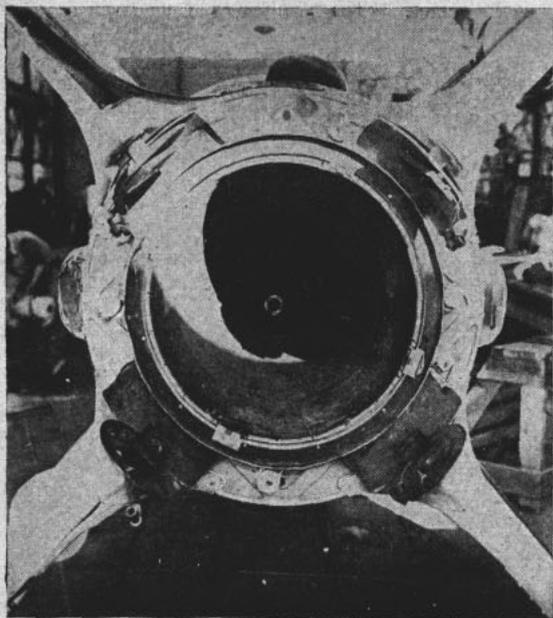
Two recent spectacular accomplishments of the soaring V-2 laboratories were new spectrograms of sunlight showing portions never before photographed, and a world's record for high altitude photography—40 miles!

Importance of the new sun spectrograms can be realized when you recall your high school physics. The spectrogram—which is a graphic analysis of the light from a given source—reveals much about the light source. It reveals the materials of which the source consists, how hot they are, in what quantities they are present in the source. It was by analysis of the sun's spectrum that the presence of helium in the sun was disclosed, and this was before that element had been discovered on the earth.

To make a spectrogram, the scientist passes the light from a source, the sun perhaps, through a prism, or reflects it from a grating consisting of thousands of fine lines per inch on a suitable surface. The light is separated into its different colors and wavelengths and appears as a broad band of multicolored light—a rainbow. The scientist photographs this band, and the photo is a spectrogram, a permanent record of the spectrum of the light source.

The spectrograph used to produce the spectrograms is mounted in a V-2 rocket, and as the rocket shoots upward operates continuously, taking pictures throughout the flight, or as much of it as the scientists wish. In the recent flight which resulted in the first high-altitude spectrograms, 40 pictures were obtained during the first 65 miles of flight. At that point, the rocket rotated just enough to turn the spectrographs away from the sun and later pictures showed no results.

What's the value of high-altitude sun pictures? Well, many years of careful analysis have told scientists about all they can learn from spectrograms of sunlight taken on the earth's surface. Between us and the sun those layers of atmosphere intrude, shutting off the shortwave, ultraviolet end of the sun's spectrum. Actually, this is fortunate. Life, as we know it, could not exist under these rays. But the phenomenon has left a break in our knowledge of the sun, which is



BEFORE AND AFTER—at left is exhaust venturi of rocket which carried six cameras 40 miles into New Mexico sky on one flight. Cameras were arranged around the venturi. At right, scientist stands beside venturi after it fell to earth, Official U. S. Navy photographs

our prime source of energy. V-2 rockets lift the spectrographs high enough to overcome the blanketing effect of the atmosphere, and thus high-altitude spectrograms include the light at the lower end of the sun's spectrum which never reaches the earth.

Scientists at the Naval Research Laboratory point out that analyses of the new spectrograms may take a year, although the work is going ahead as rapidly as possible. Preliminary analyses already have determined that the spectrograms were less affected by the presence of ozone in the atmosphere, than are spectrograms taken on the earth's surface. Ozone is one of the principal obstructions of solar radiation.

Perhaps more of a curiosity than a scientific windfall were the high-altitude photographs of the earth, although future experience along this line may conceivably result in improved techniques in aerial photography. Thus far, pictures obtained at extreme altitudes of 40 miles have been something less than crystal clear. They appear to be photos of the contents of a vacuum cleaner bag, seen through a reading glass.

The films were made by gun-type movie cameras, installed by the Navy in the tail of a V-2 rocket. The photos were somewhat blurred by the rocket's vibration and by shock waves formed by the missile's mile-a-second speed. Even so, had there been a recognizable landmark rather than an expanse of sagebrush and mesquite for the cameras to shoot at, more satisfying prints might have resulted.

A note for photography fans: Diaphragm openings on the eight cameras used ranged from f.8 to f.16; all carried 50 feet of 16 mm. film, two color and six black and white; a yellow 2X filter was used with the black and white film. Two cameras ran at 16 frames per second, two at 32 and two

at 64. An automatic timer operated the cameras in pairs successively for two minutes, covering about six minutes of the rocket's flight.

Another recent accomplishment of the V-12 firings was the first direct measurement of upper atmosphere temperature and pressure, which incidentally confirmed science's theoretical calculations in that field. The rocket reported by radio as it soared upward, the delicate instruments installed by the Naval Research Laboratory functioning to an altitude of 55 miles. The instruments reported a steady fall in temperature to 70 degrees below zero (Fahrenheit) at eight miles, a constant temperature from there up to 20 miles, then a rise

to 170 degrees at 35 miles. From that point the temperature drops to another minimum at 55 miles. Experimental indications are that another increase in temperature occurs above that altitude. Pressure, the instruments reported, had fallen to 1/50,000th that of sea level at an altitude of 40 miles.

Design of instruments to report such data as above is a nice problem. For one thing, whether the instrument is measuring temperature, pressure, cosmic rays or what-have-you, the measurements must be translated into electrical currents to be radioed back to the earth while the rocket is in flight. The V-2s make crash landings and most of the instruments are destroyed.

Further instrument design problems are imposed by the great speed of the V-2s and the delicacy of the measurements involved. The great speed (mile-a-second) requires that instruments react quickly to changes. In the time it takes an ordinary thermometer to move a degree or so, a V-2 would be miles away.

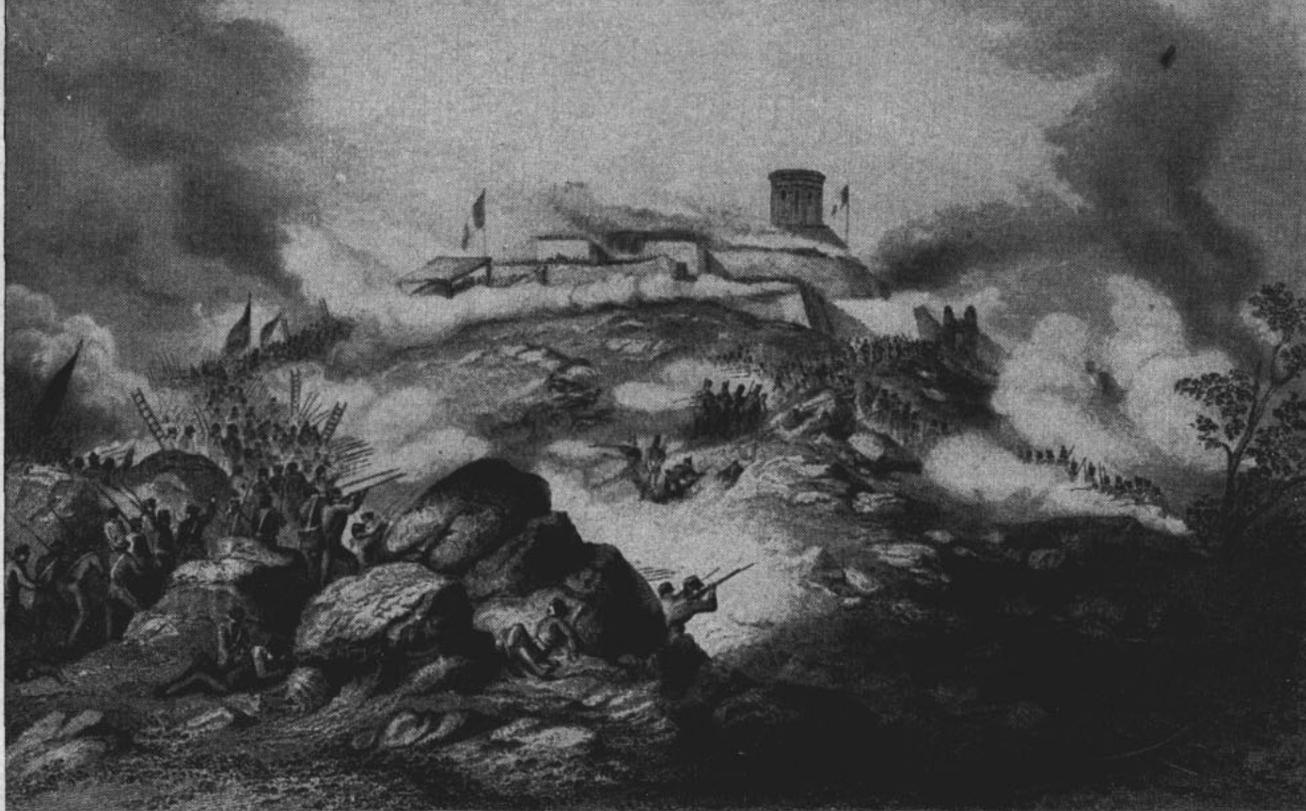
Despite the difficulties, the V-2 program is exciting scientists throughout the country. It's not surprising when you recall that the big missiles are the first chance they've had to extend the long arm of investigation a hundred miles straight up.

Army Ordnance supervises the launching of each rocket, and is primarily interested in problems of ballistics, fuels and controls. The rockets' warheads are turned over to interested agencies to use as they see fit. Each rocket fired is assigned to one agency for research problems. The Navy, for instance, is assigned one out of four. Well in advance of a firing, Navy scientists and technicians, in cooperation with other interested groups, determine the data they wish to get, and design and install the instruments to get it.



THAT'S DESERT, son, as it looks from 40 miles up. Picture was snapped by cameras on V-2 Rocket.

MARINE GALLANTRY



"FROM THE HALLS of Montezuma. . ." Here is battle from which came opening words of Marine Corps hymn.

RAW COURAGE and lyric inspiration were cheap commodities in the early half of the nineteenth century, or so you might surmise after examining the treatment accorded 1st Lt. Pressly Neville O'Bannon and Capt. George H. Terrett of the U. S. Marine Corps.

It was their exploits—O'Bannon's in the War with Tripoli and Terrett's in the Mexican War—which inspired the opening line of the Marine Corps hymn:

"From the Halls of Montezuma to the shores of Tripoli . . ."

A grateful United States rewarded them like . . . like you'd tip a process server. Capt. Terrett, it is true, was promoted to brevet major, a grade comparable to nothing else but captain and paying precisely the same salary.

O'Bannon seems to have been fortunate in not being demoted.

The Commonwealth of Virginia, whose native sons both were, possessed a higher opinion of battlefield bravery. The Old Dominion state had a positive penchant for presenting king-sized cutlery, and gave each of them a sword. For all we know Terrett may have absent-mindedly left his sticking in someone's abdomen, but that given to O'Bannon now reposes in the Marine Corps museum at Quantico, Va.

O'Bannon's pig-sticker, besides being the pattern for all commissioned

Heroic Deeds of Two Marine Corps Officers Still Live in History In Opening Lines of Stirring Battle Hymn

marine officers' swords, is a rather special sliver of steel with a history rooted in the burning sands of North African deserts.

Let's leave it in the glass case at Quantico and start at the beginning, which is somewhat obscure.

O'Bannon was born in 1784 (date and month unknown) in Fauquier County, Va. How he spent his time until 18 Jan 1801, when commissioned a second lieutenant in the Marine Corps, is a secret even in Fauquier County. His activities until 15 Oct 1802, when the Marine Corps promoted him to first lieutenant, are still another mystery.

Of one thing we are certain. In the spring of 1805, O'Bannon was serving in the U.S. Brig *Argus*, one of several ships dispatched by the Navy Department to the Mediterranean to squelch a blatant racketeer. This reprehensible character was one Jussuf Caramelli, fraudulent Pasha of Tripoli, with a racket unexcelled until the prohibition era.

Mr. Caramelli collected protection money from the United States, in addition to a number of other nations, and in exchange promised not to prey on our merchant shipping. He regarded the promise as a piece of private whimsy and, chuckling at his little joke, sent his buccaneers out to capture an occasional merchantman just to keep their hand in.

It took a long time but Uncle Sam wearied of this treatment, and declaiming "Millions for defense; not one cent for tribute!" went to war with Tripoli.

At the time of which we speak the war wasn't going too well. The U.S. Frigate *Philadelphia*, which ran aground in Tripoli harbor, had been captured and Capt. William Bainbridge and her crew imprisoned. The Navy was at a loss as to how to strike a telling blow at the pirates, who stayed snugly in port.

William Eaton, a former Army captain, had an idea. He wanted to find the Pasha's brother, Hamet, rightful heir to the throne, and lead an expeditionary force across the desert to Tripoli via the back door. He had himself appointed a special consul, empowered to treat with the pirates, got a handful of haircut money from the government and headed for Egypt.

Hamet was living in exile with the Mamelukes, an Egyptian warrior

tribe. He was receptive to a plan that would put him back in the ruling class, and with Eaton rounded up the weirdest assortment of mercenaries ever collected—Arabs, Turks, Greeks and Mamelukes—plus eight marines.

O'Bannon took the marine detachment—one NCO and six privates—to Alexandria and joined the racial bazaar Eaton called an army. O'Bannon's marines had a simple job. All they had to do was set an example of military bearing and discipline for the rest.

The 600 miles from Alexandria to the fortress city of Derne, Tripoli, where Eaton planned to strike, took from 3 March to 26 April, a march punctuated with outbursts from the undisciplined troops. In his journal Eaton, who had several bad moments during the trek, confides that "the firm and decided conduct of Mr. (sic) O'Bannon . . . did much to deter the violence of the savages by whom we were surrounded, as well as support our own dignity of character."

Arrived on an eminence outside the town on the 26th, the motley forces waited until three ships, the *Argus*, the *Nautilus* and the *Hornet*, came to bombard the gun emplacements. Everything was set the following day and the assault began shortly after noon.

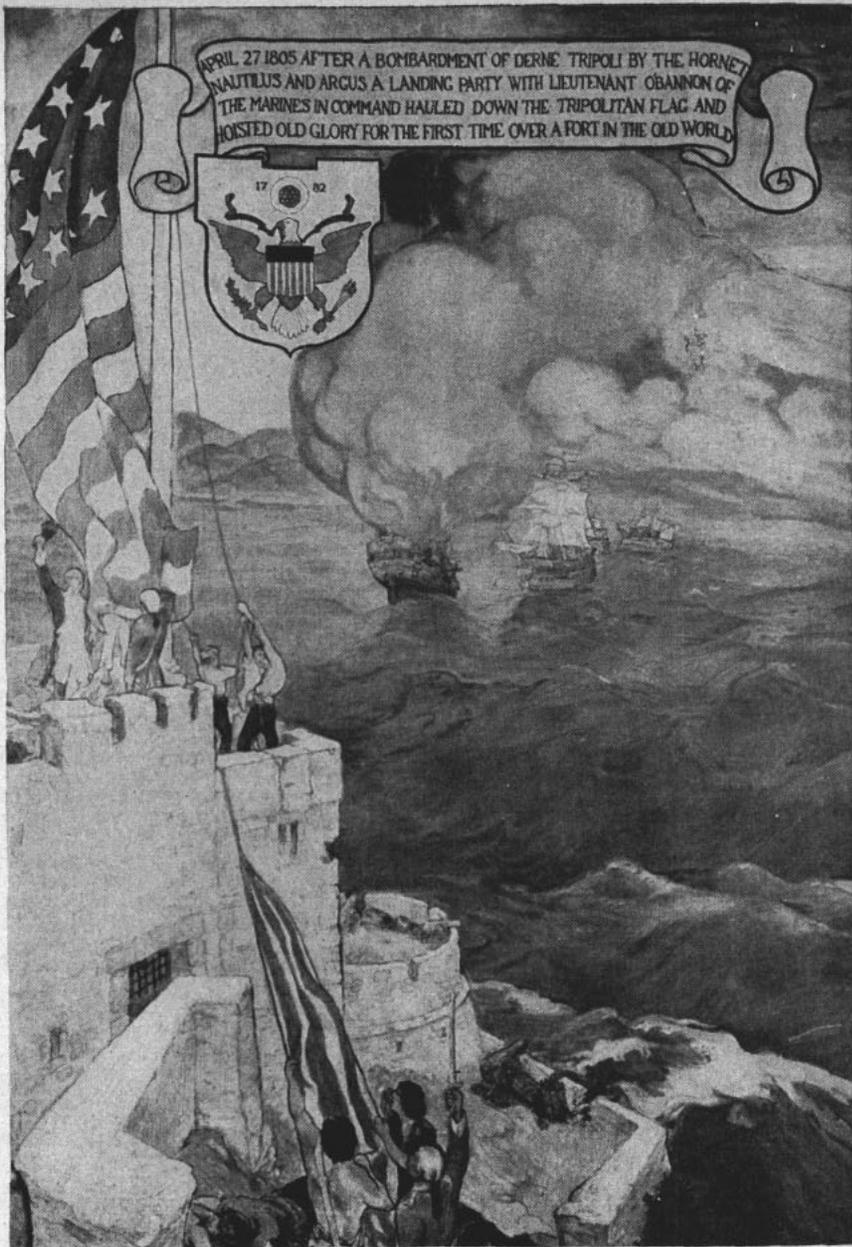
By 1400 the action was general both afloat and ashore. Forty-five minutes later fire from the ships had silenced guns in the Derne fortress, but the Tripolitans clung to positions there and throughout the town. Every window bristled with muskets and O'Bannon, with his seven marines, 24 cannoners, 26 Greeks and a few Arabs, stood southeast of Derne opposite a ravine and parapet filled with the fanatical foe.

Shortly after 1500 O'Bannon, outnumbered 10 to 1, rallied his troops and charged the entrenched enemy, who fled before Yankee steel, pausing only occasionally to fire wild shots from the shelter of palm trees. Through the town he raced, gained the fort and found its guns loaded and primed.

Before turning them on the town, O'Bannon paused to autograph his chapter in history. With Midshipman George Mann, he exposed himself to small arms fire, hauled down the crescent banner of Tripoli and two-blocked the 15 stars and stripes. It was the first and only time until World War I that the colors flew over an Old World fortress.

By 1600 the fort and town were completely in the hands of the attacking forces. O'Bannon quickly snuffed out opposition with well-placed fire from guns in the Derne fortress. When the action, which lasted about 2½ hours, was over, he counted one marine dead, one dying and another wounded.

With Derne in their grasp Eaton, O'Bannon and others pressed a search for the Bey (or mayor), who was third ranking noble in Tripoli. Eaton thought that he could swap the Bey for Capt. Bainbridge, but the Bey took refuge first in the Mosque, later in a harem. (The Americans were per-



"TO THE SHORES of Tripoli," where heroic Marine Lt. Pressly Neville O'Bannon raised the American flag for the first time over a fort in the Old World.

fectly willing to drag him forth, but their Mohammedan allies—shocked immeasurably—convinced them that the Bey should be left to whatever peace he might find in a harem).

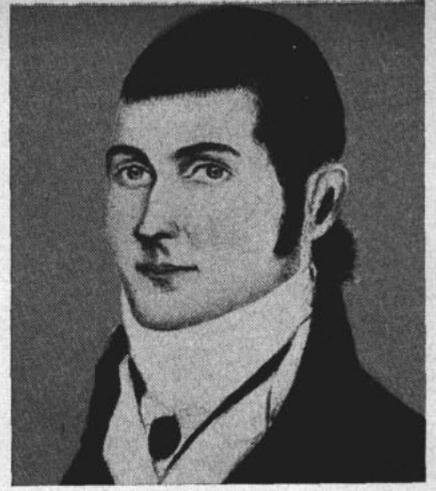
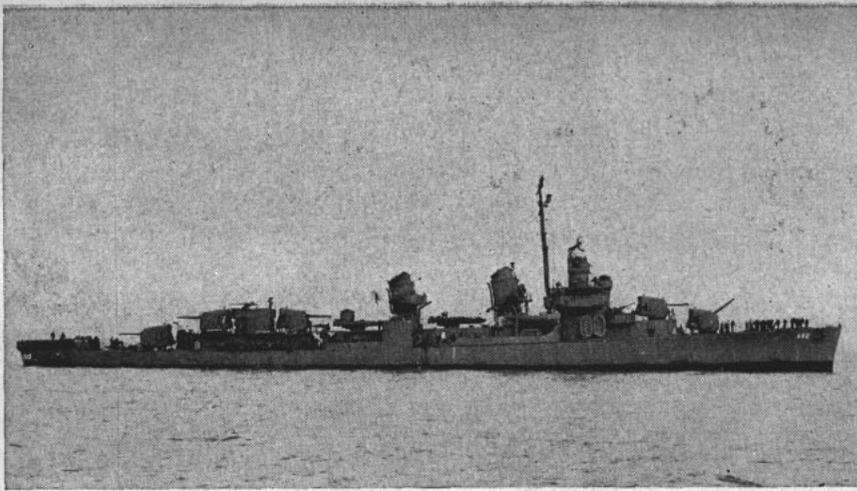
Tripoli capitulated on 3 June 1805 and the marines, in garrison there since its capture, left Derne on 12 June. O'Bannon came home, carrying a Mameluke sword given him by Hamet. He resigned his commission on 6 March 1807, understandably piqued because he hadn't been promoted, and took out for home at Russellville, Ky., with a slave running at each stirrup.

There he remained until his death except for a single visit to Virginia in the fall of 1811 to accept a sword designed like the gift from Hamet. It was inscribed, "Assault & Conquest," and is the weapon displayed at Quantico.

Years after the death of what Eaton called an "intrepid, judicious and enterprising officer" his remains were disinterred at Russellville. He now lies at Frankfort, Ky., where a monument has been erected to his memory.

Not until 1919 did the Navy honor the heroic marine, christening DD 177 the USS *O'Bannon*. The vessel grew old in peacetime service, was stricken from the Navy list in 1936 and sold for scrap. Career of a second USS *O'Bannon*—DD 450—proved anything but routine, however, and completely worthy of the name.

Built at Bath, Me., this destroyer was sponsored at her launching by Mrs. E. F. Kennedy of Washington, D. C., a great-great niece of Lt. O'Bannon. The ship was commissioned on 26 June 1942 and sailed almost im-



O'BANNON, MARINE HERO (right), and ship which bears his name (left). The destroyer saw much action in the Pacific and is credited with sinking a Japanese battleship and two other warships in her strikes against the enemy.

mediately to war with the Japs in the Pacific.

On the night of 12-13 November the *O'Bannon* saw action in the Battle of Guadalcanal, sinking a *Kongo* class battleship with three torpedo hits and damaging a cruiser with gunfire. In July 1943, according to her Presidential Unit Citation, the *O'Bannon* "galantly stood down Kula Gulf to bombard enemy shore positions in coverage of our assault groups, later taking a valiant part in the rescue of survivors from the torpedoed USS *Strong* while under fierce coastal battery fire and aerial bombing attack and adding her fire power toward the destruction of a large Japanese naval force."

Again, on 7 Oct 1943, the citation reads, "In company with two destroyers, the *O'Bannon* boldly intercepted and repulsed nine hostile warships off Vella LaVella . . . destroying two enemy ships and damaging others." She fought the remainder of the war with distinction from the South Pacific to the shores of Japan.

Gather up the threads of early Marine Corps history and again, with Terrett as with O'Bannon, the beginnings are obscure. Even less, if pos-

sible, is known of the early life of Capt. Terrett. He was commissioned a second lieutenant on 18 May 1830 to rank from 1 Apr 1830, and on 21 June 1831 he sailed on the frigate *Potomac* to the South Seas, where Sumatran pirates annoyed our merchantmen.

He was promoted to first lieutenant on 30 June 1834, and from 1836 to 1840 pursued the Creeks and Seminoles from hummock to bog in the interior of Florida. In 1844 he was senior marine officer on the *Cumberland*, flagship of the Mediterranean squadron. On 16 March 1847 Terrett was commissioned a captain, and in May of the same year he took command of a company in a regiment of marines detached for duty with General Winfield Scott in Mexico.

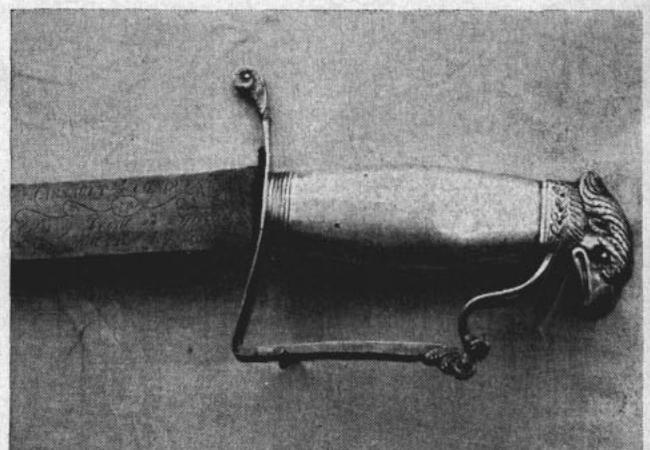
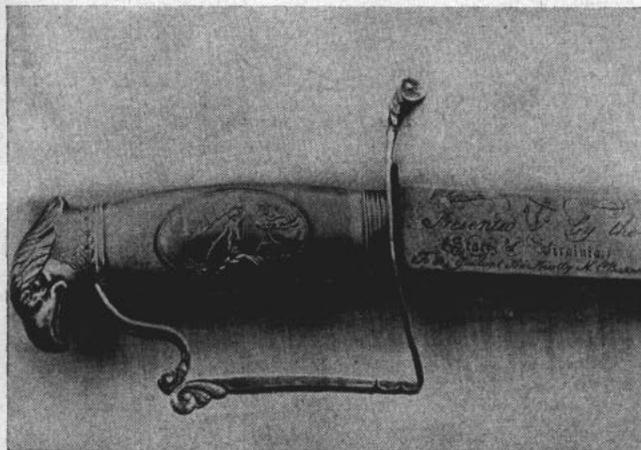
They sailed on 30 June 1847 for Vera Cruz, where normal attrition quickly reduced the regiment to a battalion. The marines marched to Puebla, "joining" the Army there on 6 Aug 1847. General Franklin Pierce set the Leathernecks to guarding a supply depot, an assignment they did not relish, while the Army moved against the Castle of Chapultepec.

Chapultepec is located on a narrow ridge of rock 2½ miles west of Mex-

ico City, ancient capital of the Aztecs and the emperor Montezuma's seat of government. It is virtually inaccessible and was swarming with determined Mexicans in September 1847. The marines were relieved of their dull task and joined the assault. On 13 Sept 1847, shortly after dawn, U.S. forces stormed the castle from two sides.

Terrett's company, under orders to halt as soon as fired upon, advanced within 300 yards of the castle and sought doubtful shelter in brush at the side of a road. On the extreme right flank of attacking forces, the marines were exposed to raking fire from musketry and three cannon, which played them with grape shot, and killed or wounded 30 men. Meantime the attack on the other side of the castle was successful and Terrett, chafing in idleness, thought he detected signs of slackening in the Mexican fire.

The decision was easy. ". . . and," as Terrett later reported, "in going forward, deemed I could not be wrong, so long as the enemy in large numbers, were ahead." He led his company, now whittled down to 36 men, against the artillery position that had



HERO'S SWORD was presented by State of Virginia to native son, Lt. O'Bannon, honoring his actions in Tripolitan War. It has become the model for commissioned marine officers' swords. It is preserved in a case in Quantico.

Official U. S. Marine Corps photographs

galled them all morning. Routing a thousand entrenched Mexicans, Terrett put them to headlong flight, reorganized his group and gave pursuit.

Disdaining cover, the marines plunged northward on Tacubaya Road, along the west side of Mexico City, under constant fire, dispersing all in their path. By this time Terrett commanded only 15 or 20 men and seven officers. They met a U.S. Army officer with a light artillery piece and helped him scatter a grim force of Mexican lancers.

It was nearly noon when the Devil Dogs reached Cosme Garita, gate to the historic city. There Terrett met a young lieutenant of the U.S. Army, one Ulysses S. Grant by name, who was engaged in a little Mexican-chasing of his own. Pooling their slender resources, Terrett and Grant clawed their way through the gate, first U.S. forces by a full hour to enter the city. They held the position under heavy fire for 20 minutes, then were ordered back.

The gate was finally taken and held at 1312, and at dawn the next day—14 September—a white flag flew over the battlemented city—"the Halls of Montezuma." Marines under Lt. Col. S. E. Watson, sent into the city to restore order among the populace, looked on calmly as the Army marched in later with flags flying and band playing. Lt. A. S. Nicholson, USMC, ran up the colors.

Terrett, whose company now was hardly a platoon, took and held a picket post at Los Huertas two days after the capture of Mexico City. He was commissioned brevet major on 24 Oct 1848 and returned to the States on sick leave in March 1849. Terrett accepted the sword from Virginia, probably with words much like those with which he concluded a report of the action at Chapultepec:

"... I feel I owe it to myself as well as to . . . others under my command, to say, I never saw more coolness under fire, or more devotion to service while on picket, under more disagreeable and distressing circumstances than was then, and there manifested by all."

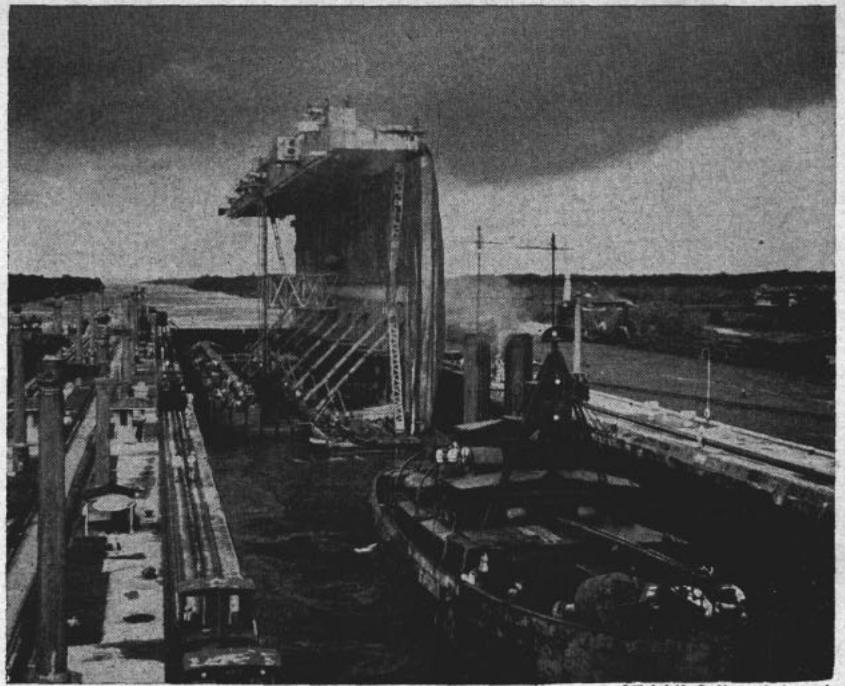
Brevet Major Terrett went to sea in the *Independence*, after his return to duty, and later served two years in the *Minnesota*. He was serving in Marine Corps Headquarters on 22 Apr 1861, when he resigned to accept a commission as major in the Confederate Marine Corps. Little is known of his part in the Civil War.

Terrett's name has been stricken from Navy Department rolls, but his gallantry—like that of O'Bannon—can never be erased.

MarCorps Changes

Maj. Gen. Lemuel C. Shepherd Jr., USMC, replaced Lt. Gen. Allen H. Turnage, USMC, as Assistant to the Commandant of the Marine Corps and Chief of Staff, Marine Corps Headquarters, effective 1 November.

Gen. Shepherd was previously assigned to Troop Training Unit, Amphibious Forces, Atlantic Fleet, as commanding general. Gen. Turnage will become commanding general of Fleet Marine Forces, Pacific Fleet.



Official U. S. Navy photograph

PANAMA CANAL locks were too narrow to allow floating drydock, AFDM 3, to pass in ordinary manner, so BuDocks careened her to make the journey.

DRYDOCK THROUGH THE BIG DITCH

One of the strangest journeys any Navy craft has made was completed when the floating drydock AFDM 3, formerly the YFD 6, arrived at Pearl Harbor from the Caribbean, via the Panama Canal.

AFDM 3 was in service at Trinidad when it was decided she was needed in the Pacific to help fight the war against the Japs.

Her strange journey started when the Bureau of Yards and Docks was asked: "Can you get her to Pearl through the Canal?"

"We can," was the answer.

The ready answer, while correct, was more simple than the doing, because the AFDM 3 is 124 feet wide—the canal locks, 110 feet wide.

BuDocks officers got out their slide rules and started figuring. After 17 different schemes were set up and tried, and after a scale model of this 18,000-ton drydock was built and tested, BuDocks decided to careen her and "slide" her through the canal on her side.

AFDM 3 was towed from Trinidad to Cristobal by three tugs, USS *Seneca* (ATF 91), *Arikara* (ATF 98), and the *ATR 88*. The voyage was logged "rough and difficult" and took from 27 Dec 1944 to 3 Jan 1945. The tow averaged 6.8 knots for the 1129 miles.

At Cristobal the serious work of careening began. BuDocks was given space in one of the new lock entrance waterways. Seabees, working under the direction of BuDocks officers, started dismantling the drydock's end sections, placing pontoons atop one side of the drydock and installing the diagonal braces which ran from her center to the side

which was to be submerged.

Most of the drydock's internal machinery was left intact, after being braced and secured against movement when her side reared into the air under the weight of water pumped into the pontoons on the vessel's opposite side.

When all was secure, water was pumped into the submersion tanks on the side to be submerged. She started a gradual list, which was carefully increased by pumping water into the pontoons which were mounted high on the side on which the drydock would ride on her trip through the canal.

A total of 960 pontoons were mounted on the drydock's starboard side. The pontoons were filled with water to complete her careening. AFDM 3 acted like a lady. She never quivered as her port side rose gradually through a 90-degree angle and she stood on her starboard side. She was ready for her trip.

She made the trip without incident, pulled and pushed by five tugs.

On the Balboa side, AFDM 3 was righted, reassembled and used until she was taken in tow by USS *Tawakoni* (ATF 114) and *Cahuilla* (ATF 152), with *Bluebird* (ASR 19) and *Gauger* (YO 55), part of her "convoy."

The trip to Pearl Harbor took 35 days. It was logged "uneventful," despite rough weather.

AFDM 3, built by the Chicago Bridge & Iron Co. at Morgan City, La., veteran of service in both the Atlantic and Pacific Oceans during the war, is now ready for her future as part of the repair facilities at Pearl Harbor.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

● **NSLI** policy holders, past or present, will receive dividends on premiums they have paid to the Veterans' Administration, but — relax, sailors—nobody knows how long it will take.

Nobody even has an idea how much money a single policy holder may expect to get. VA must check 18,000,000 cards, grouping policy holders by age group and length of time policies have been active. This may take another year or so. Practically the only thing that is certain is the fact that men will profit by maintaining their policies.

Source of the prospective dividends is a surplus of premium payments over benefit claims. Since VA, by law, can realize no profits from NSLI, all excess money must go back to policy holders.

While you're waiting, hang onto your insurance as is, or convert your term insurance to permanent form—it's a good deal—and, for heaven's sake, don't write letters asking for your dividend.

● **SELECTION** boards were to convene in mid-November to choose a limited number of officers for promotion to rear admiral. The grade of rear admiral is well under strength, having been depleted by recent retirements.

It is not anticipated that any boards will be convened to make selections for promotions to grades below rear admiral during the rest of this fiscal year. No officers are due for promotion to these grades.

BuPers has formulated a plan for postwar promotion of officers. This plan, like existing law, is based on an authorized distribution of officers, with promotion by selection above the grade of lieutenant (jg) to fill vacancies. Two aims of the plan are:

• To lower the ages at which officers reach flag and command ranks.

• To reduce somewhat rates of forced attrition in promotions above lieutenant in order to conserve experienced officers and to provide reasonable security in career.

The plan includes a provision for the employment of reserve and temporary officers on a volunteer basis during the build-up period, and for their promotion, when due, if on active duty.

It is hoped that Congress will take action on the proposed plan at next session, after which promotions—based on an authorized distribution of officers with selections to fill vacancies—can be resumed immediately.

Since the detailed distribution of officers by ranks will depend upon the percentage authorized in each grade and the actual number of officers on board, it is impossible to predict with

any accuracy at this time what reductions in rank may be necessary upon redistribution.

It is expected that these matters will be cleared up before any group of officers becomes due for promotion.

Further information on this subject will be promulgated as soon as it becomes available.

● **WARNING** that military payment certificates are for use in military establishments only in areas prescribed in Alnav 524-46 (NDB, 30 September), was made by Navy officials.

Naval personnel should not send military payment certificates to the U. S. for payment of bills, contributions or similar purposes. Navy disbursing officers in the U. S. will not honor the payment certificates, except for authorized personnel. Persons receiving military payment certificates in the U. S. are deemed not authorized personnel. Navy disbursing officers are authorized to convert the certificates into dollars only for naval personnel or other personnel who received the certificates from a Navy disbursing officer.

Naval personnel overseas, who wish to transmit money to the U. S., must exchange the certificates for dollar remittances, that is, U. S. postal money orders.

● **BETTER CHOW**—tastier, that is—will highlight future Navy menus, thanks to some expert help being given chefs in their endless quest for foods more pleasing to the palate.

This is not to say that Navy chow hasn't been nourishing in the past. It's just that the food hasn't always

been acceptable to all, due to the "peculiar" eating habits of the mess hall patrons—the "what is one man's meat is another man's poison" idea.

To solve its food problems, the Navy is taking full advantage of the Quartermaster Food and Container Institute, maintained by the Army in Chicago. Here selected food tasters are being employed in research designed to find foods more acceptable to all servicemen. In fully utilizing the lessons learned at the institute, the Navy has stationed a permanent Supply Corps liaison officer at Chicago.

This excellent example of efficient coordination of branches of the service has resulted from an arrangement under which the Army has procured 85 to 90 per cent of the Navy's food—an arrangement which will continue at least until 1 Jan 1948.

It is necessary to use human tasters at the institute because, as yet, no chemical or mechanical means have been devised to detect off-flavors. Chemistry will indicate changes which take place in food, but fails to show how and why these changes affect human taste.

Research has discovered that about 20 persons out of 100 have taste perceptions so keen that, for instance, they can tell the difference between a loaf of canned bread stored for two weeks at 70 degrees temperature and one kept for the same length of time at 100 degrees.

Also, it has been shown that some persons have accurate taste perceptions for some foods but not for others. There have been found some who cannot distinguish between a glass of clear water and one heavily saturated with quinine, a fact which no doubt confirms some long-standing beliefs of Navy chefs.

The Navy has set up an experimental galley at the Supply Corps School, Bayonne, N. J., where the Chicago institute's basic research is developed into new, tastier recipes, and galley equipment and arrangement is planned. A mess which varies from 300 to 600 persons provides adequate means to test large-scale feeding.



QUESTION:

★ **What are some of the things you like about the Navy?**

This question was asked of contrasting groups of men, and the differences in their answers was significant. Of the two groups, one consisted of men considered "well adjusted" to Navy life, who wouldn't

take an honorable discharge if it was offered; the other consisted of a group of men who had expressed general dissatisfaction with Navy service.

Both groups placed "adventure" and "opportunity to learn things" at the top of their lists. But there the resemblance ended.

The well-adjusted group also felt that being in the Navy "gives you a chance to show what you can do," "gives you a feeling of importance" and that "people respect you." These three elements were rated very low by the men who were not so happy in the Navy. This was interpreted by the poll-takers to indicate that the unadjusted men think the Navy has not given them a chance to show what they can do, has not made them "feel important," and the fact that they think that way is very probably the reason for their maladjustment.

PEACE PADRES

THE CHAPLAIN who confines his activities to the distribution of sympathy chits is as out of date as Congressional gaiters and as anachronistic as a buggy whip on a convertible. He belongs in the postwar Navy like the cart-wheel flat hat.

Chaplains of the new Navy—and their eyes light up like Times Square when they mention it—meet the happy, well-adjusted sailor as well as the sad sack with a tale of woe. They've emerged from the alleged shelter of tear-dappled desks to meet the sailor at almost every juncture of his Navy career.

The padre and the sailor find common ground as the chaplain calls on the sick, injured and incarcerated. They also find him at lecture meetings and conducting study groups. During the war, on some ships, the sailor even heard his chaplain describe the battle from a point of vantage on the bridge.

Not that the chaplain has stinted his original duty as religious leader of the Navy men. He busies himself at this occupation with a verve that can only be demonstrated by examination of some cold figures.

During 1945 chaplains of the Navy conducted 407,577 divine services, which were attended by 32,603,684. On their own ships or stations they conducted 348,986 services, on other ships or stations they held 58,591 and in civilian churches, 42,186.

During 1944 attendance at divine services totaled 37,062,428, and 245,300 men, in addition, joined church parties to attend services on other ships or stations. In that year chap-



SICK BAY VISITS are still an important part of the chaplain's day aboard ships. Here the chaplain chats with a sailor, who seems to enjoy visit.

lains conducted 397,428 services on their own ships or stations and provided 35,791 services at other ships or stations.

Besides regular services Navy chaplains also officiated at 12,501 marriage ceremonies, 14,951 funerals and 15,088 baptisms. They accepted 13,818 men and women into the church, took charge of church parties leaving ships and performed innumerable special services.

Indicative of a trend toward a larger view of the chaplain's task are figures showing the scope of their non-religious activities. During the period just described chaplains sponsored 80,835 lectures, rehearsals, discussion groups and song fests. They

held 64,600 study classes and 15,525 entertainments other than movies, with a total of 2,952,081 in attendance. They visited 5,311,408 in hospitals, sickbays and brigs; addressed civilian groups, wrote letters regarding naval personnel and handled relief cases.

Positive proof that the chaplain faces the future with aplomb is a plan for production of a series of inspirational motion pictures, which will be distributed to the Fleet and shore establishment by the Navy Motion Picture Service. Five two-reel films, produced, written and enacted by professional talent, comprise the first series. Script for the initial film, which will dramatize the tenets of democracy, is now being written. Later films will concern temperate living, jungle law and the Golden Rule, home relationships and friendship.

Clergy of the U.S., one fourth of whose eligible members were in service during the war, are watching with interest these projections of spiritual guidance into everyday life through the Chaplains Association of the Army and Navy of the U.S., which convened recently at the Pentagon in Washington, D. C. In military service, where sectarianism is unaccented, the clergy believes spiritual leaders can set an example of responsibility to the private individual yet unattained in civil life.

In the Navy the Chaplains Corps tackles postwar problems with assurance. Chief of Chaplains, Rear Admiral W. N. Thomas (CHC), USN, directs the work of about 490 commissioned personnel, chosen as proportionate representatives of church membership in the U.S. Later the Navy hopes to have approximately 530 chaplains, meeting the highest standards of civilian clergy and undergoing rigorous training. These will continue to bring chaplaincy from the cloisters and put it on deck.

The postwar sailor won't have to go see the chaplain—he'll find him everywhere he turns.



Official U. S. Navy photographs

PLEASANT DUTIES of a chaplain are the marriages he performs. Pictured is newly-married couple, following ceremony. Friends smile as groom kisses bride.

WEEKEND FLIERS



Official U. S. Navy photograph

STRIKING OUT for their planes at a Naval Air Reserve station is a quartet of eager, young "weekend fliers."

STARTING as a low purr when it was activated last July, the Naval Air Reserve has grown into a mighty roar. And that roar has been heard in the past five months or so at air shows in connection with local celebrations and national holidays by an estimated 50 million Americans.

Precision formation flying and other events demonstrated in the air shows are part of the practice that is keeping the Navy's Reserve air crews tuned up and ready to complement the carriers of the reserve fleets if the need should arise.

Among the 100 air shows staged by Air Reservists on Navy Day were spectacular demonstrations in population centers such as Detroit and New York City. But the large cities were not the only ones to see the simulated combat tactics and action. Smaller towns like Red Bluff, Calif., and Valdosta, Ga., also thrilled to the Navy carrier formation break-ups, low passes of a swarm of modern aircraft in parade formation and simulated dog fights.

Reserve air crews participated in a show celebrating the famous Memphis

Into The Sky Roar Planes And Pilots of Air Reserve, Keeping Their Hand on The Skills They Learned While Nation Was at War

Cotton Carnival. Twenty-five N2Ss were flown in an anchor formation.

The Navy Day air show at NAS, Anacostia, D. C., followed the pattern of other shows throughout the country. Planes were launched as if from the deck of a carrier by a landing signal officer in his colorful yellow and white phosphorescent uniform and indicating take-offs with his paddles.

Air crews, as they set off for the wide, blue yonder, may well have been reminded of much grimmer actions that have become legendary in the naval air service—the heroic turning back of the Jap fleet at Midway, the strategic victory in the first battle of the Philippine Sea and the decisive strikes against the empire. All officers and men in the Air Reserve are veterans of World War II, the major-

ity with years of combat experience with the Navy.

The main body of the parade formation at the Anacostia show was a TBM "V of Vs" with a wing of F6Fs on either side and SB2Cs closing the diamond. Several F4Us trailed the formation.

After a deafening pass over the spectators, the parade formation broke up and made an attack on the field. F4Us led in the simulated strafing, screaming down from 7,000 feet in high speed dives. F6Fs followed and the TBMs came in for glide bombing runs.

Carrier-like approaches were made when it was time to land and the signal officer coached each plane in.

Necks of spectators twisted like cork screws as they watched the tortuous antics of the mock dog fight. An SNJ painted like a Jap Zero appeared suddenly on the horizon. Almost as soon as it was spotted, an F4U was on its tail. The planes scissored for about three minutes before smoke began to pour from the "Zero" and it plunged down behind the air station buildings.

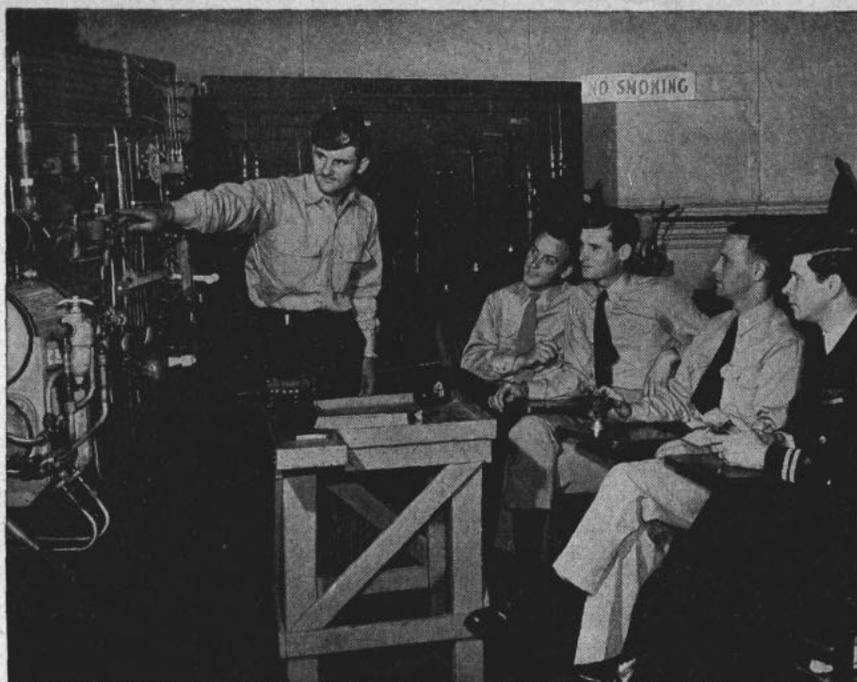
The Naval Air Reserve was launched

in 1923 when a group of young Reserve aviation officers of the first World War talked the Navy Department into providing them with a training plane. One of the group flew the plane from Norfolk to NAS, Squantum, Mass., base operations for the pioneer naval Reserve air enthusiasts.

The trial Air Reserve unit proved successful and in 1924 a small appropriation was set aside for the Air Reserve program. Six years later organized Air Reserve units were established and one of the original Squantum Reserve aviators was placed on active duty in Washington, D. C., to help set up the new units. The aviator, then Lieut. I. M. McQuiston, USNR, is now Rear Admiral McQuiston who heads the coordinating and planning agency for DCNO (Air).

During the thirties, the Air Reserve continued to gain momentum. Several air stations known as Naval Reserve Aviation Bases were established in selected locations for exclusive use for Reserve training. In 1935 naval air cadet training began at Reserve stations and Air Reserve program was intensified as the menace from abroad became increasingly threatening. At the beginning of World War II, the Naval Reserve Aviation Bases were the Reserve facilities which became immediately available for the expansion of Primary Flight Training. The former aviation cadets together with the enlisted men who were schooled and trained at these bases prior to the war became the nucleus of the Navy's mighty air arm.

Mobilization brought incorporation of Air Reserve activities with those of the regular Navy. Reserve officers and men worked side by side with regular Navy personnel during the war and provided much of the skill and courage that helped eliminate the Nazi U-Boat danger and led to victory over the Japanese.



Official U. S. Navy photograph

GROUND SCHOOL in subjects such as engines, electronics and aerology is part of training to keep Air Reservists abreast of changes in naval aviation.

Interest in the new Air Reserve was keen among Reserve pilots and air crewmen demobilized at the end of World War II. Many started training on a voluntary basis at naval air stations even before the Air Reserve was officially activated.

The postwar Air Reserve's mission is to provide about 7,500 aviators and ground officers and approximately 19,000 enlisted aviation specialists to complement the carriers of the Navy's reserve fleets. Most of the pilot bil-

lets of the Organized Reserve have been filled, but there are still Volunteer billets available and there are plenty of openings for enlisted men in both Organized and Volunteer units.

For the 21 air stations where Reserve training is underway, a total allowance of 20 CV, 10 CVL, and 43 CVE groups has been authorized. About 28 CVE groups have been activated.

In addition there is an allowance of 24 VP, 15 80-plane CASU, and 6 40-plane CASU squadrons. Reserve CASU outfits may soon be renamed FASron (fleet aircraft service squadron).

The Marines have an allowance of 19 VMF squadrons and 4 MGCIS squadrons. Training of Navy units emphasizes fleet operations, while the Marines get intensive drills in close air support tactics used in covering ground troops making amphibious landings.

The Organized Air Reserve is made up of pilots, ground officers and enlisted men who are paid for attending drills and for 14-day annual training cruise. Pay for drills and the cruise adds up to about two months' pay per year. Pilots are given a minimum of 100 flying hours annually.

Volunteer Reservists are not required to attend drills regularly and are not paid for drill periods, however they may qualify for two-week training cruises with pay. Volunteer pilots are allowed approximately 50 hours of flying per year.

A captain of the regular Navy usually is in command at each Air Reserve activity. He is assisted by a staff of Naval Reservists with wartime fleet experience.

Approximately 9,000 Reserve enlisted men on active duty will be attached to Air Reserve stations when



Official U. S. Navy photograph

BEAUTY in the "greenhouse" is Miss Shirley Molohon, chosen "Miss Naval Air Reserve of 1946" at NAS, Glenview, Ill. Reservists point out items of interest.



Official U. S. Navy photographs

AVIATION MECH and pilot (left) carefully scrutinize plane's checkoff list. Squadron commander (right) briefs his fliers on course for cross-country flight. Air Reservists certify that they understand Navy and CAA regulations.

they are operating at full capacity. At the present time active duty billets in following ratings are open at most Air Reserve stations: AM, AEM, ARM, ARDT, AOM, PTRV, APHM, PR, SKV, SK and SPTLT. There are also a number of billets for seamen and yeomen available.

Enlisted personnel in Naval Reserve interested in active duty billets should obtain further information from their nearest Air Reserve activity or their local recruiting office.

One of the Navy's youngest flying admirals, Rear Admiral Edward C. Ewen, USN, is Chief of Naval Air Reserve Training. Admiral Ewen, who

won his wings in 1924, is the former commanding officer of the USS *Independence*. Headquarters for Air Reserve is at Glenview, Ill., centrally located among the 21 air stations set aside for Reserve training.

Following the general outline of regular Navy training, Reserve ground instruction for pilots covers aerology, communications, electronics, recognition, air support, Link trainer, engines, navigation, gunnery and survival.

The Navy has set aside about 1,700 planes for Reserve flight training, including some of the most modern in service. Among these are the Hellcat,

Corsair, Helldiver, Harpoon, Avenger, SNJ single engine trainer, and JRB small transport.

In early stages of the refresher training, Reserve fliers get familiarization in type. Later comes the gunnery and bombing, navigation and cross-country, field carrier landing practice, night flying, and instruments.

The first 14-day Air Reserve cruise is scheduled for early 1947. The cruise will be held either aboard one of the carriers of the reserve fleets or at a large operating base such as Pensacola, Fla. By that time, pilots and air crewmen—some of whom became rusty during the period between their release from active duty and their association with the Air Reserve—will be back in shape for precision exercises and squadron operations.

Naval Air Reserve officials in Washington, recently returned from a nationwide inspection tour, are gratified at the progress in the program since it was started in July. Pilots and their enlisted air crews are enthusiastically pursuing the course of instruction so that, in many cases, they are ahead of schedule.

In the metal and electronics shops, enlisted men are not only carrying out maintenance on the Reserve planes, but they are receiving training in their trades. Advances in skill will bring them advancement in rating in the Naval Reserve, with accompanying pay increases for attending drills, and will help them to get ahead in their civilian jobs.

Officials attributed much of the progress to an awareness of the program's objective. Officers and enlisted men, most of whom contributed years of service to the United Nations' victory in World War II, realize the necessity of a strong Reserve if democracy is to have an effective voice in the councils of the world.



Official U. S. Navy photograph

RESERVE PILOT is helped into his flight gear for a refresher flying drill at NAS, Anacostia, D. C. Reservists are allowed 100 hours a year in the air.

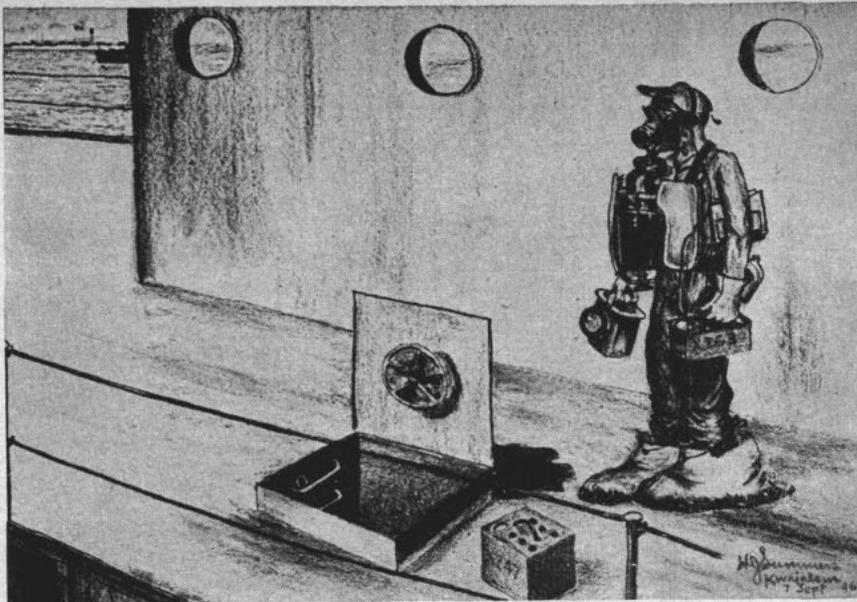
ATOM CHASER

MEEET ENSIGN Neutron, Radiological Safety Officer. Don't shy away—he's not radioactive. Step up and shake his hand—he's no atomic age Typhoid Mary. True enough, that ensemble would make Hollywood and Vine tremble, but it's actually a rather prosaic rig if you examine it piece by piece.

That's a rescue breather which gives him the Man-from-Mars expression, and the life preserver doesn't help much. Under his left arm? Not the Sunday paper—just a sheaf of notes. In one hand, a battle lantern; in the other, a Geiger counter. Those shoes. They're the latest thing, sort of a Hiroshima half-boot or a Nagasaki go-ahead.

Aside from the startling exterior, the most remarkable thing about Ensign Neutron is his education, a project which occupied a dazzling array of scientific brains from 9 September to 9 October. He attended classes during that brief period in a temporary building at the Navy Department in Washington, D. C., studying such exotic subjects as nuclear physics, electronics, radioactivity, phenomena of explosions and the hazards of being a radiological safety officer.

Officers and outstanding civilian scientists who took part in Operation Crossroads or helped develop the atomic bomb were instructors at the school. The faculty included Lt. Col. A. Roth, Army Ground Forces; Lt. Col. J. M. Talbot, Army Air Forces; Comdr. E. G. Williams, U. S. Public Health Service; Lt. Comdr. H. L. Andrews, U. S. Public Health Service; Dr. G. Dessauer, University of Rochester; Dr. R. J. Stephenson, Woo-



'DOWN FOR THE COUNT' goes graduate of radiological school. Strange-looking gear protects him from atomic radiation while he inspects ship.

ster College; and Dr. M. L. Pool, Ohio State University.

Joint Task Force One utilized this high-powered talent on students from the Army, Navy and Public Health Service in an emergency effort to train replacements for technical experts who left the service on 1 November. Navy students included 30 members of the Naval Academy class of 1946 and 18 other ensigns who recently transferred from USNR to USN.

Their first stop, as radiological safety officers, is to be the West Coast. There they will put into practice newly won skills in radiological monitoring of non-target ships from Operation Crossroads.

From the West Coast they will go to Kwajalein for three months more of training in their specialty. Other Navy graduates of the school are helping prepare a manual for radiological safety officers. Some senior officers who attended classes as observers will aid in establishing similar schools. Graduates included 24 Army officers, three Marines and four Public Health Service representatives.

In practicing their modern-age profession, these officers will use several instruments whose unusual propensities were demonstrated in the classroom. For the demonstrations, the Navy furnished a radioactive source from the Naval Research Laboratory at Washington, D. C.

One of the instruments, mentioned earlier, is the Geiger counter, of which there are two types. The first, when confronted with radio-activity, reveals the fact on a dial. The other, besides a dial, has a headset and informs the safety officer of radioactivity by clicking in his ears.

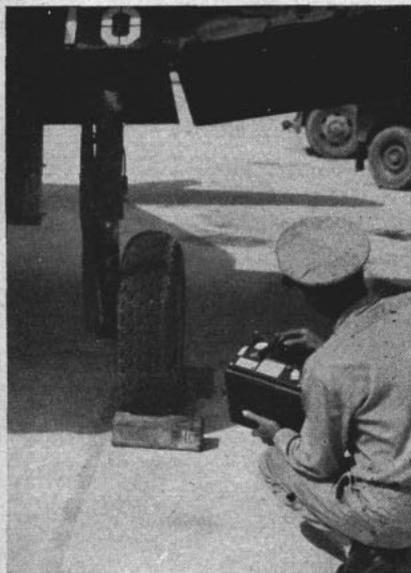
These instruments, just as the speedometer on an automobile indicates speed at a certain moment, measure radioactivity on a current basis. Then, like the speedometer registers miles traveled on another gauge, other instruments can measure

the cumulative effect of radioactivity.

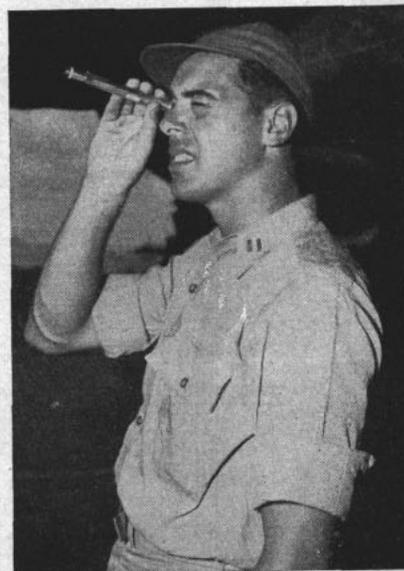
One of these is the dosimeter, which is shaped like a panetela and takes its name from the word "dose." It simply measures the dose of radioactivity absorbed over a certain period. Other devices of a similar nature are film badges and pills composed of sensitive material.

As Jimmy Durante might explain it, we have dese, dem and dosimeter.

Technical experts connected with the school, which was under direction of Comdr. Draper L. Kauffman, USN, are at some pains to point out that radioactivity is not a thing you can carry away with you. Unless radioactive material affixes itself to your person, you can walk out of a radioactive area like you walk from sunlight into shade.



DRONE PLANE which flew into atomic cloud over Bikini is tested for radioactivity by Geiger counter.



DOSIMETER measures amount of radioactivity absorbed by personnel and material subjected to radiation.

BOOKS:

BEST YARNS OF SEASON ARE SENT TO LIBRARIES

THE HEAVIEST publishing season in many an autumn yielded more than 750 new books in the last three months and the best of the crop, selected after Navy review, are now en route to libraries of the Navy and Marine Corps. In these shipments are the books discussed here.

Salvage Work

● "Under the Red Sea Sun" by Comdr. (now Capt.) Edward Ellsberg; Dodd, Mead, \$3.50.

Rommel was racing across the Libyan desert to the west, and the port of Massawa had to be restored so that supplies could reach Allied forces opposing the Desert Fox. Massawa, on the African shore of the Red Sea, was a smashed Italian naval base. The fleeing Italians sank vessels and drydocks across the entrances to both parts of the harbor and wrecked port installations.

Capt. Ellsberg, a marine salvage expert, gives a detailed account of how the war was waged in a little known sector. In May 1942, with a staff of about seven and with labor recruited from Italian prisoners of war, Capt. Ellsberg and his men worked valiantly under the blazing Red Sea sun to complete an almost impossible

task. The urgency, the tremendous drive and the problems are made vivid and real. The technical business of salvage is made plain with the aid of rough sketches to help describe the work.

One by one, the hulks were brought up out of the sea and ships passed through the drydocks. The account of this agonizing struggle in the intense heat is a factual but nonetheless dramatic, exciting story of courage against overwhelming odds.

Capt. Ellsberg is well known for his earlier books which include "On the Bottom," an account of his struggle to salvage the sunken submarine, S-51; and "Hell on Ice," the saga of the *Jeanette*.

Woman Has Lead

● "B. F.'s Daughter" by J. P. Marquand; Little, Brown and Company, \$2.75.

J. P. Marquand's new novel rates top billing among popular fiction. This is the first time that Marquand, author of "So Little Time" and "The Late George Apley," has placed a woman in the leading role. The heroine is Polly Fulton, daughter of an important industrialist, a self-made man.

Burton Fulton, known as "B. F." to his family as well as the financial world, tried to provide his daughter with a husband in addition to luxurious surroundings. She grew up a "poor little rich girl" whose life was dominated by her well-intentioned but over-indulgent father. Polly was isolated by her wealth and craved a sense of being needed. Beautiful, smart and something of an intellectual snob, Polly married Tom Brett, a New Deal brain-truster, instead of her old friend, Bob Tasmin. She thought that by her marriage she asserted her independence but it all proved to be a mistake.

Most of "B. F.'s Daughter" takes place in Washington during the war years. This gives the author an opportunity to ridicule cleverly and sometimes maliciously stuffed shirts in and out of uniform. A liberal radio commentator, Milton Ouerbach, and his friends are pictured as just as pompous and supercilious and as arrogant as the military men Milton disliked. Mr. Marquand seems fond of Bob Tasmin, a corporation lawyer whose background was one of conservatism and privilege. His part of the story is told from Guam but it includes war only as a cause of change.

In the story of Polly's marriage, its failure and her search for happiness, Marquand's wit, skill and keen analysis of character come into play. He writes engagingly about the American rich; his dialogue is expert and his craftsmanship polished. Before publication "B. F.'s Daughter" was sold to a film company for a ceil-

ing price of approximately \$200,000, and it is also a book club choice. It is good entertainment!

Tragic China

● "Thunder Out of China" by Theodore H. White and Annalee Jacoby; William Sloane Associates, Inc., \$3.

The authors of this book, which is important to the understanding of China and the Far East today, are both members of Time magazine's Chungking bureau. They present a comprehensive report of happenings in China during the last 10 years. Eyewitnesses of the events they report, they succeed in giving a picture of China and its people and of their fortitude and suffering.

This is more than an account of the war from the China theater, for the events have been brought into focus and presented against the complicated background of revolution in Asia. Here is the real story of the Chinese Army, "of the tragedy of Chiang Kai-shek," of Stilwell's policy and his recall and of Patrick Hurley's intervention.

The Chinese people, five hundred million in all, are pictured as eager for a new world, weary of their government's bureaucracy and torn by civil war. The defeat of Japan left the Chinese still trying to free themselves from their past of hunger and suffering. The authors found that U. S. security depends on our understanding the explosive forces of change at work in China. All of this adds to the complexity of our relations in the Far East and makes General Marshall's task difficult. The authors offer their own solution of our role in Asia for consideration.

"Thunder Out of China" is told with great skill. It is an easy to read, honest and coherent explanation of the tangle and turmoil in China, and is both stimulating and provocative. Observations of political, social, economic and military conditions are supported by pertinent data which make this serve also as an outline history of China in the war years.

Navy Communiques

Available for those who take their history straight, devoid of the much-personalized, highly-colored recitation common to recently published volumes on World War II, are Navy Department Communiques which cover the fighting from Pearl Harbor to capitulation of the Japanese. The communiques, augmented by pertinent press releases, Pacific Fleet communiques and other official statements, were prepared by the Office of Public Information and published by the Government Printing Office in three volumes.

Reprinted serially, Communiques 1 to 300 fill Volume I, which was published 23 Mar 1943. It includes SecNav's historical statement, "Brief Report of Conduct of Naval Personnel During Japanese Attack, Pearl Harbor, T. H., December 7, 1941." Volume II contains Communiques 301 to 600 in chronological order and, in addition to other statements, the Proclamation by the President on the Surrender of Germany. Volume III made the set complete and presents Communiques 601 to 624 besides the text of Japanese surrender documents.

All three are on sale by the Superintendent of Documents, Government Printing Office, Washington 25, D. C.: Volume I at \$5.55, Volume II at \$1.00 and Volume III at \$30.

SecNav Directs Regulars To Assist Reserve Units

SecNav James Forrestal has directed in Alstacon 061431 that Naval Reserve units be assisted and supported fully by all regular Navy establishments. The directive reads:

"While the Reserve component of the Navy has returned to its peacetime pursuits, the Naval Reserve continues to be the reservoir of strength on which the Navy and the nation must rely in an emergency. It is an important responsibility of the Navy to see that this resource is organized, trained and sponsored in order that it will be always ready to furnish the trained manpower needed by the Navy in an emergency. It is mandatory that addressees assist Naval Reserve units in their vicinity in every way practicable."

BATTIN' THE BREEZE ON THE 7 SEAS

Let George Dewey) It

The USS *Brooklyn*, 1863 vintage, stood into Port Royal, South Carolina. On her bridge, standing between the captain and the pilot, was Lt. (later Admiral) George Dewey. They sighted a vessel coming out.

"Starboard the helm!" said the pilot.

"Port the helm!" said the captain.

Dewey did a swift sum in his head and struck an average. "Steady!" he cried.

"What do you mean, Mr. Dewey," demanded Capt. Emmons who never could remember Dewey's name, "by countermanding my orders?"

"Well, sir, the pilot said starboard and you said port, so I wanted to avoid having the helmsman try to do both at once," Dewey replied.

"Steady, then!" returned the captain.

Collision was avoided.

One Dozen Roses

It seems that Tokyo Rose was 12 other people, more or less.

Anyway, the Federal government is dropping its case against Iva Ikuko Toguri, Los Angeles-born broadcaster accused of aiming subversive propaganda at men in SoPac during the war. She may be released.

The government theory that a dozen different voices played the part of Tokyo Rose agrees with her evaluation by sailors and marines. It would take 12 people to be that corny.

Cha-plain Language

Heard about the man who had to see the chaplain?

Never mind. This one's about the chaplain who had to see a man. The padre was no marine and he chop-chopped down the flight deck of the carrier in lively fashion. He caught his toe in a pad-eye and smacked the deck with all the authority of a heavy fist on a resonant pulpit. The cleric rose to his feet to confront a circle of

smiling, expectant pilots. They waited to hear the chaplain's verbal reaction—but not long.

"Don't stand there smirking like apes," he shouted. "Say what I'd like to!"

Mine Your Own Business

Gunfire at an anchorage which had been peaceful for several days roused all ships one day in the closing weeks of the war in the Pacific.

An LCI was seen blazing away at objects to the starboard.

From one of the larger ships came a hasty query, something to the effect of "what's up?"

"We're shooting at little round objects which blow up," was the LCI's answer.

Inspection revealed the "objects" were Jap mines.

North Pole Aweigh

As if the Navy's nightwatchmen didn't have enough on their minds already, the quartermaster now has the problem of the missing North magnetic pole.

Most recent charts place the pole north and west in McClintock Sound. A Canadian scientist recently said it was on North Somerset Island. Russian observers claim it is in Siberia. Cagey United States scientists refuse to commit themselves without more evidence. The pole may have moved they say, or maybe it wasn't ever located where it was said to be.

At any rate, if the North magnetic pole has moved, it left no forwarding address.

Real Navy Action

The USS *Missouri* permitted visitors only on the main deck on Navy Day in New York and from there, an officer confided, "we've removed everything movable."

Not so distrustful of the public, the USS *Little Rock* anchored in North River and allowed Navy Day callers

considerably more freedom. Some unidentified lad found an important-looking lever on the bridge. He pulled it and stood by to admire an unrehearsed exhibition of the Navy in action.

Answering the raucous bleats of the general alarm, sailors sped to fire stations, broke out hose and prepared to deal with a major disaster. Capt. H. H. Smith-Hutton, skipper, ended the excitement by passing the word that the alarm was a phony.

DD—Dead Duck

It was the closing year of the war in the Pacific. A U. S. submarine cruised in Japanese home waters. The skipper glued his eye to the periscope and scanned the surface of the ocean. Suddenly, with elation written on his face in a bold hand, he turned and exclaimed:

"Yippee! Three unescorted destroyers."

Chief's Gun Boats

This department, covering the field pretty broadly as it does, might as well add a bright-sayings-of-small-children division.

The chief gun's wife and two-year-old daughter lived up in the hills back of San Pedro, overlooking the harbor. And it gets pretty noisy around there when the fleet's holding gunnery practice out around the channel islands.

Gun-thunder rolled in across the sea on this day, rattling the windows and seeming to shake the earth. Finally a particularly vicious, dish-clattering salvo rocked the house.

"My goodness, what was that?" Mrs. Guns jokingly asked her daughter.

The little one piped up, "Oh, daddy drop it shoe!"





THE CREW of the SS Joseph Holt is well protected by mattress padding and tank helmets against shock of possible explosion.

LOOKING FOR TROUBLE

DELIBERATELY seeking what other ships strive to avoid—contact with the deadly mines that lie beneath the waters of the bays and channels of Japan—were the ghost-like ships of the United States Navy's "Guinea Pig Squadron."

Each with empty holds, and manned only by a handful of sailors and officers whose occasional footsteps echoed hollowly down the long, dimly-lighted passageways, the guinea pig ships steamed the mine-strewn waters to make certain that the explosive-laden machines laid there were no longer a menace to American ships.

During the war, American planes, roaring low over these waters, sowed them with a new pressure type mine which wreaked havoc with Japanese shipping. Unlike the common moored, magnetic or acoustic mines, the new weapon is extremely difficult to sweep. The mine is detonated by a change in the pressure of the water surrounding it which ordinarily is caused only by

Volunteer-Manned Ships of 'Guinea Pig Squadron' Ply Jap Waters Seeking Deadly American Mines Menacing U. S. Vessels

the passage of a large ship over the mine. Anticipating the invasion of Japan, these mines were set to neutralize themselves. That is, they would become non-explosive within a certain time after being laid.

But even after sweeping by small ships, first Japanese, then American, the only way to make certain that these mines were no longer dangerous was to run larger ships over them. And that was what the "Guinea Pig Squadron" accomplished, using battered ships that had been damaged by war and storms. These ships were manned by volunteer crews for whose

safety all possible precautions were taken.

Under the direction of Rear Admiral Arthur D. Struble, USN, Commander Minecraft, Pacific Fleet, the "guinea pigs" swept Nagoya and Bungo Suido waters, and then moved on to sweep the Hiro Wan and Kure areas of Japan's Inland Sea. The hunting was poor and the luck all good. No mines exploded under them.

The ships made their runs with skeleton crews of about 22 men each. The balance of the crews remained in port to take their turn on another sweep or to do necessary below-deck chores that wait until the ships had stopped "pigging" for the day. The ships had been fitted with remote controls so that the engines and boilers could be operated from the main deck and flying bridge rather than below in compartments which would become steam-filled death traps in the event of a mine explosion.

To cushion the shock of possible ex-

plosion, the crew members stood on mattresses or raised wooden gratings at most of the stations, and wore tank helmets for head protection. The overheads above them likewise were well padded with mattresses.

The three ships of the "Guinea Pig Squadron" were the USS *Marathon* (the flagship), the SS *Pratt Victory* and the SS *Joseph Holt*, a Liberty ship. The *Marathon* is a former troop transport. The other two are freighters taken over by the Navy from the War Shipping Administration.

The three ships usually steamed in echelon about 150 yards apart. A fleet tug equipped with complete salvage gear followed at the respectable distance of 1,500 yards. In the ships' checking of the 40-mile channel from Hiro to Kure, the ships made 30 trips—four hours up and four hours back—over a period of six days. Like the rest of minesweeping, the work is monotonous—until something happens. Shattered half-sunk hulls of the Jap Navy and merchant marine, many of which had conveniently exploded a mine, were passed daily. Each morning the ships were greeted by the punctual Kure mail train puffing along the beach in peacetime safety.

Low clouds and icy mist made navigation difficult among the many small islands of the Inland Sea, even though marker buoys (dan buoys)—planted by the fleet of small minesweepers which had preceded the "guinea pigs" into the area—still remained to mark the 2,000-yard-wide channels which the ships were required to check.

The skeleton crews of the ships munched on sandwiches during the day. But on returning to home base late in the evening they were greeted with a hot meal prepared by the mess cooks.

The *Marathon* was torpedoed in Buckner Bay, Okinawa, early on the morning of 22 July 1945 with the loss of 37 of her crew. The gaping hole torn in her port side forward by the torpedo was patched and she was put back into service. During her "guinea pig" operations the *Marathon* exploded a mine while sweeping the Kobe channel but the explosion did only superficial damage to the ship.

The *Pratt Victory* likewise was torpedoed—on the starboard side in No. 2 hold about a month before the war ended. The hole was partially closed by a metal plate that extended down to the water line, but below that the hold was open to the sea. She could not steam at full speed because the sea pouring into the open hold would create a dangerous pressure on the bulkhead that separates it from the next hold.

The third ship, the *Joseph Holt*, went aground in Buckner Bay during a typhoon. Her keel was believed to be slightly bent but it did not interfere with her steaming ability.

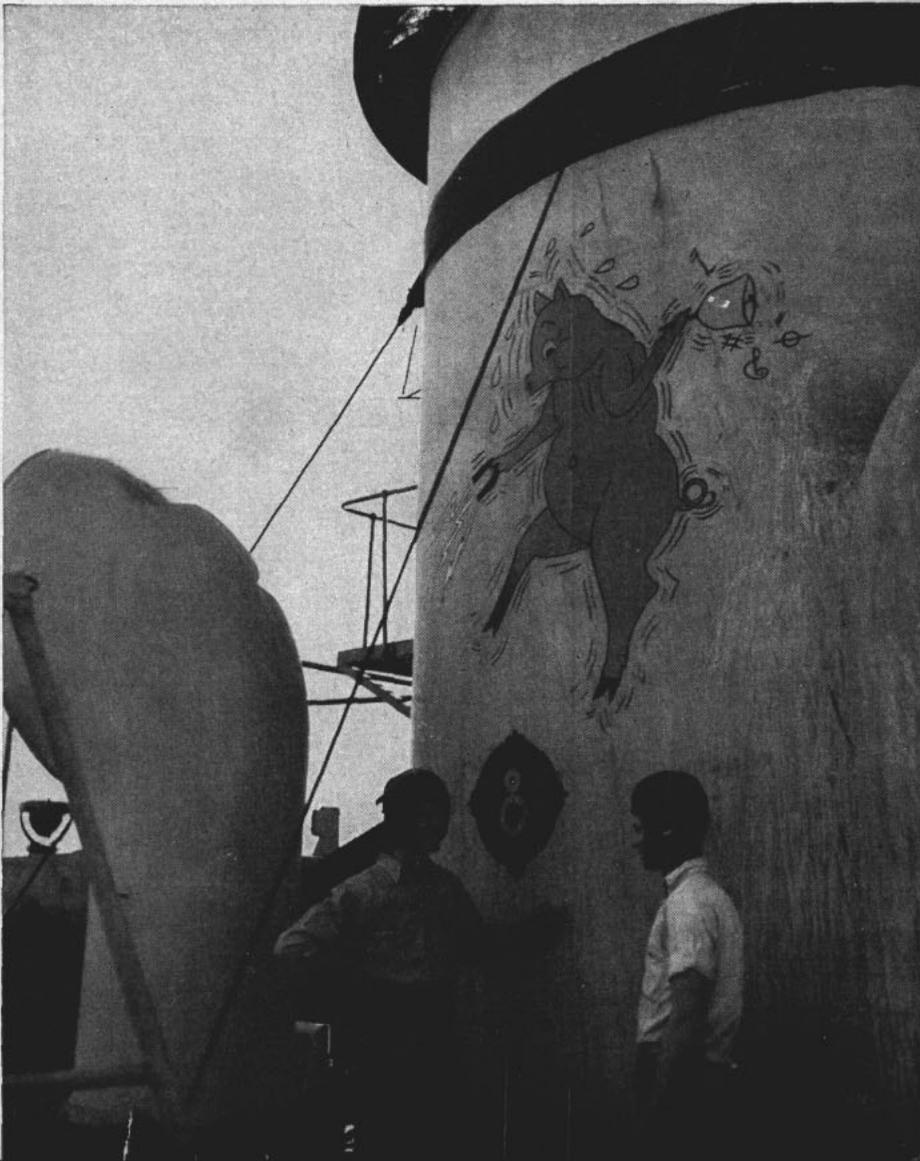
Capt. Henry J. Armstrong, USN, group commander, declared regarding the crews of his three ships:

"I'm proud of them. Their spirit has been excellent. They appear to have had no qualms—no thought of fear. The mere fact that we have not hit a mine is not our fault. It's just a tribute to good sweeping."



Official U. S. Navy photographs

SALVAGED after being torpedoed, the SS *Pratt Victory* (above) steams along Japanese coastal waters seeking to explode active pressure type mines. Below, two crew members of the SS *Joseph Holt* discuss the squadron insignia.



LETTERS TO THE EDITOR

This column is open to unofficial communications from within the Naval Service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes; no private reply will be made.

No Release Planned

SIR: Persistent rumors aboard ship speak of pending legislation concerning release of personnel on their first enlistment who have signed for only two years and are non-rated. Can you inform me if such proposals are being made?—M.W.M., S2, USN.

• ALL HANDS can't imagine where this scuttlebutt started, but has heard it from at least a dozen sources in the past month. Here's BuPers' official answer to your query:

"No legislation or administrative action of this nature is contemplated, and the rumors referred to should be considered false."—Ed.

Army Service and Navy Rates

SIR: I am a Filipino, honorably discharged from the Army after five years service. I recently enlisted in the regular Navy in the stewards branch. Am I eligible for the rating of STM1 due to my previous military service?—D. S., STM2, USN.

• Men discharged from the Army who enlisted in the Navy prior to 11 July 1948, who had served honorably in World War II for at least six months, were eligible to be enlisted as S1, F1 or STM1 if physically and otherwise qualified. Those enlisting after 11 July are enlisted in the pay grade corresponding to that in which they were discharged from any of the armed forces (other than the Navy), but in no case in a pay grade higher than pay grade 5.—Ed.

Victory Ribbon Wearers

SIR: (1) What are the eligibility requirements for the Victory Medal, World War II? (2) Are any stars authorized to be worn with the ribbon?—J. C. R., Ens., USNR.

• (1) *Alnav 352-45 (NDB, 31 Oct 1945)* states that "all persons who are now serving, have or shall have served, and whose service shall have been honorable, in the Navy, Marine Corps or Coast Guard at any time during the period beginning 7 Dec 1941 and ending with a future date to be announced later, are hereby declared eligible for the World War II Victory Medal." (2) No.—Ed.

Subs and Quarters

SIR: Are former POWs entitled to subs and quarters for the time they were prisoners?—S. E. S., CSM, USN.

• No, unless the ex-POW was drawing subs and quarters at time of capture. A bill regarding subs and quarters for ex-POWs died when the 79th Congress adjourned.—Ed.



Bulletin, NavTraCen, Great Lakes, Ill.
The last man.

Uniform Debate

SIR: I would like to submit my version of the new uniform. Officers and CPOs to remain as is. All POs to wear the same uniform as CPOs with this difference: buttons on all blouses to be of Navy blue plastic of correct size for type of blouse. Hashmarks and rating badges to remain as is. Shirts to be white, blue or khaki, with black ties. Cap device for POs to be a fouled anchor without the USN.

Non-rated men to wear the same style trousers and shirts as POs and CPOs, and blue, white or khaki Eisenhower jacket with watchmark, with one-fourth inch diagonal white or blue four-inch stripes on lower sleeve to denote fireman or seaman. Dungarees to include Eisenhower jacket of denim and garrison cap of denim. Abolish present blue and white caps. Caps to be worn by non-rated men to have cap device similar to stewards branch—the initials USN.—H. S. S., Lt.(jg), USN.

SIR: Why all the fuss about the tradition in the old uniform? Believe me when I say the original 13 colonies are the last thing that would ever come to my mind when I tackle those buttons after a few beers.—A. L. D., SM3, USN.

Accrued Leave

SIR: If a leave overlaps the next fiscal year, is it chargeable to the leave credit of the year in which it was taken, or are the number of days taken charged proportionately to each fiscal year?—J. W. W., CY, USN.

• It depends upon how much leave is accrued. For example, if a man had taken 20 days leave in fiscal 1947 and received 30 more the middle of June 1947, 10 days would be charged in fiscal 1947 and 20 in fiscal 1948. But if no leave had been taken during fiscal 1947, all 30 days would be charged in fiscal 1947.—Ed.

Sale of Shotguns

SIR: Was the bill permitting the sale of Government-owned shotguns passed by the 79th Congress?—I. K. F., Lt., USNR (inactive).

• S-1551, which would make available for public purchase surplus Government-owned shotguns through the War Assets Administration, was passed by the Senate 20 Dec 1945, and was awaiting action in the House Military Affairs Committee where it died when Congress adjourned.—Ed.

Yours, Forever

SIR: Are the service numbers of enlisted personnel ever given to another man?—N. C. N., S1, USN.

• No. Once an enlisted service number is assigned to a man it remains his permanent number. The only time a change is made is when, by mistake, a number is duplicated, or when a man reenlists fraudulently and conceals the fact of his previous service.—Ed.

Retirement Date

SIR: I enlisted in V-1 USNR on 15 Dec 1942 and was placed on inactive duty. I was placed on active duty in V-12 USNR on 1 July 1943 and commissioned ensign USNR, 24 Oct 1945. I have been selected for ensign USN and wish to inquire what date my service credit for retirement purposes commenced.—D. O. F., Ens., USNR.

• 1 July 1943.—Ed.

ETM Training Eligibility

SIR: Can a man who was dropped from radio materiel school in 1942 get back into ETM training? Since I was dropped I have had extensive experience in the upkeep of radio, sonar and radar equipment, frequently as the sole maintenance man aboard my ships. I have served on DDs, DEs and DMs. I have also improved my mathematics background.—B. M. V., CRM, USN.

• *Alnav 290-46 (NDB, 15 June)* states that personnel dropped from radio materiel training are not eligible for ETM training. However exceptions are made in unusual cases where the individual can successfully show that he has acquired the necessary knowledge in the related subjects. Applications for ETM training should be submitted through channels in accordance with *Alnav 290-46*, stating particulars which may be applicable if such a waiver as yours is desired.—Ed.

Concerning Spars

SIR: (1) Has the Coast Guard adopted any policy whereby ex-Spars may reenlist in an inactive reserve? (2) Is the Coast Guard contemplating enlisting regular Spars?—B. A. C., Ex-Y1, USCGR.

• (1) No. (2) No.—Ed.

Individual Age Waivers

SIR: Have age requirements for enlistment in USN been waived for personnel who hold a fire controlman rate?—J. R. H., FCI, USNR.

• Request for waiver may be submitted. Decisions are based on policies and instructions in effect at the time the request is made.—Ed.

'Swear' and 'Affirm'

SIR: Printed forms (and Naval Courts and Boards) provide the words "swear" and "affirm" as alternatives to be used in administering oaths. When a person takes such an oath should he repeat only one of the words? At most court martials I've heard the person reading the oath reads both words.—F. G. D., Y3, USN.

• That's a fine point. *Naval Courts and Boards, 1937, Appendix E-3*, includes the following statement: "There is no specially provided procedure which must be used in administering an oath. Any procedure which appeals to the conscience of the person to whom the oath is administered and which binds him to speak the truth is sufficient. In addition to the prescribed oath there should be such additional ceremony or acts as will make the oath binding on the conscience of the person taking it. The usual manner of administering an oath is to require the person taking it to keep one hand upon a Bible while doing so. Persons who have peculiar forms which they recognize as obligatory and believers in other than the Christian religion may be sworn in their own manner, or according to the peculiar ceremonies of the religion which they profess and which they declare to be binding."

In other words, unless the person to whom the oath is being administered makes a point of it, it wouldn't make much difference if the officer administering the oath said, in effect, "Do you swear or affirm. . . ."

If, on the other hand, the person to be put under oath is particular about those things, he should be given full opportunity to be sworn in whatever manner will satisfy his conscience. In such a case the person administering the oath should be careful to use just the one word, "swear" or "affirm", for instance, or such other word as will, in the words of Courts and Boards, be "binding on the conscience of the person taking it."

You might note also that a witness going under oath is given, in addition to his choice between "swear" and "affirm", a choice between the phrases: "So help you God" and "This you do under the pains and penalties of perjury."

Oath forms stated in *Naval Courts and Boards* are not meant to be conclusive, but are rather suggestive of appropriate forms. They may, in some cases, require modification.—Ed.

No Transfer to Army

SIR: Is it possible for a man serving in the regular Navy on a three year cruise to transfer to the regular Army?—A. G., S1, USN.

• No.—ED.

Travel Allowance

SIR: You told "J. F. B., Lt. (Jg) USN" (ALL HANDS, September 1946, p. 30) that a USN(T) officer accepted for a permanent USN commission rates travel allowance at five cents per mile from place of discharge to place of enlistment. I fall into this category but the paymaster here isn't having any. What's the dope?—E. P. K., Ens., USN.

• The paymaster's right. Alnav 435-46 (NDB, 15 August) announced such payments would be withheld pending decision of the Comptroller General. That decision, rendered 22 October and as reported in Alnav 576-46 (NDB, 31 October), was: "Temporary officers discharged for convenience of government to accept permanent appointment to officer rank not entitled travel allowance on discharge." ALL HANDS' answer to J. F. B. was in error.—ED.

Great White Fleet

SIR: (1) In what year did the Great White Fleet sail around the world, and (2) did a President go along?—L. C. B., ACM, USN.

• (1) Sixteen U. S. battleships of the fleet frequently (but never officially) termed "The Great White Fleet" left Hampton Roads 16 Dec 1907, cruised westward around the world, and returned to Hampton Roads 22 Feb 1909. (2) President Theodore Roosevelt reviewed the fleet on its departure and again on its arrival, but he did not make any part of the cruise in the fleet.

The Great White Fleet, incidentally, is the name of a fleet of passenger ships operated by the United Fruit Company Steamship Service, founded 1899.—ED.

Souvenir Books

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

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

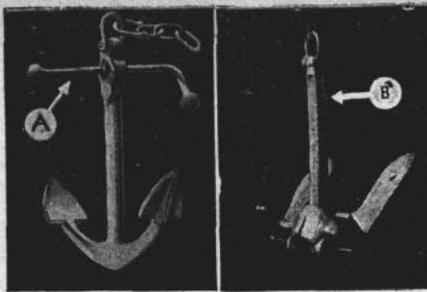
BuPers is in receipt of numerous requests for information on books published by various commands. It is therefore requested that COs and OinCs having knowledge of souvenir books, announcements for which have not appeared in this space, notify BuPers (Attn: Editor, ALL HANDS) promptly.

• USS Biloxi (CL80). Address: USS Biloxi (CL80), Everett Pacific Shipbuilding and Dry Dock Co., Everett, Wash. Now available; \$1.50 per copy.

• USS Shannon (DM25). Address: USS Shannon Publication Fund, John H. Noyes, Agt.; 530 Delaware Ave., Akron 3, Ohio. Distribution was to begin last month; price \$5.50 per copy (\$4 if original subscription paid).

• USS Tate (AKA70). Address: Kane and Harcus Company, Everett, Washington. Now available; \$4 per copy.

• USS Lunga Point (CVE 94). Address: Lt. Comdr. S. Linton Smith, USNR, Lock Drawer 551, Raleigh, N. C. Was mailed in August to all hands who served aboard. Editor requests early mailing of acknowledgement cards which were enclosed in copies, so he may close his books. In addition, about 40 copies were returned due to change of address. Men not having received their books may submit new address to the above address.



CAUGHT WITH its anchor down, ALL HANDS hastens to show stock, "A" at left; and shank, "B" on patent anchor, right.

Anchors Aweigh

SIR: In the September Quiz Aweigh (ALL HANDS, September 1946, p. 41) you refer to a portion of a patent anchor as the "stock." You're wrong. The part of the anchor you refer to is the "shank"; and furthermore, a patent anchor has no stock, which was the cross-arm found on old-fashioned anchors.—C. H. B., CBM, USN.

• ALL HANDS heaved in to the water's edge, took a look at its hook; and, by golly, you're right!—ED.

Spanish War Pensions

SIR: Is a Spanish-American War veteran entitled to a pension?—O. H. A., Ens., USCG.

• Some veterans of that war have been pensioned. For details contact the nearest office of the Veterans' Administration.—ED.

No Waiver for Experience

SIR: Before I joined the Navy I was a professional photographer. I am striking for a PhoM rate. Can I get a waiver of time due to my past experience? I've been S1 for two months.—M. C. G., S1, USN.

• No. Photographer's mates are petty officers as well as technicians. Minimum service requirements have been established by the Chief of Naval Personnel after due consideration of all factors involved.—ED.

About Retirement

SIR: In regard to midshipman service counting towards retirement, Section 6 of Public Law 305, 79th Congress, states an officer (assuming other qualifications) is eligible for retirement "... who has completed 20 or more years of active service including active duty for training..." Art 1666 (3), Navy Regs, states that time served as a midshipman "may not be counted in computing for any purpose the length of service of any officer in the Navy or in the Marine Corps." Is it not possible that due to the new public law, Art 1666 (3) is now obsolete?—N. J. S., Comdr., USN.

• An older law governs in the matter of midshipman service. An Act of 4 Mar 1913 (37 Stat. 891) reads: "Hereafter the service of a Midshipman at the U. S. Naval Academy, or that of a Cadet at the U. S. Military Academy, who may hereafter be appointed to the U. S. Naval Academy or to the U. S. Military Academy, shall not be counted in computing for any purpose the length of service of any officer in the Navy or Marine Corps." The Comptroller General has repeatedly held that this law is still binding and that midshipman service does not count for pay or retirement purposes. Since Art 1666 (3) is based upon the Act of 4 Mar 1913, it is still applicable.—ED.

SIR: I served as an enlisted man prior to entering the Naval Academy. Does this time count toward officer retirement?—C. A. H., Ens., USN.

• Time served in enlisted status counts toward retirement, but midshipman time does not.—ED.

He Likes 'Dit-Dahs'

SIR: Ament your article (ALL HANDS, October 1946, p. 13), "Gone Are the Days..." Does the author of said article dare expose himself to universal ridicule by stating his name? Who fed him the opium which brought on such a pipe dream? A man becomes a radioman because, and only because, he loves to listen to and send dit-dahs. If it irks him he changes his rate. Why do you suppose "hams" are in the game? Certainly not because they are dreaming of the day when they can build their own radio teletype set. And I defy you to find one single, lonely voice among those who actually have to operate the equipment who will defend radio teletype!—W. G., Cdr., USN.

• ALL HANDS writers, following Navy custom, are allowed to duck, when necessary, behind the anonymity of their billets.

Radiomen interviewed during preparation of the radio teletype story thought the new gear about 4.0. It is ALL HANDS' belief that radiomen, who frequently stood watch-and-watch on the earphones in wartime, taking thousands of groups on end through static and jamming, will find a good word for radio teletype shipboard installations. At least it'll give the shack demizens a chance to tend the joe pot.—ED.

Discharge Eligibility

SIR: Recently when the Alnav came out releasing certain rates with four years in on a six year hitch, I was to benefit by it. At the time I was a stevedore aboard an AKA. We were told we could not put in for discharge until we were at a receiving station. Two days before we were to leave the ship I broke my leg in the line of duty and was transferred to a naval hospital. There I was told my discharge was no longer possible, due to clauses in the Alnav. Can an exception be made in my case?—E. R. W., BM2, USN.

• BuPers will consider individual requests from men who were for good reason unable to apply for discharge under Alnav 512-46 (NDB, 15 September). Requests should be submitted to BuPers via channels, stating circumstances.—ED.

10 Per Cent Applies

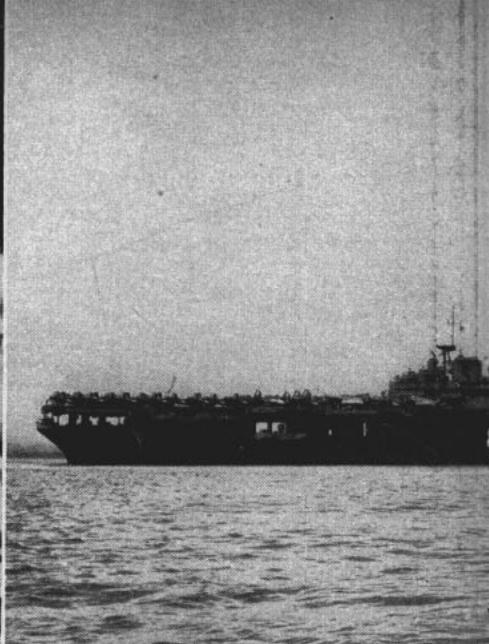
SIR: Does the 10 per cent increase in retainer pay offered class F-4-D Fleet Reservists, for good conduct or extraordinary heroism, apply also to former enlisted men who retire as officers?—W. R. K., CBM, USN (FR).

• An enlisted man transferred to Class F-4-D under Section 203 Naval Reserve Act of 1938, who held temporary appointment to higher warrant or commissioned rank under Act of 24 July 1941, is, upon subsequent transfer to the Retired List, entitled to retired pay computed at one-half of the base pay of the highest rank in which he served satisfactorily, plus permanent additions thereto, plus 10 per cent increase for conduct or extraordinary heroism if applicable.—ED.

16-Year Fleet Reserve

SIR: By following the Legislative Roundup in ALL HANDS I learned that S-1438, reinstating the 16-year Fleet Reserve, was passed by the Senate (79th Congress), passed by the House with amendments, and returned to the Senate for further action. Your May 1946 issue stated, "... considered 18 April by Senate Military Affairs Committee; early action expected." Since May I have searched each issue of ALL HANDS in vain for further word on this legislation. Please advise.—D. W. L., CSK, USN.

• The bill was sent to the Senate Military Affairs Committee where it lay for several months. A new bill, S-2460, was finally introduced in July 1946, and no further action was taken on S-1438. The bill S-2460 was enacted into law on 10 Aug 1946, and became Public Law 720, 79th Congress, known as the Army-Navy Inducement Act. (See ALL HANDS, September 1946, p. 52).—ED.



THE HOME FOLKS examine a plane power plant at NAS, Pensacola (upper left). Left center: Navy men died, plane scatters flowers in memory. Left: Pauline Nicom of Havertown, Pa., wife of a man on duty at Willow Grove NAS. Upper right: USS Annapolis, newest cruiser, went to Caribbean waters. Lower right: Ronny Peterson, SFI, of Vallejo, Calif., in uniform, in a situation which permits service men to wear civilian clothes.



TODAY'S NAVY

South Pole Expedition Tests Equipment And Men Under Frigid Training Conditions

Admiral Byrd in Charge

The Navy will turn its eyes far to the south this month, when a naval expedition involving 4,000 men and more than a dozen ships will depart East and West Coast ports for the frigid Antarctic, headed by Rear Admiral Richard E. Byrd, USN (Ret), famed polar explorer.

The expedition has four aims, with training of personnel and testing of equipment in frigid zones heading the list. At the same time, results of the 1939-1941 expedition will be consolidated and developed, scientific knowledge of the region will be amplified, and naval techniques will be developed for establishing, supporting and using bases under South Pole weather conditions.

At a Navy Department press conference in Washington, D. C., Admiral Byrd emphatically denied that the expedition will be the U. S. entry in an international race for uranium deposits reported to exist within the Antarctic circle.

Admiral Byrd described the Antarctic as "an untouched reservoir of natural resources," and said that geologists would search for any metals which might be found there. However, they will not concentrate their search on uranium, he declared.

Indicative of Antarctic riches is the fact that enough bituminous coal to supply the U. S. for 30 to 40 years was discovered in the Antarctic on Admiral Byrd's previous expedition. The South Polar continent embraces six million square miles, equal to the areas of the U. S. and Europe combined, of which four million square miles are unexplored. This latter is larger than the U. S. and Mexico.

The British since 1942 have occupied the old U. S. exploratory base at Marguerite Bay, 1,500 miles from

Little America, and Russia and Norway were reported to be sending expeditions to the Antarctic. The British were offered use of equipment left behind by the U. S. at the old Marguerite Bay base, and the Navy's forthcoming expedition is ready to cooperate with the explorers of Great Britain or of any other nations encountered.

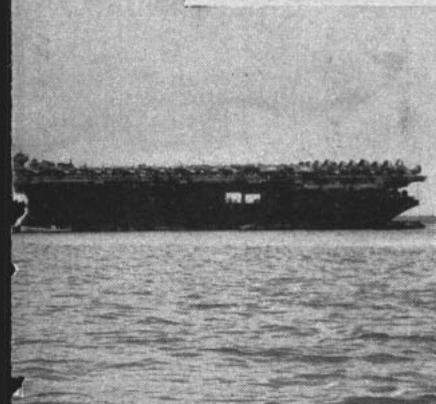
British occupation of the old base at Marguerite Bay will not hamper the Navy's new expedition, because it was only a secondary base. The new expedition will operate from Little America, approximately 800 miles from the South Pole on the Ross ice shelf.

With reference to territorial claims, the Navy declared the purpose of this expedition is primarily the training of naval units, and any effects these operations may have on claims will be incidental. The U. S. recognizes no claims in the Antarctic and has not made any.

Technical control of the expedition will be exercised by Admiral Byrd, who is on duty in the office of CNO as advisor on Arctic and Antarctic matters, and who has been designated as officer in charge of the project. He plans to accompany the task force and to participate actively. Capt. Richard H. Cruzen, USN, who commanded the Navy's Arctic training cruise during the past summer (ALL HANDS, November 1946, p. 12), will be task force commander. Capt. Cruzen was Admiral Byrd's second in command during the 1939-1941 expedition, commanding the cutter USS *Bear*.

The task force will be divided into three main groups:

- Central group, to include the flagship and headquarters communication ship, USS *Mount Olympus*, the Coast Guard icebreaker USS *North Wind*, Navy icebreaker USS *Burton Island*,



er plant during Navy Day exhibition
er: Over Normandy beaches, where
their memory on Navy Day. Lower
s first Wave to re-enlist for inactive
ht: USS Philippine Sea, the Fleet's
for shakedown cruise. Lower right:
takes advantage of new regula-
civilian clothes while on liberty.



LAST JANUARY



Coast Guard returned to Treasury Department. Navy jet fighter, FD-1, Phantom placed in production. Vice Admiral W. H. P. Blandy, USN, announced atom bomb test would be

held early in May, using German and Japanese vessels as targets.

JANUARY 1947

			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	



Official U. S. Navy photograph

PIPE POINTS to polar region where Rear Admiral Byrd, left, will lead 4,000-man Antarctic expedition early next year. Vice Admiral Sherman, DCNO, center, and Capt. Cruzen, who will command the expedition task force, look on.

cargo ships *USS Yancey* and *USS Merrick*, and the submarine *USS Sennet*.

• East group, to be under immediate command of Capt. George J. Dufek, USN, a naval aviator and a member of the previous Byrd expedition. It will include the seaplane tender *USS Pine Island*, the oiler *USS Canisteo* and destroyer *USS Brownson*.

• West group, to be under immediate command of Capt. Charles A. Bond, USN, also a naval aviator and a veteran of wartime aviation in the Aleutians. It will include the seaplane tender *USS Currituck*, oiler *USS Cacapon* and destroyer *USS Henderson*.

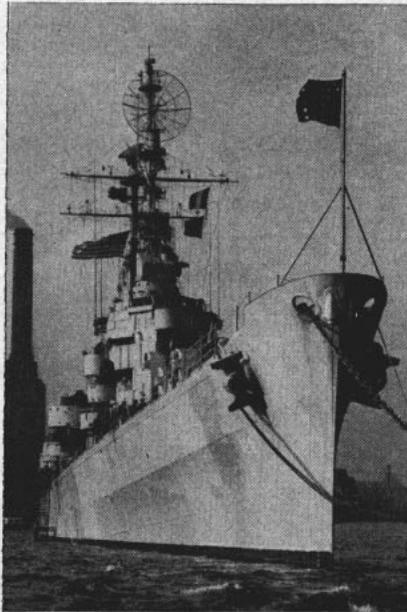
Ships of the task force will depart Norfolk, Va., and San Diego and San Pedro, Calif., early this month, rendezvousing at Scott Island, which lies between New Zealand and Little America. Their arrival will be timed so that the task force can enter the Antarctic as early in January as ice conditions will permit, allowing operations throughout the Antarctic summer season. The force will leave by the end of February, when the winter season begins there, and the ships will arrive at their home ports about April.

It is not planned to continue any part of the task force in the Antarctic during the winter, but a base capable of maintaining a party for at least 18 months will be established to provide for emergencies.

Aircraft for shore-based flight operations will be flown in from the aircraft carrier *USS Philippine Sea* after the base has been set up on the Ross ice shelf.

While the expedition is primarily of a military nature, its versatility and mobility afford an unequalled opportunity to amplify existing scientific data. To take full advantage of this, arrangements have been made with other governmental departments for scientists in a number of specialties to participate.

The Army will be represented by air and ground force observers including quartermasters interested in clothing and rations. The Weather Bureau, Coast and Geodetic Survey, Coast Guard, U. S. Geological Service, Hydrographic Office, the Navy's material bureaus, and other government scientific agencies will provide technicians. About 50 marines, including aviators, will go along. Full coverage will be given by a staff of from 8 to 12 newsmen and approximately 25 Navy photographers and photo technicians. A



Official U. S. Navy photograph

FIRST U. S. NAVY SHIP to visit Port of London is *USS Spokane*, taken over as flagship by Admiral Richard L. Conolly, USN, ComNavEu.

scientific group of about 300, including 25 civilian and 35 Navy scientists, will participate.

Each of the large seaplane tenders will carry three camera-equipped Martin Mariner patrol seaplanes, a small scout plane and two helicopters. Each of the two icebreakers will carry one scout seaplane and one helicopter. Long-range operational and mapping flights will be made by the Mariners, while the scouts will be used primarily for short-range ice reconnaissance, and the helicopters for rescue work in case of forced landings.

The submarine *Sennet's* sensitive fathometer and bathythermograph are expected to contribute materially to oceanographic research. In addition, the undersea craft will be equipped to collect ocean floor samples, particularly off the seaward ends of glaciers. Analysis of these samples will provide data with which to estimate the geological composition of the Antarctic continent. The submarine and destroyers accompanying the expedition will provide additional safeguards during the over-water portion of operational flights.

Although the expedition will be using ultra-modern equipment developed during the war, the reliable sled dogs will accompany the party. However, they will be used only in difficult areas, with mechanized equipment providing the major means of travel.

Teamwork

Appreciation for the cooperation of the Navy and Marine Corps with Army Ground and Air Forces in recent amphibious training exercises in Japan was expressed by General of the Army Douglas MacArthur in a message to Admiral John H. Towers, USN, Commander in Chief of the Pacific Fleet.

Naval units engaged in the exercises were provided by the Amphibious Forces, Pacific Fleet, and included TransDiv 13. A troop training unit of 36 veteran MarCorps officers from the Amphibious Training Command, Coronado, Calif., conducted the shore-based training and assisted in the afloat training.

Gen. MacArthur stated that the exercises were "highly beneficial" and "very gratifying," and a Navy spokesman said the tests were evidence that a high order of teamwork between all services necessary to successful amphibious operations is obtainable in peacetime.

Liberty Parties

Peacetime sea duty, in keeping with good naval tradition, provided foreign shore liberty for 52 officers and 640 men of *USS Houston* (CL 81) in that tourist Mecca, Paris.

The group, in two parties, visited Paris for periods of about 48 hours each, having left their ship in Le-Havre. Cost to each enlisted man for the tour was just \$8, which included transportation, billets, meals, sight-seeing tours and a theater ticket.

Several Army and Navy commands in the European area cooperated to arrange special trains, billets, rations, tours and tickets to the Folies Bergere for the *Houston's* liberty party.

Courtesy Calls

A Navy and State Department policy of combining goodwill visits of naval vessels with training cruises has been highlighted by courtesy calls in the Mediterranean, South America and Mexico.

Vessels which were to visit various Mediterranean ports during late November and early this month were the carrier USS *Randolph*; cruisers USS *Fargo*, USS *Huntington* and USS *Houston*; and destroyers USS *Perry*, USS *Rich*, USS *Warrington*, USS *Noa*, USS *R. L. Wilson*, USS *Corry* and USS *Holder*.

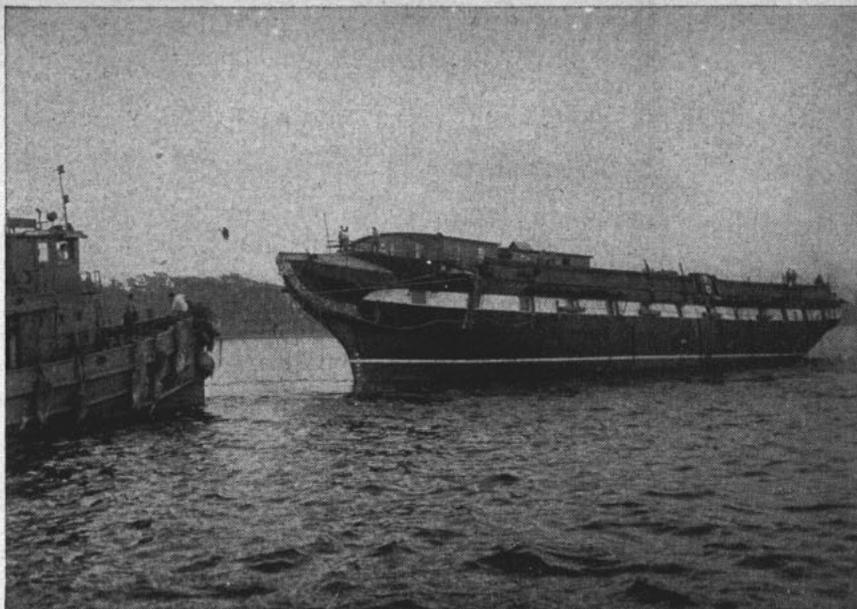
Among ports to be visited were Izmir and Marmaras, Turkey; Bierut, Lebanon; Piraeus, Greece; Alexandria, Egypt; Jidda, Saudi Arabia; Port Said; and the island of Crete.

Six ships visited Valparaiso, Chile, on 4 and 5 November, representing the U.S. at inaugural ceremonies of the Chilean President-elect. The vessels were the battleship USS *Wisconsin*; carrier USS *Leyte*; destroyers USS *Joseph P. Kennedy Jr.*, USS *Massey*, and USS *Douglas H. Fox*; and auxiliary USS *Vermilion*.

Following the inaugural ceremonies, the *Wisconsin*, *Vermilion*, *Leyte*, *Massey* and *Douglas H. Fox* paid a call to Callao, Peru, from 9-13 November. La Guaira, Venezuela, was visited from 22-26 November by the *Wisconsin*, *Joseph P. Kennedy Jr.* and *Vermilion*.

At the invitation of the Mexican Government, the Navy Department arranged to send four squadrons of anti-submarine patrol planes to participate in inaugural ceremonies for the President-elect of the United Mexican States on 1 December. The squadrons consist of 36 PV2 Harpoons.

Meanwhile, the Navy Department also was playing the role of host to four high-ranking officers of the Sia-



Providence Journal photograph

FAMOUS EARLY-NAVY frigate, USS *Constellation*, starts her trip from Newport. She ran into foul weather, was towed into port with all hands bailing.

mese Royal Navy, who have been visiting naval installations and activities in the U.S.

All four of the officers are graduates of the Royal Naval College of Siam, and two of the officers studied marine engineering and naval ordnance in England and Germany. The Siamese Navy is composed primarily of submarines and small ships.

Bailed into Port

USS *Constellation* (IX 20), proud frigate of the young American Navy in the late 18th Century, has been undergoing repairs at the Naval Shipyard, South Boston. Masts re-stepped

and new rigging run, she was to be restored to her original appearance and moored next to another famed old frigate, USS *Constitution* (IX 21), at Pier A, Naval Shipyard, Charlestown, Mass.

Constellation underwent a hazardous voyage from her former berth at Newport to Boston. Her masts had been removed to increase her stability, and she went to sea under tow on 7 October. A 40-mile wind and 15-foot seas were encountered and she threatened to founder. She sprang a leak in her bow and pumps failed when generator trouble developed. Her 18-man crew formed a bucket brigade and bailed her into port.

Constellation won brilliant victories in 1799 and 1800. Under Capt. Thomas Truxton she defeated the French frigates *L'Insurgente* off the Nevis Islands and the *Vengeance* off Jamaica. In each case, her adversaries outgunned her considerably. Later she played a role in the trouble with the Barbary pirates (1801). She wound up her active career on Mediterranean patrol during the Civil War.

Down in 10 Seconds

A U. S. submarine sank a German U-boat in 10 seconds in a recent test, using a standard torpedo which contained a new and undisclosed feature.

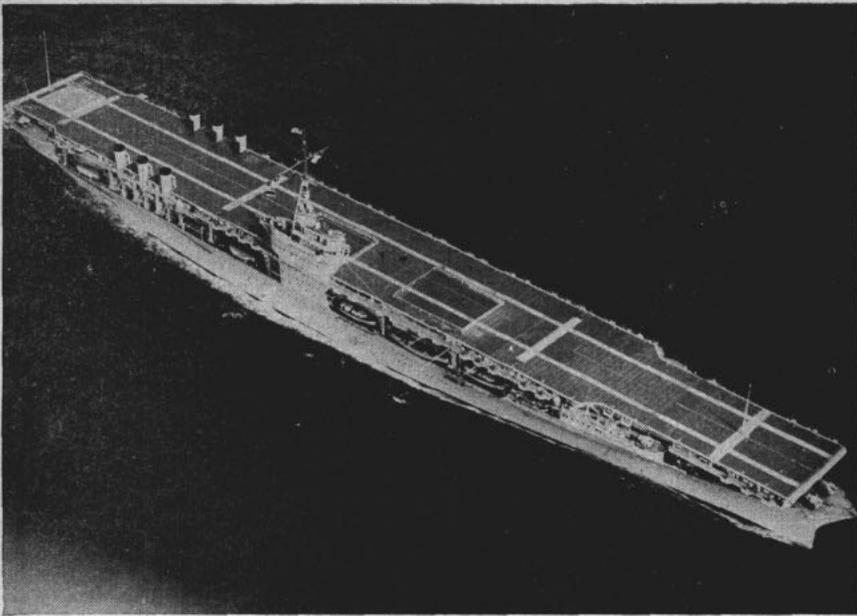
The German sub, the U-977, was blown in two by a torpedo fired by USS *Atule* at a range of 1,000 yards. The U-977, a 773-ton craft, was of the type used by the Germans for limited patrols in the Atlantic and Mediterranean areas. She was sunk off Cape Cod.

The Navy's study of German undersea craft has resulted in discovery of ultra-modern equipment, including practical use of an internal-combustion engine of closed cycle design, which could be operated while the boat was submerged. The engine was run on hydrogen peroxide, and required no exhaust or intake systems.



Photograph from Press Association, Inc.

SKYRAIDER, Navy's new AD-1, carries wallop of light cruiser, its builders say. Designed for carrier duty, it carries two 12-inch and 12 5-inch rockets.



Official U. S. Navy photograph

SIX-STACK RANGER has been decommissioned. She was first carrier built as a carrier from keel up; first to cross Arctic Circle; first to strike at the nazis.

Ranger Ranges no More

A lot of history and a lot of firsts were in the record books by the time USS *Ranger* (CV 4) was decommissioned in Norfolk this fall. The famed old carrier was scheduled for the scrap heap.

Ranger was the first ship built from the keel up as an aircraft carrier for the U.S. Navy; her planes led and covered the initial assault at Casablanca to open the North African front; back in peacetime days she had been the first American carrier to cross the Arctic Circle, and her planes were the first U.S. carrier craft to raid German shipping in Norway. Her long line of firsts lacked one item: she was second to *Saratoga* in the number of landings on her flight deck—92,262 in a 12-year career.

She was our smallest CV, and her trim silhouette was characterized by a row of three smokestacks along the

flight deck aft of the island, actually a row of three on each side. Her 14,500-ton bulk was driven by geared turbines turning twin screws.

Ranger bore a name honored in U.S. naval history. Five *Rangers* before her had played their roles. First was a heavy craft built in 1777 by order of the Continental Congress, later skippered by John Paul Jones. She was the first man-of-war to hoist the U.S. Flag, and first to receive a salute to that flag (14 Feb 1778 in Quiberon Bay on the north coast of the Bay of Biscay).

The first *Ranger* was followed by a small schooner of that name, whose tenure in the Navy encompassed the dates 1814-1816. Strangely enough, the third *Ranger* joined the fleet in 1814 (probably the only time in history two U.S. Navy ships bore the same name concurrently). The third was a brig of 14 guns in the Lake Ontario squadron of Commodore Isaac Chauncey.

The fourth *Ranger* must have been something of a monstrosity, despite her illustrious name. She was the epitome of transition between the old Navy and the new. This *Ranger* was an iron gunboat, steam-propelled but provided with sails, just in case. She served in the fleet from 1876 to 1909, seeing considerable foreign duty. She was eventually loaned to the State of Massachusetts as a school ship.

Fifth *Ranger* never floated. She was to be a battle cruiser but was scrapped on the ways as a result of the Washington Treaty of 1923 limiting naval armaments.

The *Ranger* which was CV 4 served prior to World War II in the important carrier tactics developmental work. She saw wartime service on neutrality patrol across the Atlantic in the years when Germany had England backed against the wall. She went to war in earnest after Pearl Harbor Day. She led assaults on Casablanca and against nazi forces in

Norway. She ferried great deck- and hangar-loads of P-40s and P-38s to the African and European fighting fronts.

Her planes scored hits on the French battleship *Jean Bart*, the cruiser *Primague*, destroyers and submarines at Casablanca, knocked down 16 certains and five probables in the air and destroyed 71 grounded enemy aircraft.

Her air groups destroyed at least six German vessels and downed two German planes in raids near Bodo, Norway. She spent the last year of the war in training operations in the Pacific, preparing squadrons to fly from her bigger sisters in enemy waters across the sea.

Like many another U.S. naval craft, *Ranger* was "sunk" by the enemy on occasion. A prize possession of the *Ranger's* library was a Spanish-language edition of the German magazine *Signal*, in which a Lieut. Otto Von Bulow was reported as receiving from Der Fuehrer himself the Oak Leaves to the Knight's Cross of the Iron Cross for sinking the *Ranger*, presumably in a daring, single-handed attack.

Nobody seems to know what subsequently became of Von Bulow. Presumably he was keeping his medal polished until the end of the war.

Anyway, they finally laid the old *Ranger* to rest at a Norfolk dock a month or so ago, her sleek hide, unscathed by Von Bulow or anyone else, reserved for the scrappers' cutting torches.

Radar Goes Civilian

Practical experiments in adapting wartime radar to commercial use are under way in a cooperative agreement between the Navy and American Airlines. Airborne search radar has been installed in "Flagship Alpha," the airline's flying laboratory, and early experiments are scheduled.

Host to Civilians

Host to about 100 prominent Southerners was USS *Ranger* (CV 4) shortly before she left the Fleet to report in Norfolk for decommissioning. As part of SecNav's program which extends invitations to representative civilians to visit naval ships and stations at work, the guests went aboard the *Ranger* from NAS, Pensacola, and watched a day's typical peacetime operations.

The visitors watched their Navy hosts closely, and apparently liked what they saw. One of them commented later: "I was completely amazed by the orderliness and efficiency I saw everywhere aboard the *Ranger*..."

And another said, "The trip was a revelation on the completeness of the naval training given our fliers, both on the Pensacola base and on the carrier..."



Official U. S. Navy photographs

FOR 42 YEARS Chief Radioman Erwin Leroy Harris has contributed ingenuity, know-how to U. S. Navy.

Cochrane to M.I.T.

Vice Admiral Edward L. Cochrane, USN, Chief of the Material Division and former Chief of the Bureau of Ships, has been named to head the department of naval architecture and marine engineering, Massachusetts Institute of Technology.

Admiral Cochrane will not begin his duties at M.I.T. immediately, but will remain on active duty in his present Navy post for the time being.

Joint Procurement

Joint procurement of supplies by the Navy and the Army has been more thoroughly coordinated, at the request of the two services, by President Truman's appointment of a civilian as executive chairman of the Army and Navy Munitions Board, with final authority over all service purchases. The new chairman is Richard R. Deupree, who in private life is president of a nationally-known corporation.

The Munitions Board was established by the War and Navy Departments in 1922, and was originally charged with coordinating procurement of actual war materials only. Its scope has been broadened to cover all materials used by both services. In 1939 it was made directly responsible to the President.

President Truman's executive order appointing Mr. Deupree to the post stated he "is specifically charged with the responsibility for making final decision in matters pertaining to the allocation of joint procurement responsibility between the Army and Navy."

Munitions Board members, in addition to Mr. Deupree, are Undersecretary of War Kenneth C. Royall and AstSecNav W. John Kenney.

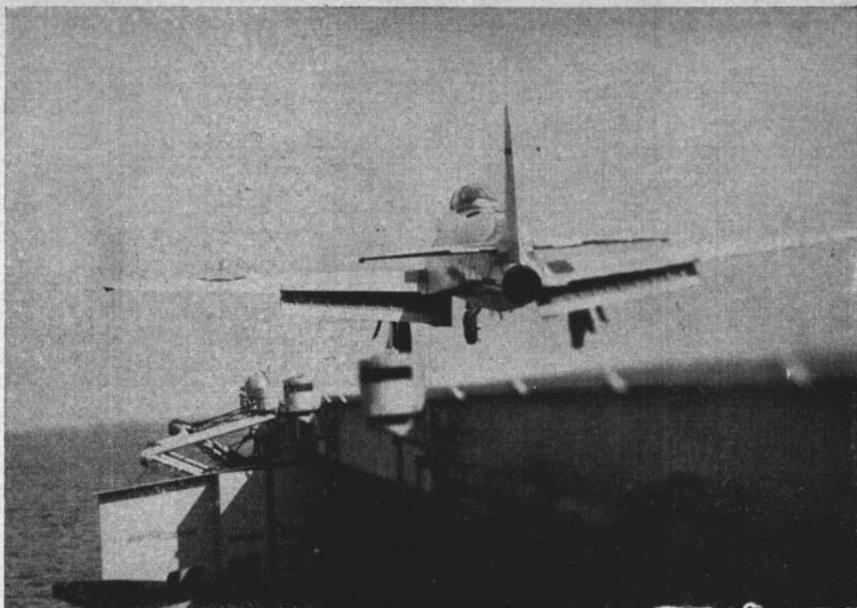
AstSecNav for Air

John Nicholas Brown, prominent Rhode Island business man, has been sworn in as Assistant Secretary of the Navy for Air, an office vacant since June when John L. Sullivan was named Undersecretary of the Navy.

Mr. Brown, 46, a Harvard graduate, served in the Navy in 1918, and since has been active in real estate and in the textile business. In World War II he served overseas as a civilian under General of the Army Eisenhower as Chief of Monuments, Fine Arts and Archives Section of the U. S. Group of the Allied Control Council.

Born in New York City, Mr. Brown has lived most of his life in Newport, R. I., where he held posts as chairman of the Civilian Defense organization, the executive committee of the Red Cross, and the Rhode Island war fund. Beginning in 1925, he served successive three-year terms as a delegate to the General Convention of the Episcopal Church.

DECEMBER 1946



Official U. S. Navy photograph

SHOOTING STAR—Army's P-80 jet plane—piloted by Marine, catapults off the FDR in tests to determine efficiency of carrier operations of jet planes.

Rendered Service

Certificates of Achievement have been presented by the Chaplains Corps on behalf of the Chief of Naval Personnel to three groups which rendered service to naval personnel during the war.

Recipients of the certificates were the National Catholic Community Service, the General Commission on Army and Navy Chaplains and the Committee on Army and Navy Religious Activities of the National Jewish Welfare Board.

The Catholic group was commended for service which included distribution to Navy chaplains of religious articles for use by Navy, Marine Corps and Coast Guard personnel. The Army and Navy Chaplains Commission was commended for procurement and endorsement of clergymen to be Navy chaplains, and for acting as a clearing house for information on religious work in the armed forces. The National Jewish Welfare Board Committee on Army and Navy Religious Activities rendered outstanding service in procurement and endorsement of rabbis for the chaplaincy.

Jet Plane Tests

The Navy last month was conducting a second series of flight tests of a jet-propelled aircraft in carrier take-offs and landings. USS *Franklin D. Roosevelt* (CVB 42) put to sea from Hampton Roads with a Lockheed P-80 (Army jet plane) aboard, and ran a series of exercises off the Virginia Capes.

The Navy is seeking data on carrier operation of jet planes, a field in which the Navy expects to expand considerably. Last summer, similar tests were made, using the Navy's XFD-1 (Phantom). The P-80 and the XFD-1 are the only two all-jet aircraft ready for such testing.

The P-80, designed as a land-based aircraft, required modification for arrested landings and catapult take-

offs. The craft underwent a six-month experimental program at Naval Air Test Center, Patuxent, Md., for the required structural changes. Special instruments were installed to provide data on stresses and loads during carrier landings.

It was not the first time the test center had evaluated other than a Navy plane. Similar experiments have been conducted using most of the Army's fighter designs and some of that service's medium bombers. Foreign models also have been evaluated. Information obtained is used in design of naval aircraft.

New Jet Patrol Plane

The Navy's first patrol-size, jet-propelled plane, a big craft with the speed of a fighter, is the XP4M-1. The new airplane is equipped with both reciprocating and jet engines.

The Navy termed the new airplane a "long range reconnaissance patrol plane." The craft has only two engine nacelles, one on each wing, mounting both a conventional engine and a turbo-jet power plant.



AWARD is presented to James S. Mitchell, Catholic community service director, by Rear Admiral W. N. Thomas, USN, chief of chaplains.



Official U. S. Navy photograph

NEW CHIEF of Naval Research, Commodore Paul F. Lee, USN, (left) receives oath from Rear Admiral Oswald S. Colclough, Judge Advocate General.

Electronics Research

A new 15-ton synchrotron which will permit scientists to go a step beyond atom-smashing in their study of subnuclear particles, is being constructed by University of Michigan scientists in cooperation with the Applied Physics Laboratory of Johns Hopkins University, on a special Navy research contract under the Bureau of Ordnance.

The 300,000,000-volt machine differs from other synchrotrons in that the electron path is not circular, but is made up of four quarter-circles connected by straightaways. It resembles a race track.

Electrons shot into the synchrotron will travel through 28 miles of glass tubing at a speed close to that of light, and produce energy similar to that of cosmic rays. At top speed, the tiny particles will race around the track at a speed of 2,320 miles in 1/80th of a second.

Many important experiments impracticable with cosmic rays may be completed with the aid of the intense, controllable electron beam of the synchrotron. Although the energy produced will not equal that of primary cosmic rays, it is expected that the machine will produce secondary cosmic ray particles, called mesotrons. The cosmic ray radiation present at the earth's surface is very small as compared to that which the machine may produce.

The synchrotron is expected to be completed early next year.

Record Flight

The Navy airship XM-1 with a crew of 13 completed the longest endurance flight of aircraft in history without refueling of any type. The ship stayed in the air more than seven days and two hours, landing at NAF, Glynco, Ga.

The XM-1's record is 170.3 hours. Previous record flight without refuel-

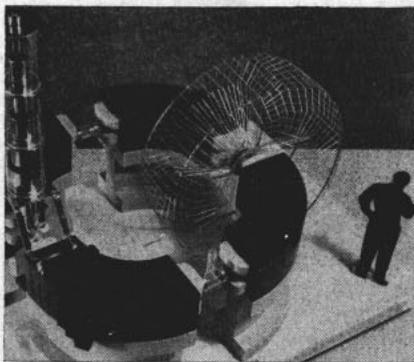
ing for any type of aircraft was set by a Russian airship in 1936, which was in the air 130 hours.

Rear Admiral T. G. W. Settle, USN, Chief of Naval Airship Training and Experimentation, said that at no time was the ship idled down to conserve fuel to remain aloft longer. The flight was an experiment in developing the seakeeping and habitability features of airships, and not primarily to set a new record.

On the take-off from NAS, Lakehurst, N. J., the XM-1 carried 2,400 gallons of fuel. When it landed in Georgia it still had approximately 200 gallons of fuel in the tanks.

The airship, built for war service in the tropics, has a displacement of 725,000 cubic feet, is 310 feet long, has 72½ foot beam and a maximum speed of 65 knots. It is powered by two Pratt and Whitney 550-horsepower engines.

A medical officer conducted various tests throughout the flight and reported none of the crew lost weight, while some gained weight.



Official U. S. Navy photograph

300 MILLION volt synchrotron is being built for research to permit study of subnuclear particles, a step beyond atom smashing.

BJMs to BSA

If that son of yours starts quoting the Bluejackets' Manual verbatim or demanding Navy beans for chow, don't be alarmed!

The Boy Scouts of America have been donated 2,500 copies of the Bluejackets' Manual for use in training Sea Scouts, while 1,200 Navy cook books have been given the Department of Agriculture for distribution to schools operating hot lunch programs.

The donations are being made by the War Assets Administration as part of its surplus property disposal program. The books, as surplus property, have no commercial value and would otherwise have to be disposed of as scrap. In this, however, costs would exceed profits.

The Bluejackets' Manual contains much information useful in training Sea Scouts. The cook books formerly were used by Naval Air Technical Training Centers.

'Illustrious Record'

Gen. A. A. Vandegrift, Commandant of the Marine Corps, in observance of the corps' 171st anniversary on 10 November, made the following statement, which was disseminated in Almar 167-46.

"Together we of the Marine Corps have had the honor of adding another year of service to the illustrious record of our corps. As Marines we take pride in the glorious traditions which have been forged by those who served before us, and as Americans we are doubly proud that the ideals of our nation should have called forth such service and devotion.

"Today on the 171st anniversary of the Marine Corps we face the future with a keen appreciation of our responsibilities. It is the judgment of the people of the United States that the victory just won must this time be well protected. To that end the nation has placed a measure of its trust and hope in the 100,000 men who have volunteered to serve the cause of freedom as United States Marines. The Marine Corps is ready as always to fulfill that trust.

"In the year just past the men and women of our corps have borne the responsibilities of victory with the same devotion that has marked the performance of duty by Marines in peace and war since the days of 1775. We have had no beachheads to assault during this past year but our task in the Far East has called for courage, wisdom and tenacity. In this year we have demobilized nearly half a million of the men and women who made victory possible and we have built a strong regular defense force of 100,000 men. The Marine motto, 'Semper Fidelis,' most aptly applies to the ever-faithful service each of you has gladly given toward accomplishing these tasks.

"On this birthday of our corps, I wish to extend my heartiest congratulations to all Marines and to commend you for having maintained throughout the past year that high tradition and esprit which have characterized our corps for a period of 171 years."

Power Plant on Wheels

A six-car, mobile railway power plant, developed by BuDocks, was scheduled to pull up on a Green Cove Springs, Fla., siding before the first of this month and tie her lines into a power supply for the huge berthing program at that 16th Fleet center.

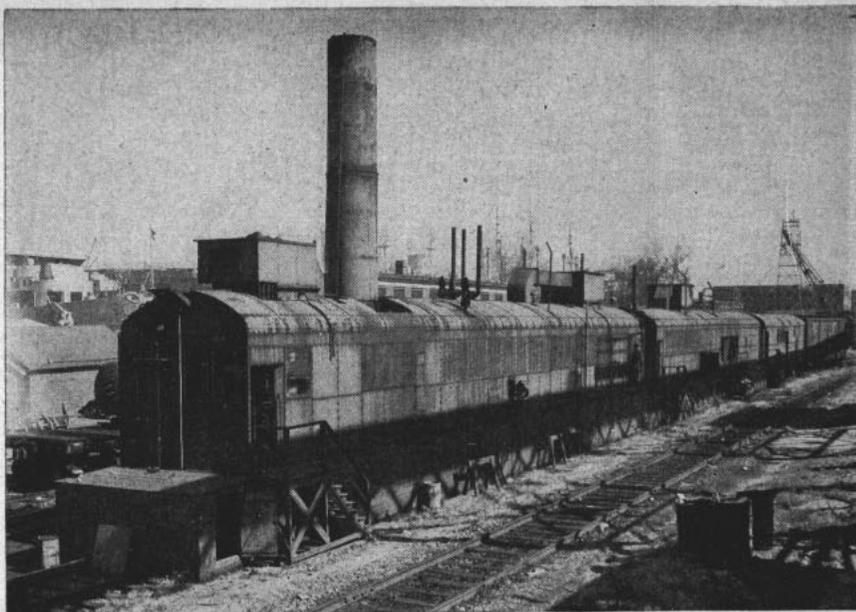
The heavy train is one of two built by BuDocks in 1941 to provide emergency power sources. The other is now in Arizona where a severe drought has crippled the hydroelectric power system and power is badly needed for irrigation. The western train has been based at Mare Island Navy Yard, the eastern train at Philadelphia Navy Yard.

The six-car power plants turn out enough juice to light a city—10,000 kilowatts! That's 10,000,000 watts, if you please, or 13,404.82 horsepower (if you accept the standard formula that 746 watts equals about one horsepower).

The trains saw wartime use. The eastern train, for example, donated its boiler car to a West Virginia synthetic rubber plant at one time, and again to the municipal plant in Jacksonville, Fla., when the air station was draining off power in excess of the city's capacity. Given the rails to take them, the trains can supply a power source to a wide variety of activities in any locality.

No treat for the locomotive engineer is the Navy's power train. She requires very special handling at all speeds up to her maximum 45 miles-per-hour. Clearances, such as strength of bridges, must be ascertained in advance. The turbine car, for example, is 86 feet long and weighs 550,000 pounds. The load is distributed on 10 axles, each taking 55,000 pounds. Length of the train made up is about 634 feet, engine to caboose.

The power trains include a boiler car, turbine car, switchgear car, transformer car, gondola car mounting auxiliary equipment, and a box



Official U. S. Navy photograph

MOBILE POWER plants, built for war, serve in peacetime at Green Cove Springs, Fla., where unit furnishes electricity for giant berthing program units.

car containing pumps and miscellaneous gear.

Economy in the Navy

A vigorous Navy program to reduce expenditures to a minimum without impairing the national security already has resulted in economies which will effect a saving of more than \$650,000,000 in naval expenditures for the fiscal year 1947.

The Navy program is the result of economy desires of the President, who has asked all government departments and agencies which expanded during the war to scrutinize their expenditures to eliminate unnecessary items of expense.

Economy in the Navy is being prac-

ticed in all bureaus and offices and from top to bottom of all commands. Examples of the types of reduction in expenditures include slowing up of ship construction, curtailing and deferment of items of Public Works construction, reduction in civilian employes, and reduced operations throughout the naval establishment.

Typical of the effort within commands is a message to his ship's company by Capt. J. P. Whitney, USN, CO of the USS *Midway* (CVB 41), which is quoted in part:

"Intelligent use of our supplies may be exercised in dozens of seemingly trivial ways, ranging from the careful handling of mess gear to proper lubrication and operation of power lathes. Cleanliness prolongs the life of any object, whether it be a steel ruler or a gun mount's roller path.

"Intentional destruction or waste not only handicaps a ship's efficiency but constitutes a punishable offense. Treat your tools and all ship's property with deserving care and help stretch the *Midway's* annual allowance to the limit. In the long run, you, personally, will profit by it."

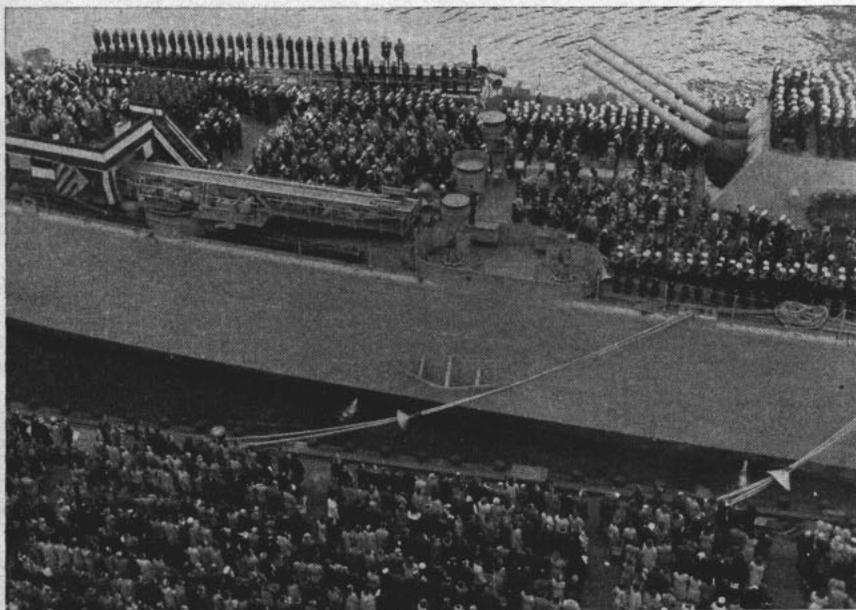
Not White Housebroken

And then there's the story about the "Truculent Turtle" crew's visit to the White House.

It seems that President Truman was curious about the 9-month-old kangaroo, "Joey," which the plane carried as mascot. "We thought about bringing Joey over to see you," Comr. Davies explained, "but she's hard to handle. You have to hold her by the tail and she claws like the devil. It's a full-time job for one man to carry her around.

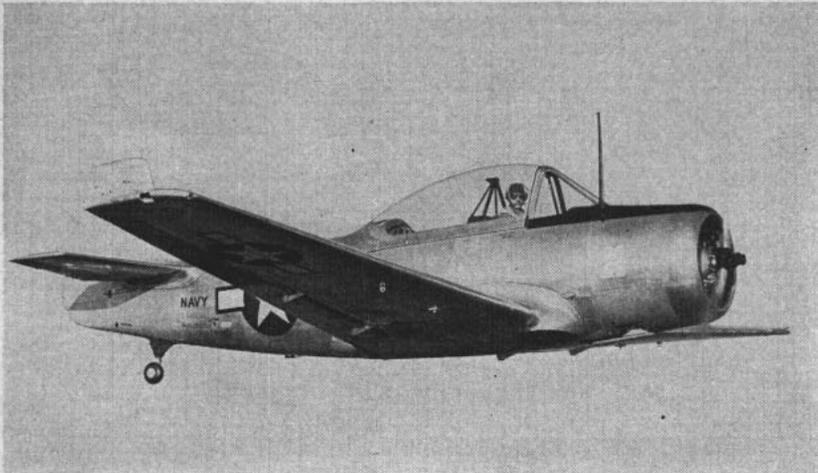
"However, that isn't the main reason we didn't bring her with us," Davies went on. "You see, Joey isn't housebroken yet . . ."

The President was content with this explanation.



Official U. S. Navy photograph

CREW AND CROWD stand at attention as the commission pennant is two-blocked on board heavy cruiser USS *Toledo* at Philadelphia Naval Ship Yard.



Official U. S. Navy photograph

LET PILOT SEE is the idea behind the Navy's newest trainer, built to give the instructor and his student all-around vision in air, on ground.

NEW TRAINER STRESSES SAFETY

The Navy's newest primary trainer, a two-place monoplane with a bubble canopy giving all-around visibility to both instructor and student, has been designated XNQ-1 and is undergoing flight tests.

It is the first primary trainer to have controllable pitch propeller, landing flaps, retractable landing gear, complete flight instruments and radio equipment, features formerly reserved for advanced trainers.

The safety cockpit follows a design which BuAer sponsored to provide standardized control and instrument arrangements in Navy carrier-based aircraft. The tandem seating, with identical sets of instruments, permits the plane also to be used for instrument training.

In establishing the requirements

for the trainer, the Navy studied records of accidents resulting from pilot error, collected data from pilot proficiency reports and asked the opinion of hundreds of veteran flight instructors. Reports by Army, Navy and civilian training committees and by psychologists aided in determining specifications of this plane.

The changes in the XNQ-1 represent the greatest single advance in primary trainer aircraft design since World War I.

Powered by a 320-horsepower, nine-cylinder radial Lycoming engine, the plane has a top speed of 170 miles an hour, stalling speed of 53 miles an hour, and a rate of climb of 1,200 feet per minute at sea level. Its gross weight is 3,700 pounds, wing span 41 feet 5 inches, length 27 feet 11 inches.

Atomic Energy

Three Navy and three Army members of a military liaison committee to the National Atomic Energy Commission have been appointed by the Navy and War Departments. The liaison committee was established by the Atomic Energy Act to advise the civilian commission on military matters, and to report on activities of the commission to the Secretaries of Navy and of War.

Joint chiefs of the liaison committee will be Rear Admiral Thorvald A. Solberg, USN, and Lt. Gen. Lewis H. Brereton, USA. Admiral Solberg was formerly chief of the Research and Standards Branch, Shipbuilding Division, Bureau of Ships, and ACNO (Atomic Power).

Other Navy members are Rear Admiral Ralph A. Ofstie, USN, senior naval member of the U.S. Strategic Bombing Survey, and Rear Admiral William S. Parsons, USN.

The civilian National Atomic Energy Commission has gathered in

Washington and has begun its functions.

Almost simultaneously with announcement of the appointments to the liaison committee came the announcement of Vice Admiral W. H. P. Blandy, USN, that Joint Army-Navy Task Force One, which he commanded in carrying out Operation CROSSROADS, has been dissolved.

Ships, planes and personnel of JTF1 will return to the organizations from which drawn. Damaged target ships will be assigned to various naval stations on the west coast for study. At its peak, JTF1 included more than 200 ships, 150 planes and 42,000 men. Many of the latter had voluntarily extended their terms of service until the completion of CROSSROADS.

Admiral Blandy, in addition to relinquishing his post in command of JTF1, is being detached from duty as DCNO (Special Weapons). He will take command of the Second Task Fleet.

A Joint Army-Navy Crossroads Committee will be established under

the Joint Chiefs of Staff to handle administrative functions of those units still gathering material and making supplementary reports on the atomic bomb tests.

The committee will consist of Rear Admiral Parsons, chairman; Rear Admiral Solberg, Brig. Gen. T. S. Power, USAAF, and Col. D. H. Blakelock, USA. Four sections under the committee will handle the remaining technical, ship material, radiological and documentary aspects of CROSSROADS.

Target ships of interest because of radiological contamination and mechanical damage are scheduled for towing to Hunter's Point Naval Shipyard near San Francisco, and will include the transports *Gasconade*, *Fallon*, *Crittenden* and *Brule*, the destroyer *Mayrant* and the carrier *Independence*. Target vessels of similar interest will be towed to the Naval Shipyard, Bremerton, and include the destroyers *Hughes* and *Rhind*, the battleship *Nevada*, and cruisers *Pensacola* and *Salt Lake City*. Other target vessels will remain in a "pool" at Bikini, from which they may be drawn for study and experimentation. First arrivals are expected on the West Coast in early 1947.

The Navy announced also a reorganization of its operational offices charged with development and research in the field of nuclear energy.

The office of DCNO (Special Weapons), headed by Admiral Blandy, was dissolved. Much of this organization was transferred to another office under DCNO (Air), and will be headed by Rear Admiral D. V. Gallery, USN, who has been named ACNO under DCNO (Air). Admiral Gallery's group will be charged especially with guided missiles development.

Atomic research and development will be under Admiral Parsons, who was named director of atomic defense in the office of DCNO (Operations).

Marine Personal Effects

Marine Corps personnel who require assistance in locating personal baggage or effects from which they have been separated have been advised to address their inquiries to the following:

Inquiries from enlisted personnel, or inquiries relative to the effects of deceased personnel and POWs should be addressed to:

Commanding Officer,
Marine Corps Personal Baggage
Center,
Base Depot, Camp Elliot,
San Diego 44, Calif.

Inquiries from living officers should be addressed to:

Post Supply Officer (Personal
Effects),
Depot of Supplies,
100 Harrison Street,
San Francisco 6, Calif.

All inquiries should contain the person's complete name, rank, serial number, organization (present and former), home address and the type of container in which such effects were packed.

Every effort is being made to speed up the location and disposition of personal effects and lost baggage.

Reorganized Top Command

Naval forces will begin operating under a reorganized high command as of 1 Jan 1947. Fleet numbers of the present system will be abolished.

All forces in Pacific areas will be under the administrative command of the Commander in Chief, U. S. Pacific Fleet, Admiral John H. Towers, USN.

All forces in Atlantic areas will be under the administrative command of the Commander in Chief, U. S. Atlantic Fleet, Admiral Marc A. Mitcher, USN.

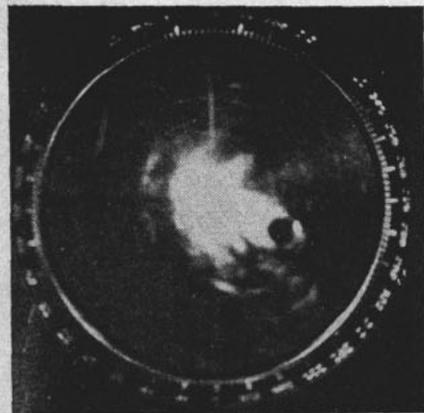
Under CincPac's command will be the following forces:

- Naval Forces Western Pacific, commanded by Admiral C. M. Cooke, Jr., USN, including the naval forces operating along the China coast and ashore in China.

- Naval Forces Japan, commanded by Vice Admiral R. M. Griffin, USN, including naval forces required for the occupation of Japan; operationally responsible to General of the Army Douglas MacArthur, Supreme Commander Allied Forces, Japan.

- Pacific Reserve Fleet, under Admiral Richard S. Edwards, USN, including all inactive ships in and out of commission.

- First Task Fleet, commanded by



Official U. S. Navy photographs

HURRICANE as it looks in radar scope of Navy plane which flew into storm. Center of storm is dot, above.



PLANE is in center of storm, above. Black spot, which marks storm's middle region, is centered on radar scope.

Vice Admiral A. E. Montgomery, USN. Under CincLant's command will be the following forces:

- Naval Forces Europe, commanded by Admiral R. H. Conolly, USN, including all naval forces in European and Mediterranean waters.

- Naval Forces Germany, commanded by Rear Admiral R. E. Schuirman, USN, including the naval forces required for occupation of Germany; operationally responsible to General Joseph T. McNarney, Military Governor, U. S. Zone, Germany.

- Atlantic Reserve Fleet, under Admiral Thomas C. Kinkaid, USN, including all inactive ships in and out of commission.

- Second Task Fleet, commanded by Vice Admiral W. H. P. Blandy, USN.

Type and service commands will continue to function under CincPac and CincLant as before.

The task fleets will be organized to accomplish operational and training assignments under the fleet commanders, and will use such naval and marine units as may be assigned to them from time to time. There will be one active battleship permanently assigned to each of the Fleets, for use as a flagship or as required.

Inclusion of flexible task organization in each fleet command will permit, in the words of the Navy Department, "rapid regrouping of forces in a fast-moving situation, and is particularly well adapted to situations in which forces are temporarily assigned to naval commanders on foreign stations or to army officers exercising operational control incident to unified command assignments."

It is expected the task fleets will conduct training exercises twice a year, with the first scheduled for late February and early March of 1947.

Radar in a Whirl

Radar storm detection equipment installed in an aircraft was taken to meet a hurricane for the first time by a Navy hurricane reconnaissance plane last September, it was announced by the Navy Department.

Radar scopes showing hurricanes have been photographed many times on board ship or on the ground, but the Navy's experiment produced the first picture of this type in an airplane.

On 12 and 13 September a hurricane was located east and northeast of Miami, Fla. A radar-equipped Privateer was sent out to fly through the storm both days, to check the visual appearance of the hurricane with its radar appearance.

Radar pulses, reflected to the radar equipment by water droplets in the air, form characteristic patterns on radar screens. These patterns can be identified and interpreted by trained observers.

Radar, limited by the optical horizon, may not detect a distant storm if the principal clouds of the storm are located below the horizon. Radar equipment on board an airplane, however, has an almost limitless horizon, enabling weather men to analyze the storm at a great distance.

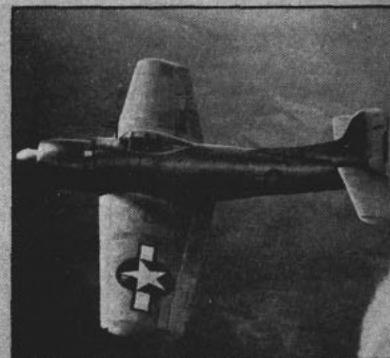
QUIZ AWEIGH

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

- 6.....Super Salt
5.....Old Salt
4.....Young Salt
3.....Boot



1. This turret houses two (a) 3-inch 50s (b) 5-inch 38s (c) 40 mm guns.
2. This is an (a) AAA (b) DP (c) surface mount.



3. Identify this plane.
4. What is its function?



5. What type ship is this?
6. Is man in (a) engine room (b) control room (c) conning tower?

DECORATIONS & CITATIONS

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

Bennion Receives Unit Citation for Okinawa Campaign

USS *Bennion* (DD 662) has been awarded the Presidential Unit Citation for action in the Okinawa campaign from 1 April to 1 June 1945.

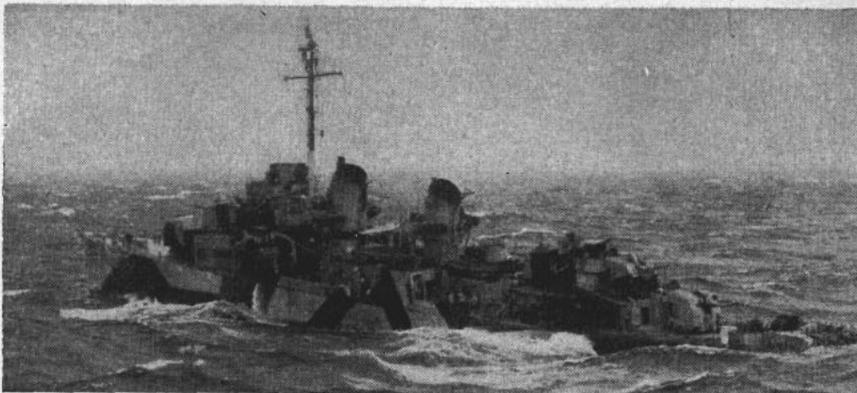
As a fighter direction ship on radar picket duty, the *Bennion* was a natural and frequent target of heavy Japanese aerial attack and, while occupying advanced and isolated stations, she defeated all efforts of enemy kamikaze and dive-bombing planes to destroy her.

Constantly vigilant and ready for battle day and night, she sent out early air warnings, provided fighter direction and, with fierce gunfire, downed 13 hostile planes, shared the destruction of others and routed many more.

She rendered valiant service in preventing the Japanese from striking in force the naval forces off the Okinawa beachhead.

A brave, fighting ship, the *Bennion*, her commanding officer, Capt. R. H. Holmes, USN, her officers and men withstood the stress and perils of radar picket duty, achieving a gallant combat record.

The *Bennion* was commissioned at the Navy Yard in Boston on 14 Dec 1943 and sailed from San Diego on 18 Mar 1944 to report to ComDesPac at Pearl Harbor. Before the Okinawa operation which won her the award, the *Bennion* had participated in action at Saipan, the Palaus, at Leyte, Battle of Surigao Strait, Mindoro, Lingayen Gulf and Iwo Jima.



Official U. S. Navy photograph

USS *BENNION* (DD 662) shot down 13 enemy planes and shared in the kill of many others while on radar picket duty during the campaign against Okinawa.

Pope Awarded PUC For Early Action

USS *Pope* (DD 225) has been awarded the Presidential Unit Citation for outstanding duty in the Java Sea Campaign, from 23 January to 1 Mar 1942. She was a World War I four-stacker and was one of 13 of this type to be assigned to the Asiatic fleet at the outbreak of World War II.

Under the command of Capt. (then Lt. Comdr.) Welford C. Blinn, USN, the *Pope* had a victorious record in all the major engagements in the Dutch East Indies in the early days of the war—the Battle of Makassar Strait, the Battle of Badoeng Straits and the Battle of Java Sea. Operating gallantly with the meager surface forces of the combined U.S., British and Dutch Royal Navies against predominantly superior Japanese forces, the *Pope* joined three other destroyers—the *Ford*, the *Parrot* and the *Paul Jones*—in a fierce counter-invasion action off Balikpapan and delivered effective close-quarter torpedo and gun attacks against a confused enemy. Damage inflicted in this engagement, along with submarine and air attacks, delayed the Japanese landings off Balikpapan about two weeks.

In the Battle of Badoeng Straits, the *Pope* fought as a unit of the joint U.S.-Dutch striking force against a superior enemy force engaged in making a landing on Bali. The attack was entirely successful; the three transports engaged in landing troops were set on fire and destroyed. Also, a heavy cruiser was torpedoed at close range and several smaller cruisers or destroyers were damaged or sunk.

The *Pope* was a unit of the Allied forces patrolling the waters north of Java which engaged the enemy naval

forces in the Java Sea Battle, fought from 27 February to 1 Mar 1942. In the initial engagement HMS *Exeter* was badly damaged and USS *Pope* and HMS *Encounter* were assigned to escort her to safety. Early reports of the war stated that the three ships "... headed for Soenda Strait and were never heard from again." In mid-summer of 1945, Capt. Blinn arrived in the States and the story of his destroyer's engagement (in company with HMS *Exeter* and HMS *Encounter*) with four Japanese cruisers and four destroyers was told. The *Pope* fought with all the armament at her command, firing all her torpedoes and damaging several enemy ships. When the *Pope* was attacked by 12 dive bombers and four level bombers after the sinking of the British ships, she was damaged seriously and became unmaneuverable. Charges were set to destroy her and the crew abandoned ship.

Three life rafts and a small boat were launched before she sank and these enabled the survivors to stay afloat for two and a half days until they were rescued from the sea by a Japanese destroyer. One man lost his life during the battle and 29 of the crew died in prison camps. The remainder have been repatriated.

Marine Receives Medal of Honor

The Medal of Honor was awarded posthumously to Robert M. McTureous, Pvt., USMC, of Altoona, Fla., for action on Okinawa Shima in the Ryukyu Chain on 7 June 1945, while serving with Company H, 3rd Battalion, 29th Marines, 6th MarDiv.

His company had reached its objective on a hill on Oroko Peninsula when stretcher-bearers, operating to

WHAT'S IN A NAME?

Naval Stores

The way we look at naval stores in the Navy today we figure that it pertains to "stores and supplies" for use of the naval forces. However, in the days gone by, the term naval stores had another meaning.



Modern vessels have little or no use for such products as turpentine, pitch, tar and many other resinous subjects. During the era of the wooden ships, the above products were in use daily

—hence the name of "naval stores".

Resinous products were of paramount importance to the wooden ships for keeping watertight both above and below the surface of the water—navy and merchant vessels used large amounts of them.

the immediate rear of the company, began to receive enemy machine-gun fire. Pvt. McTureous realized that unless some action was taken immediately many casualties would result. On his own initiative and with complete disregard for his own safety, Pvt. McTureous filled his shirt with hand grenades and charged the enemy-occupied hill, throwing the grenades into caves from which the enemy fire was coming.

As a result of his action the fire was lifted from the stretcher-bearers and directed on himself. After throwing the last of his grenades, and in spite of heavy enemy rifle and machine-gun fire, he returned to his company, replenished his supply of grenades, and voluntarily and alone attacked the enemy cave positions.

After silencing most of the enemy fire, he was painfully wounded by machine-gun fire. Realizing that an effort would be made to evacuate him, which would endanger the lives of his comrades, Pvt. McTureous, although critically wounded, crawled 200 yards to a sheltered position, before he called for help. He had completely neutralized the enemy machine-gun fire, killed six enemy soldiers, and completely disorganized the remaining enemy defenders.

As a result of his wounds, Pvt. McTureous died on board the USS *Relief* four days later.

Rifleman Honored With High Award For Okinawa Duty

The nation's highest award, the Medal of Honor, was awarded posthumously to William A. Foster, Pfc., USMC, of Cleveland, Ohio. His action on Okinawa Shima in the Ryukyu Chain on 2 May 1945 won him the award, but it cost him his life.

He was serving as a rifleman with Company K, 3rd Battalion, 1st Marines, 1st MarDiv during a fierce engagement in which the marines had taken a well-defended hill. He and another marine had dug in on the point of the perimeter defense and were fighting a hand grenade battle with infiltrating Japanese. One of the grenades hit on the edge of the foxhole and, when the men jumped down in the hole to avoid the explosion, two more grenades were thrown in the hole.

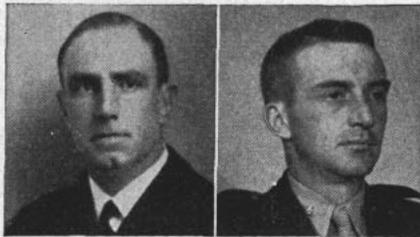
Pfc. Foster acted without hesitation. He threw himself on the grenades and absorbed the explosion, thus saving the life of his comrade. Although he was mortally wounded, he quickly rallied, handed his two remaining grenades to the other marine, with the words, "Make them count."

Because of his valiant spirit of self-sacrifice and his cool determination, Pfc. Foster made it possible for the fight to go on.

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NAVY CROSSES TO 8 HEROES



Capt. Carson

Lt. Col. Cosgrove



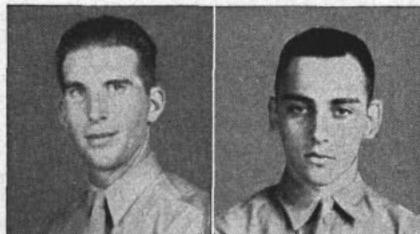
PHM3 Cullen

Lt. Cummings



Comdr. Fabian

Lt. (jg) Fluitt



Lt. Richardson

Corp. Woerner



First award:

★ CARSON, Joseph M., Capt., USN, Front Royal, Va.: As Chief of Staff of CarTask-Group 77.4 in action against Japanese forces in the Battle for Leyte Gulf on 24 Oct 1944, Carson showed extraordinary heroism. An alert and aggressive leader, he zealously directed complex operations against enemy forces in the face of constant attack from hostile aircraft and contributed to the destruction of a large portion of the enemy force. His cool courage, inspiring leadership, and unwavering devotion to duty under fire were important factors in the success of a vital mission.

★ COSGROVE, John J. Jr., Lt. Col., USMC, Providence, R. I.: As CO of the 3rd Bat, 23rd Marines, 4th MarDiv, in action against enemy Japanese forces on Saipan from 15 to 19 June 1944, Lt. Col. Cos-

grove showed extraordinary heroism. Courageously leading his troops in the face of terrific fire from enemy guns, he captured the strongly defended position of Fina Susu and held it against the intensity of repeated counterattacks until ordered to withdraw. On 19 June he placed himself in the forward elements of his command, composed of the remnants of two battalions, and led them in an assault on the firmly entrenched Japanese forces and, although seriously wounded, enabled his troops to accomplish a most difficult and vital mission.

★ CULLEN, Wilford J., PHM3, USNR, Fresno, Calif. (posthumously): As a hospital corpsman, attached to a rifle platoon in the 1st Bat, 5th Marines, 1st MarDiv, during action against enemy forces on Okinawa, Ryukyu Islands, on 18 May 1945, Cullen saved the lives of many men who might otherwise have perished. When one of the assault platoons was pinned down by fierce and concentrated machine-gun and sniper fire and sustained numerous casualties, Cullen left his place of comparative safety and ran across 200 yards of fire-swept territory to administer first aid to wounded men. He realized that this withering barrage made a normal evacuation impossible and he immediately crawled to a strategic position from which he directed the fire of nearby tanks to neutralize the enemy strong points. After enabling the stretcher-bearers to reach the injured, he covered their evacuation by throwing smoke grenades. Later, when he saw a seriously wounded marine lying in an exposed area, Cullen went through terrific enemy cross-fire to aid his fallen comrade and, while supervising his removal to safety, he himself was struck and killed. He lost his life, but he had saved many others.

★ CUMMINGS, Ralph W., Lt., USNR, Benedict, Neb.: As a pilot in TorpRon 10, attached to the USS *Enterprise*, in action against the enemy in the vicinity of the Marianas Islands during the First Battle of the Philippine Sea on 20 June 1944, Lt. Cummings showed extraordinary heroism. While participating in a daring strike against the main Japanese fleet, he selected an enemy aircraft carrier as his target and, fearlessly pressing home his attacks in the face of fierce fighter opposition and intense anti-aircraft fire from surrounding ships, succeeded in scoring a direct hit on the enemy carrier and caused a terrific explosion. By his action in this operation, Lt. Cummings contributed materially to our success in this engagement.

★ FABIAN, Louis M., Comdr., USNR, Los Angeles: As senior beachmaster during action against Japanese forces during the capture and occupation of Bititu Island, Tarawa Atoll, Gilbert Islands, Comdr. Fabian was undeterred by the fierce and determined opposition of enemy forces. He ably directed the loading and unloading operations of our assault craft and, boldly conducting vital beach traffic, expedited the steady flow of large quantities of urgently needed supplies and heavy equipment to our advancing troops. He contributed essentially to the capture and occupation of this important Japanese base during a critical stage of the war.

★ FLUITT, Clifford L., Lt. (jg) (then Ensign), USNR, Corvallis, Ore. (posthumously): In operations against the enemy, Lt. (jg) Fluitt served as pilot of a carrier-based torpedo bomber during an attack on 7 April 1945 against a Japanese task force steaming in the East China Sea off Kyushu. The task force contained a battleship, cruisers and destroyers and Lt. (jg) Fluitt attacked the heavy battleship. In the face of intense and accurate anti-aircraft fire as well as main battery fire, he scored a direct torpedo hit which contributed materially to the sinking of the vessel immediately after the attack.

★ RICHARDSON, Obert C., 1st Lt., USMC, Pacific Palisades, Calif. (posthumously): As leader of a Tank Platoon attached to

★ DECORATIONS

DSM WINNERS

Navy Cross (Cont.)

Company A, 5th TankBat, 5th MarDiv, Lt. Richardson served in action against Japanese forces on Iwo Jima in the Volcano Islands on 24 Feb 1945. When his company's command tank struck a mine and was completely disabled by the enemy's strongly organized defenses north of Motoyama Airfield Number One, he immediately assumed command of the tank company and continued to lead the advance across the taxi strip which connected Airfield Number One with the Japheld Airfield Number Two. He braved a terrific concentration of antitank fire and the known danger of implanted mines to drive at maximum speed toward the objective and, refusing to halt or slacken his progress under the enemy bombardment, he bore the brunt of the hostile fire through the hurtling advance of his heavy armored column until, suddenly striking an aerial torpedo implanted as a land mine, his tank was demolished a scant 50 yards from the enemy airfield. Although he was instantly killed in the explosion, Lt. Richardson had succeeded in diverting the enemy's tremendous fire power from advancing elements on the right flank, enabling those units to reach and occupy the objective and thereby effect a penetration of the Japanese main line of defense.

★ WOERNER, John J., Corp., USMC, Rochester, N. Y.: While serving with the 1st Bat, 26th Marines, 5th MarDiv in action against Japanese forces during the seizure of Iwo Jima in the Volcano Islands on 27 Feb 1945, Corp. Woerner displayed extraordinary heroism. Observing a marine runner fall under the enemy's artillery barrage approximately 75 yards beyond our front lines, he unhesitatingly risked his life to proceed to his comrade's aid. Crawling through the stream of hostile



Rear Admiral
Clark

General
Vandegrift

fire, he reached the wounded man's side and was administering first aid when a white phosphorus shell struck close by. He threw himself over the helpless Marine to protect him from the flaming particles and, after completing first-aid treatment, succeeded in evacuating the man to an aid station behind the lines despite his own severe wounds, received in the performance of his heroic act.

DISTINGUISHED SERVICE MEDAL

Gold star in lieu of second award:

★ CLARK, Joseph J., Rear Admiral, USN, Chelsea, Okla.: As commander of a Car-TaskGroup from 10 February to 29 May 1945, Rear Admiral Clark led his task group in attacks on the Tokyo area on 16-17 February and on 25 February, in supporting operations at Iwo Jima from 19 to 22 February, in the photo mission on Okinawa on 1 March, and in supporting operations at Okinawa from 29 March to 29 May. He discharged his duties with

skill and distinction and his task force was at all times in a state of readiness for battle in order to inflict a maximum amount of damage on the enemy. The task group was highly successful in intercepting Japanese air attacks at the earliest possible time, destroying a maximum of attackers and minimizing the damage to our own ships.

First award:

★ VANDEGRIFT, Alexander A., General, USMC, Washington, D. C.: In a duty of great responsibility as Commandant of the United States Marine Corps from 1 Jan 1944 to 30 June 1946, General Vandegrift exercised extraordinary foresight, initiative and judgment in directing the policies and organization of the Corps, and in continuing without interruption the broad program of expansion and preparation for battle of this specialized branch of military service. He successfully carried out a pre-established program for the procurement and training of personnel, determined the design, types and amounts of combat equipment required by his assault and occupation troops to break the resistance of the enemy wherever encountered, and effected methods of distribution which made offensive operations possible in widespread areas. General Vandegrift upheld and quickened the incomparable esprit de corps of his command and developed a level of combat efficiency to the end that the enemy was overwhelmed wherever met.

SILVER STAR MEDAL

Gold star in lieu of third award:

★ FOSTER, Walter M., Capt. (then Comdr.), USN, Ann Arbor, Mich.: CO, USS *Moale*, Ormoc Bay, Leyte, night of 2-3 Dec 1944.

Gold star in lieu of second award:

★ CLARK, John W., Lt. Comdr. (then Lt(jg)), USNR, Arlington, Va.: Naval gunfire liaison officer attached to 116 Rgt. Combat team, Normandy, 6 to 15 June 1944.

First award:

★ BEACH, Edward L., Lt. Comdr., USN, Carmel, Calif.: Diving officer on board U. S. submarine during war patrol in enemy controlled waters.

★ BERGMAN, Charles E., PHM2, USN-I, Bronx, N. Y. (posthumously): Corpsman with 1st Batt, 9th Marines, 3dMarCorps, Iwo Jima, Volcano Islands, 25 Feb 1945.

★ ELY, Don L., Lt. Comdr. (then Lt.), USNR, Los Angeles, Calif.: Flight leader, BomRon 5, USS *Yorktown*, Hollandia, 23 Apr 1944.

★ HAYLE, James, S1, USNR, Chicago (posthumously): Member of gun crew, USS *Isherwood*, operating in Pacific area, 22 Apr 1945.

★ LATHROP, Edward F., Lt. Comdr. (then Lt.), USNR, Annapolis, Md.: Diving officer, USS *Hoe*, third war patrol in Pacific areas.

★ LEAVITT, Edward J., Lt., USNR, Norfolk, Conn.: CO of an LCI(L), Normandy, 6 June 1944.

★ LEWIS, Allen L., Lt. Comdr. (then Lt.), USNR, Long Beach, Calif.: Pilot of bombing plane in BomRon 14, USS *Wasp*, Manapla airfield, Negros Island, 12 Sept 1944.

★ LONG, Andrew W., Jr., Lt., USNR, Springfield, Mo.: Member of beach defense, Corregidor, 24 Apr 1942.

★ MCGRATH, Raymond C., Lt. Comdr. (then Ens.), USN, Warrensburg, Ill.: Turret officer for main battery, USS *Astoria*, Battle of Coral Sea, air battle of Midway and first battle of Savo.

★ NETTLESHIP, Frank W., CEM, USN, Arlington, Wash.: While serving on U. S.

WAY BACK WHEN

Holiday Menus of Early Navy

When the bosn's mate pipes chow on Christmas Day and you feast your eyes upon the spread of turkey with all the fixin's that adorn your tray, give a thought to the old menus which, as tradition tells us, were somewhat of a different order.

The sailor of bygone days was content to sink his teeth into a spread that called for "lobscouse, daddfunk or plumduff." Then, for an after dinner demitasse, he would wash it down with "pale ale."

As an added attraction, if the menu did not suit his culinary taste, he had "schooner on the rocks," with a side dish of "harness cask." On board many ships the "lobscouse" and "schooner on the rocks" were regular diets.

But, with all the fancy names, and the many concoctions which the cook was accused of getting together, each of the above had its own place on the menus of that era, and each one was a counterpart to a well-known edible.

The term "lobscouse" came into being as a byword for what we now term hash. It was a concoction of meat, vegetables, hardtack, and was usually stewed, although sometimes it was baked.

"Dandyfunk" is a throwback from grand-

father's day in the sailing ships. It was a messy concoction of hardtack soaked in water and baked with grease and molasses. From all accounts it was the only dessert served aboard the sailing ships.

"Plumduff" was originally a plain flour pudding containing raisins or currants, boiled in a bag or cloth. Some bright sea-cook once decreed that if rough spelled "ruff," and tough spelled "tuff," then there was no reason why dough should not be spelled "duff." From that day on, the ship's dessert bore its traditional name.

The "harness cask" was named in honor—if that's what you want to call it,—of the old "salt horse." Sailors swore that horse-meat was used instead of beef, pointing out that the extra tough pieces were

parts of the horses' harness. The beef was stored in casks—hence the "harness cask."

"Schooner on the rocks" was the nautical name given to a roast of beef surrounded by potatoes, and the "pale ale" originated at the scuttlebutt where the sailors picked up their tin cups and drank a cupful of "pale ale," known to us today as water.

What a contrast to the menus in Uncle Sam's Navy of today!



submarine on war patrols, January to April 1943.

★ PALMER, James M., Comdr. (then Lt. Comdr.), USN, New London, Conn.: Assistant approach officer, *uss Hooe*, third war patrol in forward Pacific areas.

★ PELLEGRINI, Albert J., Lt. (jg). (then Ens.), USNR, Santa Rosa, Calif.: OinC, LCT 535, attached to unit LCT-6, Flotilla 12, Normandy, 6 June 1944.

★ PRUITT, Lanceferd B., Jr., Lt. Comdr. (then Lt.), USNR, Washington, D. C.: ComLCTFlot on French coast, 6 June 1944. Landing tanks and artillery in the initial waves.

★ SEBRELL, Joseph E., Lt. (then Lt. (jg)), USNR, Charlotte, N. C.: OinC of a landing boat, attached to *uss Brooks*, Saipan, 14 June 1944.

★ TAYLOR, Norman M., Lt. (then Lt. (jg)), USNR, San Francisco: CO, of an LCS(R), Humboldt Bay, New Guinea, 22 April; Wakde Island on 17 May, and Biak Island, Schouten Islands, New Guinea, 27 May 1944.

★ WANGELIN, Harris K., Lt. (then Lt. (jg)), USNR, Bennett, Mo.: OinC of a support boat, Southern France, August 1944.

★ WILLIS, William P., Jr., Lt. Comdr. (then Lt.), USN, Atlanta, Ga.: Torpedo data computer, *uss Hooe*, third war patrol in forward Pacific areas.

LEGION OF MERIT

Gold star in lieu of fourth award:

★ OFSTIE, Ralph A., Rear Admiral, USN, Washington, D. C.: Chief of naval and naval-air branch of Military Studies Division, U. S. Strategic Bombing Survey, and member of the Board of Military Advisors, August 1945 to April 1946.

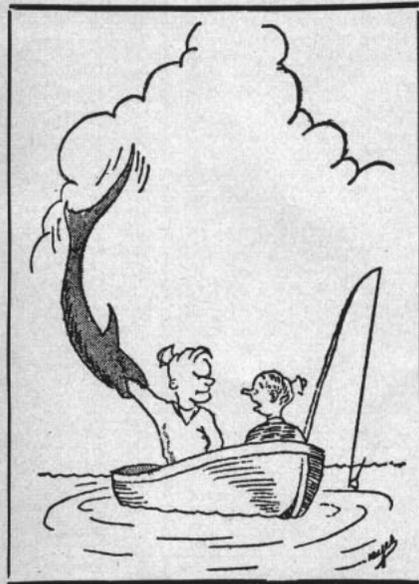
★ SHAFFORTH, John F., Jr., Rear Admiral, USN, New York City: ComBatDiv and ComSupUnit as part of CarTaskFor, off mainland of Japan, 1 July to 15 Aug 1945.

★ STYER, Charles W., Rear Admiral (then Capt.), USN, Washington, D. C.: CO, Submarine Base, New London, Conn., January 1944 to December 1944.

★ WILSON, Ralph E., Capt., USN, Arlington, Va.: Assistant chief of staff and operations officer, Com3dFlt, 28 May to 19 Sept 1945.

Gold star in lieu of third award:

★ KENDALL, Henry S., Rear Admiral, USN, Washington, D. C.: ComCarDiv 24 and as



Standby, NavDisBks, Terminal Island, Calif.
"Gee, Mac, what'd you use for bait?"

CTG, returning demobilized forces from the Pacific areas to the United States, September 1945 to March 1946.

Gold star in lieu of second award:

★ EARLY, Alexander R., Capt., USN, San Francisco: CO, *USS Canberra* and ComDesRon 1, New Guinea, Marianas, Marshall and Caroline Islands, 7 Dec 1941 to 13 Oct 1944.

★ GOOD, Roscoe F., Rear Admiral (then Capt.), USN, Alexandria, Va.: CO, U. S. battleship, 16 Nov 1944 to 30 May 1945.

★ GRIFFIN, Robert M., Rear Admiral, USN, Washington, D. C.: Commandant, 13th Nav Dist, 23 Nov 1944 to 31 Aug 1945.

★ HARRILL, William K., Rear Admiral, USN, Coronado, Calif.: ComFair, Alameda, September 1942 to January 1943. ComFair, west coast, January to March 1944.

★ KENDALL, Henry S., Rear Admiral, USN, Washington, D. C.: Chief of NATT, 21 Mar 1944 to 13 June 1945.

★ WILSON, Ralph E., Capt., USN, Arlington, Va.: Operations officer on staff of Com3dFlt, 23 to 26 October.

First award:

★ ANDERSON, Walter S., Vice Admiral, USN, New York City: Commandant of seventh naval district and ComGulfSeaFron, July 1944 to October 1945.

★ BENSON, Howard H., Commodore, USN, Washington, D. C.: Chief of staff, 7th Nav Dist, later as Acting ComGulfSeaFron, and Commandant 7th Nav Dist, August 1942 to July 1944.

★ BERNHARD, Alva D., Rear Admiral, USN, Coronado, Calif.: Atoll Commander, Kwajalein Atoll, 5 Feb 1944 to 1 Oct 1944. Commander Marshall Islands sub area, 1 May to 1 Oct 1944.

★ BOONE, W. F., Capt., USN, Palo Alto, Calif.: CO of a U. S. warship, with fast carrier group in western Pacific 23 Apr 1945 to close of hostilities.

★ BUTTERFIELD, Horace B., Capt., USN, Coronado, Calif.: Chief staff officer, NABS Okinawa, Ryukyu Islands, 1 Feb to 21 Aug 1945.

★ CAPEHART, Everett D., Capt., USN (Ret), New York City: Executive officer and Assistant port director, 3rd Nav Dist, operating of hostilities to September 1945.

★ CARROLL, Chester E., Comdr., USN, New Orleans: CO, *uss Helm*, 7 Dec 1941 to February 1943. ComDesDiv 96 from August 1943 to August 1944.

★ CURTIS, Donald, Col., USMC, Washington, D. C.: Executive officer, 4th Marines and Corregidor Beach defenses, December 1941 to May 1942.

★ CUTTING, Lewis H., Comdr., USN, San Diego: Executive officer, Naval mine warfare school, Yorktown, Va., 7 Feb 1944 to cessation of hostilities.

★ DE CARBONEL, William L., Lt. (then Lt. (jg)), USNR, Berkeley, Calif.: Leader of guerilla units, Panay and Palawan, 8 Dec 1941 to recapture of the islands by U. S. Forces.

★ DE GOLIAN, Felix E., Jr., Lt. Comdr., USNR, Atlanta, Ga.: Gunnery officer, *uss Cowie*. Assistant gunnery officer, staff of ComDesLant. Executive officer, *uss De Haven*, and CO, *uss Flusser*, 12 Mar 1942 to cessation of hostilities.

★ DIETRICH, Neil K., Capt., USN, Arlington, Va.: Head of the logistical plans division on staff of ComNavEu, prior to and during assault on French coast, 6 June 1944.

★ DINGWELL, John E., Capt., USN, Washington, D. C.: On staff of Commander Allied Naval Forces, SoWesPac, January 1943 to December 1944.

★ DODD, Harold, Commodore, USN, New York City: Chief of the U. S. Naval Mission to Brazil, 14 June 1944 to 9 Oct 1945.

★ DUERFELDT, Clifford H., Capt., USN, San Diego: Executive officer, *uss Hornet*, 2d-CarTaskFor 30 Aug 1943 to 24 Sept 1944.

★ DUNN, Joseph B., Capt., USN, Pensacola,



USNTC, Great Lakes, Ill.

Fla.: Executive officer and CO, *uss Bogue*, Atlantic area, October 1942 to April 1944.

★ ERICKSON, John L., Lt. Comdr., USN, New York City, (posthumously): CO, BomRon 7 *uss Hancock*, Pacific war area, 21 February to 15 December 1944.

★ FISH, Charles J., Comdr. (then Lt. Comdr.), USNR, Washington, D. C.: With operational research group, mine warfare section, office of CNO, 12 Oct 1942 to 1 June 1946.

★ GARLAND, John D., Lt. Comdr. (then Lt.), USN, Somerville, Mass.: CO, *uss Choctaw*, Atlantic area, 7 to 30 Mar 1944.

★ GOODMAN, Raymond A., Lt., USNR, Indianapolis: On Staff of a ComCORNDiv, Philippine Islands, 18 to 29 Oct 1944.

★ HENDERSON, Paul F., Comdr. (then Lt. Comdr.) (CEC), USNR, Los Angeles: CO of the Forty Sixty Seabees, Los Negros, Admiralty Islands, 15 Mar 1944 to 1 Feb 1945.

★ JAMES, Harrie A., Lt. Comdr. (then Lt.), USNR, New York City: Assistant intelligence officer on staff of naval task force commander attached to 8thFlt in Mediterranean theater, March to October 1943.

★ LANE, Theodore S., Comdr., USN, Lewes, Del.: OTC during anti-submarine operations, Atlantic area *uss Haverfield*, 13 Mar 1944.

★ LOVELAND, Kenneth, Comdr., USN, Charleston, S. C.: CO, *uss Hobson*, anti-submarine operations, Atlantic area, 13 Mar 1944.

★ MATHEWS, Jerry A., Jr., Lt. Comdr., USNR, Norfolk, Va.: CO, *uss Haverfield*, anti-submarine operations, Atlantic area, 13 Mar 1944.

★ MYERS, John N., Comdr. (then Lt. Comdr.), USN, Silver Spring, Md.: Operations officer on staff of ComCarTaskFor 1, vicinity of Marianas, Carolinas, Bonins, Halmehara, Formosa, Philippines and the Nansei Shoto, June to October, 1944.

★ PIPER, Carl F., Capt. (then Comdr.), USNR, Oakland, Calif.: Ordnance officer, office of supervisor of shipbuilding, San Francisco, from outbreak of hostilities until 14 Jan 1945. Ordnance officer, Pearl Harbor ship yard, 19 Jan 1945 to cessation of hostilities.

★ RICKABAUGH, Robert S., Comdr., USNR, Narbeth, Pa.: Commander of LCI (gunboat) group, Leyte, 20 Oct 1944.

★ RYAN, Dennis L., Capt., USN, Unionville, Conn.: ComTransDiv during operations Lingayen gulf, Zambales and Okinawa, November 1944 to July 1945.

★ STOKER, Elmer S., Comdr., USN, Coronado, Calif.: Chief of staff Task Force 126, Normandy, 6 June 1944.

★ TAYLOR, Alfred R., Capt., USN, Arlington, Va.: Fleet Communications officer on staff of CinCLant, 31 Dec 1941 to 3 Jan 1944.

★ THOMPSON, Harry L., Capt., USN, Reading, Pa.: CO, *uss Richmond*, flagship of a

★ DECORATIONS

Legion of Merit (Cont.)

CTF, Northern Pacific waters, 24 Mar 1944 to 17 Aug 1945.
 ★ TYLER, Raymond F., Capt., USN, Middleburg, Conn.: ComFairWing 1, and ComFairGroup 1, Atlantic area, January 1942 to May 1945.
 ★ WILEY, Herbert V., Capt., USN, Annapolis, Md.: CO, USS *West Virginia*, Iwo Jima and Philippines campaigns, 17 Oct 1944 to 2 May 1945.

Legion of Merit (Army)

Bronze oak leaf in lieu of second award:

★ TALBOT, Frank R., Capt., USN, San Francisco: Outstanding services in SoWesPac area as Navy Deputy Chief of Staff, 10th Army, Joint Army-Navy-Marine operations, Ryukyu campaign.

DISTINGUISHED FLYING CROSS

Gold star in lieu of third award:

★ MAY, Orville W., Lt.(jg), USNR, Montgomery City, Mo. (posthumously): Pilot in TorpRon 84, USS *Bunker Hill*, Okinawa, Kyushu, Minami Daito Shima and Iwo Jima, 16 Feb to 11 May 1945.

Gold star in lieu of second award:

★ BASS, Louis T., Lt.(jg), USNR, Oakland, Calif. (M): Pilot PatBomRon 111, off Malaya coast, 23 to 27 May 1945.
 ★ BUSKER, Jules M., Lt. (then Lt.(jg)), USNR, New Orleans: Commander of a patrol plane, SoWesPac, 25 Apr 1944.
 ★ DEWING, Lawrence A., Lt.(jg) (then Ens.), USNR, Isleton, Calif.: Pilot of fighter plane in FitRon 14, USS *Wasp*, Northern Philippines, 5 Nov 1944.
 ★ ENLOE, George A., Lt. Comdr. (then Lt.), USNR, Corpus Christi, Tex.: Pilot of PB4Y-1, in BomRon 103 against enemy units in Atlantic area.
 ★ MOSS, Elmo L., Lt. Comdr. (then Lt.), USNR, Ottumwa, Iowa: Pilot Army Air Force reconnaissance plane, Southern France, 15 to 29 Aug 1944.
 ★ PICKARD, Morris G., Lt. (then Lt.(jg)), USNR, Greensboro, N. C.: Pilot of Army Air Force reconnaissance plane, Southern France, 15 to 29 Aug 1944.
 ★ SAUER, Francis J., Lt. Comdr. (then Lt.), USNR, Billings, Mont.: Leader of group in BomRon 5, USS *Yorktown*, Truk, April 1944.

First award:

★ BENGSTON, Robert C., Comdr., USN, Long Beach, Calif.: Commander of patrol

bomber, Bismarck Sea area, nights of 15 Feb and 9 Mar 1944.

★ BROOKS, Edward, AMM1, USNR, Elk Grove, Calif. (posthumously): Aircrewman in PatBomRon 119, forward Pacific area, 2 Mar to 4 May 1945.

★ CAMPBELL, Grafton B., Comdr. (then Lt. Comdr.), USN, Coronado, Calif.: Commander of carrier-based BomRon, USS *Hornet*, Palau and Truk, March and April 1944.

★ CLAPMAN, William T., Lt. Comdr. (then Lt.), USNR, Los Angeles: Commander of patrol bomber, FairWing 4, Miyoshimo airfield, Shimushu Island, 14 June 1944.

★ CLARK, Harland C., Lt. (then Ens.), USNR, Salem, S. D.: Co-pilot of Navy bombing plane, submarine action, Atlantic, 5 Nov 1943.

★ CLARK, John W., Lt. Comdr. (then AMM1), USN, Fairhope, Ala.: Co-pilot of a PB4Y-4, in PatRon 101, NAS, Sangley Point, Cavite, Philippine area, 8 Dec 1941 to 30 Jan 1942.

★ COLGAN, Edward G., Lt. Comdr. (then Lt.), USNR, Cleveland, Ohio: Fighter pilot in FitRon 10, USS *Enterprise*, first battle of Philippines Sea, 20 June 1944.

★ CRAWFORD, Lucien K., Lt.(jg) (then Ens.), USNR, Philadelphia, Pa.: Pilot in naval gunfire support, coast of France, 6 to 25 June 1944.

★ ECKHARDT, Harold J., Lt. (then Lt.(jg)), USNR, Rye, N. Y.: Pilot of Army Air Force reconnaissance plane, Southern France, 15 to 29 Aug 1944.

★ EDMONDSON, Robert F., Lt. Comdr. (then Lt.), USNR, Oskaloosa, Iowa: Pilot of plane in air group 32, USS *Langley*, Palau, Tanahmerah, and Truk Atoll on 31 March, and 21 to 29 Apr 1944.

★ ERICKSON, John L., Lt. Comdr., USN, New York City: (posthumously): CO of BomRon 7, USS *Hancock*, Kilirun, Formosa, 13 Oct 1944.

★ FARLEY, John J., Lt. Comdr. (then Lt.), USNR, Fullerton, Calif.: Pilot in FitRon 10, USS *Enterprise*, Truk Atoll, February to April 1944.

★ FARMER, Charles D., Lt.(jg) (then Ens.), USNR, Maplewood, N. J.: Pilot in FitRon 10, USS *Enterprise*, vicinity of Marianas, 17, 19, and 20 June 1944.

★ FIFE, Aubrey E., Lt.(jg) (then Ens.), USNR, Sudan, Tex.: Pilot of dive bomber, BomRon 10, USS *Enterprise*, vicinity of Marianas, 12 to 25 June 1944.

★ FLUITT, Clifford L., Ens., USNR, Corvallis, Ore. (posthumously): Pilot of carrier-based plane, Japan mainland, 18 Mar to 13 May 1945.

★ GABBERT, Gordon A., Lt. Comdr. (then Lt.), USNR, Dallas, Tex.: Division leader, CompRon 65, USS *St. Lo*, Leyte Gulf, 25 Oct 1944.

★ GAMMELL, John F., Lt., USN, Pensacola, Fla.: Pilot in PatBomRon 116, Iwo Jima, Volcano Islands, 1 Sept 1944.

★ GARDNER, Joseph T., Lt. Comdr. (then Lt.), USNR, Jacksonville, Fla.: Commander of a Catalina aircraft on reconnaissance missions in north and southeast Celebes, 26 Sept to 2 Oct 1944.

★ GORDON, Donald, Lt. Comdr. (then Lt.), USNR, Fort Scott, Kans.: Fighter pilot in FitRon 10, USS *Enterprise*, vicinity of Marianas, first battle of the Philippines, 19 and 20 June 1944.

★ GRUBBS, Hubert F., Lt. (then Lt.(jg)), USNR, Youngstown, Ohio: Pilot in BomRon 10, USS *Enterprise*, vicinity of Marianas, first battle of Philippine Sea, 20 June 1944.

★ HERR, Joseph P., Lt. (then Lt.(jg)), USNR, Garden City, Long Island: Pilot and division leader in FitRon 24, USS *Belleau Wood*, first battle of Philippine Sea, 19 June 1944.

★ JOLLIFFEE, Robert N., Lt. (then Lt.(jg)), USNR, Upper Montclair, N. J.: Pilot of Army Air Force reconnaissance plane, Southern France, 15 to 29 Aug 1944.

★ JONES, Robert C., Comdr. (then Lt.), USNR, Newton, Miss.: Executive and act-

HOW DID IT START?

Hand-Me-Downs

The modern version of "hand-me-downs," is not the way the sailors of another era looked upon it. As it appears to us, "hand-me-downs" is a concise term for ready-made or second-hand clothing.



The term originated back in the days of sail when various articles of clothing, both new and old, hung from the overhead or from racks. The hooks were placed high above one's head necessitating the use of ladders or chairs to get them down.

To the sailors of that era it was the only possible name for merchandise thus displayed—hence the "hand-me-downs" still in vogue when talking about anything second-hand.

ing CO, FitRon 5, USS *Yorktown*, Pacific war area, 1943 and 1944.

★ KISER, Raymond W., Lt. (then Lt.(jg)), USNR, Franklin, W. Va.: Pilot of an OS2U-3, USS *Washington*, vicinity of Guam, 2 July 1944.

★ McEACHERN, Lloyd R., Lt. (then Lt.(jg)), USNR, Wellsville, N. Y.: Wingman to division leader in FitRon 32, USS *Langley*, Pacific area, 29 Apr 1944.

★ McCLELLAND, Thomas G., Lt. (then Lt.(jg)), USNR, Albuquerque, N. M.: Leader of a group of fighter planes in FitRon 5, USS *Yorktown*, Truk, 29 and 30 Apr 1944.

★ McMAHON, Richard E., Lt. (then Ens.), USNR, Brooklyn, N. Y.: Pilot of fighter plane, CompRon 9, anti-submarine operations, South Atlantic area, 15 June 1944.

★ MABUS, James T., Lt. (then Lt.(jg)), USNR, Mayerville, Miss.: CO, navy patrol bomber, FairWing 4, Shimushu Island, 14 June 1944.

★ MAY, Richard H., Lt. (then Lt.(jg)), USNR, Portland, Ore.: Section Leader, Flight squadron 32, USS *Langley*, Truk Atoll, 29 Apr 1944.

★ MURPHY, Richard J., AMM3, USN, Baltimore, Md.: (posthumously): Turret gunner on Navy torpedo plane in TorpRon 24, USS *Santee*, Nohara airfield, Miyako Jima, 23 Apr 1945.

★ NOREM, Quentin E., Lt. Comdr. (then Lt.), USNR, Newark, Ill.: Pilot of medium bomber, FairWing 4, Northern Kuriles, 26 Feb to 3 May 1944.

★ PATTERSON, Lewis A., Lt. (then Lt.(jg)), USNR, Smiley, Tex.: Commander of a Ventura medium bomber in BomRon 135, in FairWing 4, Paramushiru and Shimushu Islands, 14 June 1944.

★ POND, John A., Lt. (then Ens.), USNR, Memphis, Tenn.: Wingman in FitRon 32, USS *Langley*, Truk Atoll, 29 Apr 1944.

★ QUINLAN, Walter A., Lt. (then Lt.(jg)), USNR, Scituate, Mass.: Pilot of patrol plane in New Guinea area, 3 June 1944.

★ RAFFMAN, Reilly I., Lt. (then Lt.(jg)), USNR, North Dartmouth, Mass.: pilot of carrier-based plane, USS *Cowpens*, vicinity of Marianas, June 1944.

★ ROSE, Garr L., ARM1, USN, Coronado, Calif. (posthumously): Aircrewman in patrol bomber, PatBomRon 119, forward Pacific area, 7 March to 15 May 1945.

★ SHEPHERD, Robert G., Ens., USNR, Rathdrum, Idaho (posthumously): Pilot in FitRon 88, USS *Yorktown*, Otaru harbor, 15 July 1945.

★ SIKES, Richard A., Lt.(jg) (then Ens.), USNR, Kansas City, Mo.: Pilot of Army Air Force reconnaissance plane, Southern France, 15 to 29 Aug 1944.

★ SMITH, Howard S., Lt.(jg) (then Ens.),

Sylvester th' Salt



Bulletin, NavTraCen, Great Lakes, Ill.
 (Continued on next page)

USNR, Portland, Ore. (posthumously): Pilot in division, in *FitRon 50* with carrier task groups, vicinity of Volcano Islands, 24 June 1944.

★ SPEAR, Moncrieff J., Lt.(jg) (then Ens.), USNR, White Plains, N. Y.: Pilot of torpedo plane in *CompRon 9*, anti-submarine operations, South Atlantic, 15 June 1945.

★ THELEN, Robert H., Lt. (then Lt.(jg)), USN, Omaha, Neb.: Pilot in Squadron 24, first battle of Philippine Sea, 19 June 1944.

★ WADSWORTH, Thomas J., Lt.(jg) (then Ens.), USNR, Washington, D. C.: Pilot of fighter plane in *CompRon 9*, anti-submarine operations, South Atlantic, 15 June 1944.

★ WEIGLE, Donald E., Lt., USNR, Akron, Ohio: Pilot in *CompRon 9*, anti-submarine operations, South Atlantic, 15 June 1944.

★ WIMPEY, George A., Lt. (then Ens.), USNR, Norfolk, Va.: Pilot of Navy bombing plane during attack on enemy submarine in Atlantic area, 3 Aug 1943.

NAVY AND MARINE CORPS MEDAL

First award:

★ CLEMENT, Stuart H., Jr., Lt.(jg), USNR, New Haven, Conn.: Rescue of men from life raft, Anzio-Nettuna area, Italy, 26 Jan 1944.

★ COLLINS, Robert M., Lt. Comdr. (then Lt.), (MC), USNR, Council Bluffs, Iowa: Member of surgical unit, 7thPhibFor, SoWesPac area, April to July 1944.

★ DUFFY, Raymond F., Jr., Ens., USNR, N. Quincy, Mass.: Rescue operations, San Francisco Bay, 11 May 1946.

★ EASTMAN, David G., Lt. (then Lt.(jg)), USNR, Durham, N. H.: On board *LCI(L) 236* during advanced landings at Anzio-Nettuna area, Italy, 29 Jan 1944.

★ GRIDLEY, Lawrence J., Lt. Comdr. (then Lt.), (MC), USNR, Omaha, Neb.: Member of a surgical unit, 7thPhibFor, SoWesPac area, April to July 1944.

★ JACKSON, Howard C., Lt. Comdr., (MC), USNR, Kalamazoo, Mich.: Member of a surgical unit, 7thPhibFor, SoWesPac area, April to July 1944.

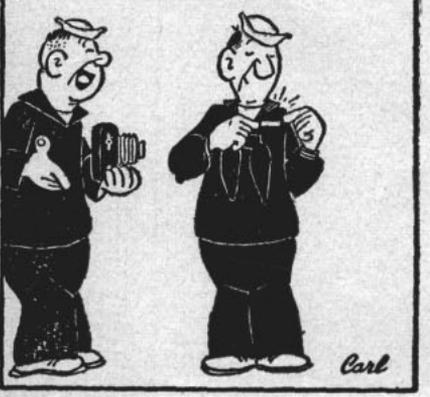
★ JACOBS, Howard A., Lt. (then Lt.(jg)), USNR, Lincoln, Neb.: Observation plane pilot, *uss Marblehead*, 10 Dec 1943.

★ MAST, Henrie E., Lt. Comdr. (then Lt.), (MC), USNR, Lubbock, Tex.: Member of a surgical unit, 7thPhibFor, SoWesPac area, April to July 1944.

★ MAXWELL, Eugene B., Comdr. (then Lt. Comdr.) (MC), USNR, Perrine, Fla.: Member of a surgical unit, 7thPhibFor, SoWesPac area, April to July 1944.

★ RASMUSSEN, Paul A., Lt.(jg), (then ChMach), USN, Long Beach, Calif.: Rescue operations of crew member of *LST 447*, vicinity of Kerema Retto, 6 Apr 1945.

★ SHAW, Robert H., Lt. (then Lt.(jg)), USNR, Sausalito, Calif.: Command of land-



(Continued on next page)

ing party, *uss McCull* in rescue of George R. Tweed, RMI, Guam, Marianas Islands, 10 July 1944.

★ WATTS, Alvin N., M2, Crescent City, Fla.: Rescue of men trapped below decks on *uss Greene*, Okinawa Gunto, 9 Nov 1945.

BRONZE STAR MEDAL

Gold star in lieu of third award:

★ KELLY, Thomas J., Capt., USN, Coffeyville, Kans.: Service force representative, 7thFlt, Lingayen, Subic Bay and Manila area, 26 Dec 1944 to 20 Feb 1945.

★ LEHMAN, Harold R., Comdr. (SC), USN, Newport, R. I.: Accounting officer, Navy Yard, Cavite, 25 Dec 1941 to 1 Jan 1942.

Gold star in lieu of second award:

★ BALSON, John E., Lt. Comdr. (then Lt.), USNR, University City, Mo.: Command of boarding party from *uss Segundo*, fifth war patrol, Central Kurile Islands, 10 Aug to 12 Sept, 1945.

★ BARRETT, Arthur M., Lt. (MC), USN, Winnetka, Ill. (posthumously): While serving as medical officer on Japanese prison ships, later in camps in Japan, from 18 Dec 1944 to 30 Jan 1945.

★ FOSS, Eugene N., II, Comdr. (then Lt. Comdr.), USNR, Chestnut Hill, Mass.; CO, *uss Emmons*, Okinawa, 24 Mar to 6 Apr 1945.

★ GLUSMAN, Murray, Comdr. (then Lt. Comdr.) (MC), USNR, New York City: Member of Allied staff, Kobe prisoner of war hospital, 5 June to 17 Aug 1945.

★ MUNHOLLAND, John, Comdr., USN, Monroe, La.: CO, *uss Mead*, 10 June 1943 to October 1944; CO, *uss Benner*, ForPac areas, July and August, 1945.

★ PRESSEY, George W., Comdr., USN, Long Beach, Calif.: CO, *uss Hobby*, 24 Oct 1943 to 29 Jan 1945; CO, *uss Stevens*, March to June 1945, New Guinea, Admiralty and Philippine area.

First award:

★ ADAMS, James R., Lt. Comdr. (then Lt.), USNR, Albany, N. Y.: Naval gunfire liaison officer, Biak Island, 27 May 1944.

★ ADAMSON, Frank M., Capt. (then Comdr.), USN, Merion, Pa.: CO, *uss Bache*, Aleutian and SoPac waters, 10 May 1943 to 15 Feb 1944.

★ ALLEN, Nelson J., Lt. Comdr. (then Lt.), USN, New York City (posthumously): Attached to *uss Sculpin*, ninth war patrol, Truk Island area, 19 Nov 1943.

★ ALTER, Elliot, Lt. (then Lt.(jg)) (MC), USNR, Brookline, Mass.: During construction and subsequent operation, Naval Hospital No. 8, April 1943 to 1 March 1944.

★ ARNETT, John M., Lt. Comdr. (then Lt.(jg)), USNR, San Francisco: Beachmaster, operating with *uss Henry T. Allen*, North Africa, 8 to 11 Nov 1942.

★ BASORE, Bennett L., Ens. (then CRT), USNR, Oklahoma City: Chief radio technician, *uss Hoe*, third war patrol, ForPac areas.

★ BATCHELLER, Edgar H., Comdr., USN, Corvallis, Ore.: Maintenance officer on *ComSerRon 10*, October 1944 to September 1945.

★ BAUGHAN, Robert L., Jr., Lt. Comdr. (then Lt.), USN, Norristown, Pa.: Executive officer, *uss Champlin* in action against enemy submarine, Atlantic area, 7 Apr 1944.

★ BISHOP, Harry A., Lt. Comdr. (then Lt.(jg)) (MC), USNR, Bakersfield, Calif.: Beach party medical officer attached to *uss Henry T. Allen*, North Africa, 8 to 11 Nov 1942.

★ BLAKESLEE, Horace W., Comdr., USN, Philadelphia, Pa.: CO, *uss Terror*, flagship of *ComMinPac*, Iwo Jima and Okinawa, December 1944 to May 1945.

★ BLOCKSON, Roland D., Comdr. (then Lt. Comdr.), USNR, Penns Grove, N. J.: CO, *PC 1121*, Humboldt Bay, New Guinea, 5 and 6 Dec 1944.

★ BOOKMAN, John J., Comdr. (MC), USNR, New York City: Member of Allied staff, Kobe POW hospital, 5 June to 17 Aug 1945.

★ BRIGGS, Chester E., Jr., Lt., USN, Long Island, N. Y.: CO, *LST 57*, Normandy, 6 June 1944.

★ BROCKMAN, Earl E., Ens., USN, Uniontown, Pa. (posthumously): Fire control officer, *uss Zellars*, Okinawa Shima, 12 Apr 1945.

★ BROZO, John K., Lt. (then Lt.(jg)), USNR, Reno, Nev.: Member of boarding party, *uss Segundo*, fifth war patrol, Central Kurile Islands, 10 Aug to 12 Sept 1945.

★ CARLSON, Wesley W., Comdr. (then Lt. Comdr.), USNR, St. Joseph, Mich.: Boat control commander, *uss Henry T. Allen*, North Africa, 8 to 11 Nov 1942.

★ CICCONE, Samuel A., Lt. Comdr., USNR, Marcus Hook, Pa.: Engineering officer *uss Caperton*, attached to TF 58, Pacific area, 15 Jan to 15 Aug 1944.

★ CLAIBORNE, Lindsey C., Lt., USNR, Richmond, Va.: OinC, beach party communication team, 21 July 1944.

★ DANIEL, Jaquelin J., Lt. Comdr., USNR, Jacksonville, Fla.: ComMTBDiv, evacuating wounded men, Normandy, 5 to 27 June 1944.

★ DARRAH, Charles A., Lt. Comdr. (then Ens.), USNR, Lima, Ohio: Assistant communication and assistant torpedo control officer, *uss John D. Ford*, Netherlands East Indies, 8 Dec 1941 to 4 Mar 1942.

★ DAWSON, Harold R., RdElec (then CRM), USN, Grantsville, W. Va.: Chief Radioman in charge sound and radio, *uss Hoe*, third war patrol, ForPac area.

★ DEBRICKSON, Richard B., Comdr., USN, Minisink Hill, Pa.: Gunnery officer, *uss Texas*, Normandy and Cherbourg, France, June 1944.

★ DICKES, Orval C., Lt. Comdr. (then Lt.), USN, Findlay, Ohio: Control officer, antiaircraft battery, *uss Reno*, CenPac waters, 14 Oct 1944.

★ DOYLE, John H., Lt., USN, Tompson Falls, Mont.: CO, *LST 515*, Normandy, 6 June 1944.

★ DUCBY, John F., Jr., Comdr. (then Lt. Comdr.), USNR, Merion Station, Pa.: Executive officer, navigator and combat evaluator, *uss Caperton* with TF 58, Pacific area, 15 Jan to 15 Aug 1944.

★ DUFFILL, Monroe B., Capt. (then Comdr.), USN, Daytona Beach, Fla.: Navigator, *uss Quincy*, Cherbourg area, June 1944.

★ DUFFY, William H., Lt. (then Lt.(jg)), USN, Minneapolis: Flag secretary to OinC, Allied forces, Philippine Islands operation, 25 Oct 1944.

★ EASON, Frederick J., Lt., USNR, Selma, N. C.: OinC of MTB in MTBRon, Vella Lavella Islands, 16 July to 1 Nov 1943.

★ ERSKINE, William F., Lt. Comdr., USN, Kodiak, Alaska: Assistant approach officer, *uss Haddock* during war patrol in enemy controlled waters.

★ EASTHAM, John M., Jr., Lt., USNR, Beaumont, Tex.: Boat captain and executive officer of PT boats, SoPac area, 1 Nov 1943 to 1 July 1944.

★ EMBURY, George R., Lt.(jg), USNR, Cantonsville, Md. (posthumously): Attached to *uss Sculpin*, ninth war patrol, Truk Island area, 19 Nov 1943.

★ FIELDER, Wendall M., Ens., USNR, San Mateo, Calif. (posthumously): Attached to *uss Sculpin*, ninth war patrol, Truk Island area, 19 Nov 1943.

★ FOSS, Eugene N., II, Comdr. (then Lt. Comdr.), USNR, Chestnut Hill, Mass.: Executive officer, *uss Emmons*, coast of France, 6 June 1944.

★ FOX, Charles M., Lt. Comdr., USNR, Coronado, Calif.: Assistant communications officer, staff of *Com3dFlt*, Leyte, 23 to 26 Oct 1944.

★ FRAKES, Dale R., Comdr., USN, Mag-

★ DECORATIONS

Bronze Star (Cont.)

nolia, Minn.: CO, *USS Mervine*, central Mediterranean area, 6 and 7 Nov 1943.

★ FRANKLIN, James G., Comdr., USN, Lawrenceburg, Ky.: Flag secretary and evaluation officer, CTF 39, Solomons, 23 Jan 1943 to 25 March 1944.

★ FRICK, Harry D., Jr., Lt., USNR, Monon, Ind.: CO, *LCI* (gunboat), during invasion of Leyte, 20 Oct 1944.

★ GAMACHE, Wilfred D., CCM, USNR, East Lynn, Mass.: Leading petty officer, reconnaissance platoon, Leyte Island, 19 Oct 1944.

★ GAMEL, John W., Ens., USNR, Lubbock, Tex. (posthumously): Attached to *USS Sculpin*, ninth war patrol, Truk Island area, 19 Nov 1943.

★ GIBSON, Jack E., Comdr. (then Lt.), USN, Waldport, Ore.: Main battery control officer, *USS Astoria*, Coral Sea, Midway and first battle of Savo.

★ GILLIAM, Charles R., Capt. (then Comdr.), USN, Philadelphia, Pa.: First lieutenant and damage control officer, *USS Quincy*, Cherbourg, 6 to 25 June 1944.

★ GOODHUE, Theodore L., CTM, USN, Holyoke, Mass. (posthumously): TM in charge, *USS Gudgeon*, seventh war patrol, north of Malay, 13 Mar to 6 Apr 1943.

★ GOUGH, Theron M., Lt.jg (then Ens.), USNR, Parma, Idaho: Rescue operations while on board *LCP(R)*, Sarmi Pt., Dutch New Guinea.

★ GRALLA, Arthur R. Comdr., USN, Long Island, N. Y.: Gunnery officer, *USS Reno*, CenPac waters, 14 Oct 1944.

★ GREGG, Langdon B., Jr., Lt., USNR, Beverly Hills, Calif.: Officer of the deck *USS Cogswell*, Pacific areas, 15 Jan to 15 Aug 1944.

★ HAMMERSTONE, James E., Lt. (then Lt. (jg)), USNR, Lansford, Pa.: Plotting officer, *USS Haddock*, during patrol, enemy waters.

★ HARRISS, Charles J., Lt. (then Lt. (jg)), USNR, Kenilworth, Ill.: Gunnery officer, *PC 627*, west coast of Italy, 14-15 May 1944.

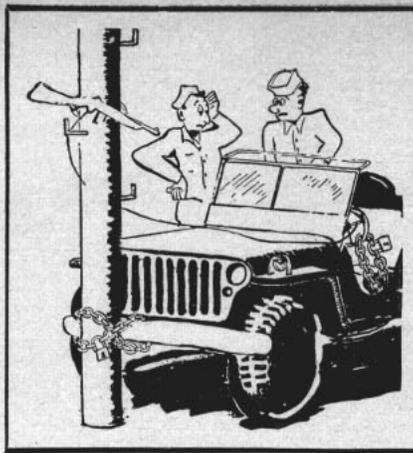
★ HARRISS, George L., Comdr., USN, Washington, D. C.: CO, *USS Eastland*, Kerama Retto, 26 Mar to 2 Apr 1945.

★ HARVEY, Charles R., Lt. (then Lt. (jg)) (HC), USN, Hillsdale, N. J.: Executive officer, naval medical supply facility, Guadalcanal, April 1943 to February 1944.

★ HOLLEY, George M., Capt. (then Comdr.), USN, Washington, D. C.: Senior service officer, Brisbane; executive officer, naval base, Sydney; OinC of towing of *USS Venus*, New Zealand to Australia.

★ HORNER, James M., Lt. (then Lt. (jg)), USNR, Chesterton, Ind.: CO of a gunboat supporting landing operations, Leyte, 20 Oct 1944.

★ HUFF, George P., Comdr. (then Lt. Comdr.), USN, San Pedro, Calif.: Gunnery officer, *USS Wasp*, 19 May to 29 Oct 1944.



Navy News, Guam

"It's a habit he picked up at Com Marianas."

★ KELLAR, Curtis B., Lt. Comdr. (then Lt.), USNR, Norfolk, Va.: Gunnery officer, *USS Caperton*, with TF 58, Pacific area, 15 Jan to 15 Aug 1944.

★ KELLEY, Lawrence J., Lt. (then Lt. (jg)), USNR, Los Angeles: With MTB squadron in the Admiralty and Schouten Islands, 2 Jan 1944.

★ KELLEY, Marion R., Capt., USN, Annapolis, Md.: Planning officer on staff, ComSoWesPac, September 1942 to August 1943.

★ LANE, Harry L., Lt. Comdr. (then Lt.), USNR, Brooklyn, N. Y.: CO, *ATA 125*, Normandy, June 1944.

★ LEAKE, Kenneth E., Lt. Comdr. (then Lt.), USNR, Coronado, Calif.: CO, *LCI(L) 209*, Anzio-Nettuna area, Italy, 25 and 26 Jan 1944.

★ LEWIS, Harold S., Lt. Comdr., USNR, Miami, Fla.: CO, *LCI* (gunboat), Leyte, 20 Oct 1944.

★ LYNCH, Heber J., ChMach. (then CMOMM) Berkley, Calif.: CMOMM in charge, engine room, *USS Hoe*, third war patrol, forward Pacific areas.

★ MCCALL, Francis B., Comdr. (then Lt. Comdr.), USN, Salmon, Idaho: Ammo supply officer and ast ammo supply officer for ServRon 10, CenWesPac areas, 15 Feb 1944 to 1 July 1945.

★ MCENROE, John D., Lt. (then Lt. (jg)), USNR, Grand Forks, N. D.: CO of a gunboat, Leyte Island, 20 Oct 1944.

★ MCGUGAN, Joseph L., Capt., USN, Tacoma, Wash.: While attached to Army Air Forces, Philippines, May 1942.

★ MCLAUGHLIN, David C., Lt. Comdr. (then Lt.), USNR, Dallas, Tex.: Leader of a section of LCI and LCM gunboats, Bougainville to Solomons, 25 Apr to 9 May 1944.

★ MARTIN, William H., Lt. (jg), USNR, La Porte, Ind. (posthumously): Radar officer, *USS Bryant*, Okinawa Shima, 15 and 16 Apr 1945.

★ MARZETTA, Dante R., Lt. Comdr. (then Lt. (jg)), USN, Oglesby, Ill.: Main battery plotting room officer, *USS Astoria*, Coral Sea, Midway, and first battle of Savo.

★ MILLER, Gordon W., Lt. Comdr., USN, Los Angeles: CO, *LST 452*, SoWesPac, 4 Sept 1943 to 27 May 1944.

★ MOORE, Aubrey L., Ens., USNR, New Orleans, La.: Crew member, *LCT 535* attached to *LCT 6*, *LCTF*lot 12, Normandy, 6 June 1944.

★ MONTZ, Kermit W., Lt. (then Lt. (jg)), USNR, Palmberton, Pa.: With *MTBRon*, Admiralty and Schouten Islands, Nov 1943 to July 1944.

★ NEWTON, Emery M., Jr., Lt. (then Lt. (jg)), USNR, New York City: With *MTBRon*, Admiralty and Schouten Islands, Dec 1943 to July 1944.

★ NORMAN, Robert G., Comdr. (then Lt.), USN, Indianapolis: Act first lieutenant and damage control officer, *USS Pennsylvania*, Pearl Harbor, 7 Dec 1941.

★ NORTH, Richard M., Lt. (then Lt. (jg)), USNR, Ft. Wayne, Ind.: CO of *MTB*, occupation of New Georgia and Bougainville Islands, 15 Feb 1943 to 1 Jan 1944.

★ OLTON, Frank H., Lt., USNR, Philadelphia, Pa.: OTC, *MTBs* 491, 495 and 489, coast of Leyte, night of 19 and 20 Nov 1944.

★ OSBORN, Edgar G., Comdr., USN, St. Helena, Calif.: Flight deck officer, *USS Hornet*, battle of Santa Cruz, 26 Oct 1942.

★ OVERTON, Victor L., ChBosn, USN, San Diego: Landing party officer of beach party, *USS William P. Biddle*, 21 to 23 July 1944.

★ PARKINSON, George A., Capt. (then Comdr.), USNR, Milwaukee: Screen commander anti-submarine task group, and as OTC during operations, night of 29 Feb and 1 Mar 1944.

★ PEART, Cecil J., Pharm., USN, Applegate, Ore.: Member of naval forces attached to U. S. Army forces in defense of Philippines, 7 Dec 1941 to 6 May 1942.

★ PECKHAM, Arthur E., Jr., Lt. (then Lt. (jg)), USNR, Westerly, R. I.: Beachmaster of a navy beach platoon, *USS Knox*, during operations, June to July 1944.

★ PFEIFFER, James A., ChPharm., USN, Upper Darby, Pa.: On administrative staff naval hospital, Canacao, outbreak of hostilities to January 1942, and as POW, Bilbilid prison.

★ POHLMAN, Max E., Comdr. (then Lt. Comdr.) (MC), USNR, Los Angeles: Member of naval forces attached to Army Air Forces in defense of Philippines, 7 Dec 1941 to 6 May 1942.

★ PORTER, Ebenezer F., Lt. Comdr. (then Lt.), USNR, Kansas City, Mo.: Executive officer, *USS Hickox*, rescue and fire-fighting operations when *USS Franklin* was damaged, 19 Mar 1945.

★ PRUE, Grant W., Lt. (then Lt. (jg)), USN, Milwaukee: CO, *LST 456*, Cape Gloucester, 4 Sept and 26 Dec 1943.

★ QUIRK, Bryan D., Lt., USNR, Linthicum Heights, Md.: CO, *LST 28*, Normandy, 6 June 1944.

★ RATLIFF, William K., Comdr. (then Lt. Comdr.), USN, Okemah, Okla.: CO, *USS Swanson*, Pacific area, May 1944 to March 1945.

★ READ, William A., Capt., USNR, Purchase, N. Y.: Awards officer, staff of fast carrier force, Marianas, Carolines, Bonins, Halmahera, Philippines, Formosa and the Nansel Shoto, June through October 1944.

★ REITER, Harry L., Jr., Comdr., USN, Denver, Colo.: Gunnery officer, *USS Quincy*, Cherbourg area.

★ ROGOWSKI, Joseph, Cox., USNR, Westfield, Mass. (posthumously): Loader on 20-mm gun, *USS Laffey*, Okinawa Jima, 16 Apr 1945.

★ RUSSELL, Benjamin V., Capt., USN, Arlington, Va.: CO, *USS Sigbee*, and as ComDesDiv 102, Marcus Island, Wake Island and Tarawa, August 1943 to October 1944.

★ RUSSELL, Holland A., Lt. (then CMM), USN, Clarkdale, Ariz.: Engineer repair party, *USS John D. Ford*, off Balikpapan, 24 Jan 1942.

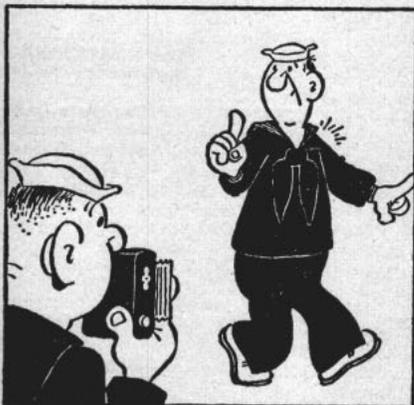
★ SCHOFIELD, Frederick S., Capt. (MC), USNR, Long Beach, Calif.: Executive officer, Keli Pt. branch, U. S. Naval Mobile Hospital No. 8, Guadalcanal, 1 July 1943 to 17 May 1944.

★ SEYLER, Raymond Q., Lt. (then Lt. (jg)), (MC), USN, Brookline, Pa.: Medical officer, navy beach battalion, *USS Knox*, 16 to 20 June 1944.

★ STEGMUND, Theodore C., Lt. Comdr. (then Lt.), USN, Los Angeles: Flag lieutenant and evaluating officer in charge of visual signals on the staff of CTF 39, Solomons, 19 Feb 1943 to 5 Feb 1944.

★ SMS, Larue E., Lt. (jg) (then Ens.), USN, Coronado, Calif.: Maintenance officer, *PatRon13*, CenPac, May 1943 to 30 June 1944.

★ SINCLAIR, Thomas J., Lt. (jg), USNR, Washington, D. C.: CO, *LCI(FF) 657*, flag-



(Continued on next page)

NAVY'S PERSONNEL REPORTS DEMAND ACCURACY

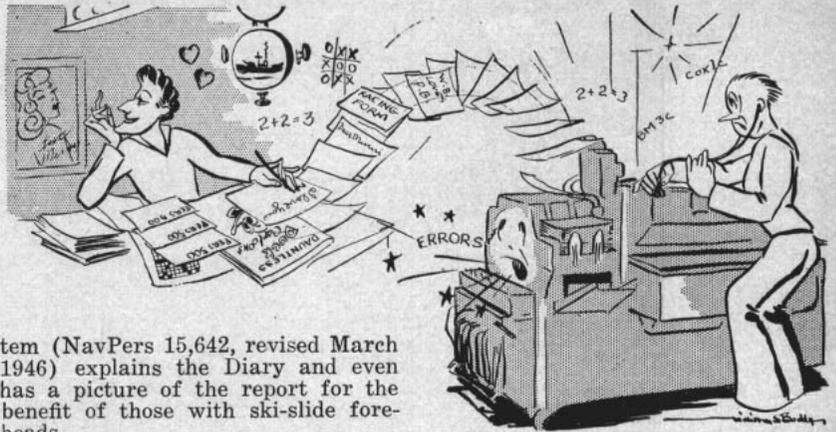
BuPers found substitutes for long hours, hard work and mental strain in devising the new Navy Personnel Accounting System, but, up until ALL HANDS' press time, had not succeeded in finding anything that would take the place of accuracy.

This commodity still must be supplied by commanding officers through their yeomen. The truth, which rears its ugly head again, is that Personnel Accounting Cards (NavPers 500) and Daily Personnel Diaries (NavPers 501) are reaching the MRIs fouled up like a married mess cook.

They arrive late and sometimes not at all. They contain errors, which the machines cough up disgustedly, and the ship or station concerned promptly receives a discrepancy report. The resultant unhappiness, BuPers believes, is all unnecessary considering the supreme simplicity of the system. Here's how easy it is . . .

Personnel Accounting Cards are typed for each man reporting aboard. Then they are "snapped out." Parts 1 and 3 become shipboard muster and allowance cards. Soon BuPers will send out an illustrated outline for an easy, efficient method of keeping card files. Part 2 goes, along with the Daily Personnel Diary, to the MRI. That part shouldn't sprain anybody's brain.

Submitted as of 2400 every day, including days when no changes occur, the Daily Personnel Diary shows all gains, losses and miscellaneous changes. Instructions for the Navy Personnel Accounting Sys-



tem (NavPers 15,642, revised March 1946) explains the Diary and even has a picture of the report for the benefit of those with ski-slide foreheads.

The man preparing these two key reports doesn't have to be a great thinker; all he has to be is accurate. What becomes of the Personnel Accounting Cards and Daily Personnel Diaries at the MRI might make this plain.

Data from the Personnel Accounting Card is punched—not typed or written—in cards $3\frac{1}{4}$ by $7\frac{3}{8}$ inches by a card-punching machine. After this process, the information shown by holes in the 80 columns on each card is verified. Then, the cards are sorted by machine into any order desired, by file or service numbers or alphabetically—it's immaterial to the sorting machine whose reading brushes whisk information from holes in the cards.

From the Daily Personnel Diary the MRIs keep files of punched cards up-to-date. Even previous errors, if

corrected by an entry on the next Diary, can be rectified.

When the time for personnel reports rolls around, the MRI feeds these punched cards into a machine at speeds ranging from 80 to 150 cards a minute, depending upon which report is being prepared. The machine, by various sortings of the cards and different methods of wiring the control panel, computes and writes the reports. Electrical impulses from the reading brushes to the type-bars set the machine to writing information required by the reports.

It's as simple as a mail order course in muscle-building. All you have to do, as Abe Lincoln pointed out, is be sure you're right then go ahead.

ship of Flot 14, Karema Retto, Okinawa and Ie Shima, 26 Mar to 14 June 1945.

★ SMITH, Charles G., Jr., Ens., USNR, Munford, Tenn. (posthumously): Attached to USS *Sculpin*, ninth war patrol, Truk Island area, 19 Nov 1943.

★ SMITH, Norman E., Comdr. (then Lt.), USN, Riverton, Wyo.: Executive officer, USS *John D. Ford*, Netherlands East Indies, 8 Dec 1941 to 4 Mar 1942.

★ SMITH, Lewis E., Lt. (then Lt.(jg)), USNR, San Francisco: With MTBRon, Admiralty and Schouten Islands, Dec 1943 to July 1944.

★ SMITHEY, Talmadge A., Lt., USN, Huntsville, Ala.: Member of beach defense on Corregidor, 5 and 6 May 1942.

★ SNELLING, William M., Lt. Comdr. (then

Lt.), USNR, Athens, Ga.: CO, PT 71, night of 19-20 May 1944.

★ SONDEREGGER, Morris A., Lt. (then Lt.(jg)) (MC), USNR, Beatrice, Neb.: Medical officer, Acorn 8, Munda Field, New Georgia, Solomons, 9 Aug 1943 to 13 March 1944.

★ SPENCER, Samuel F., Lt., USN, Cave Springs, Ga.: Engineering officer, USS *John D. Ford*, Netherlands East Indies, 8 Dec 1941 to 4 Mar 1942.

★ STECKELBERG, Julius E., Elec. (then CEM), USN, Manilla, Iowa: CEM in charge, USS *Hoe*, third war patrol, forward Pacific areas.

★ STRADLEY, Bernard T., CPHM, USN, Holyoke, Mass.: Member of Allied staff, Kobe POW hospital, 5 June to 17 Aug 1945.

★ SUTTON, Robert M., Lt.(jg) (then Ens.), USNR, Westfield, N. J.: Ast OinC and interpreter of a searching party, Southern France, 15 Aug 1944.

★ TRIMBLE, James B., Lt., USNR, Ft. Worth, Tex.: Sonar officer, USS *Walker*, night of 1 Feb 1944.

★ TURNER, Robert E., Lt., USNR, Forest City, Mo.: Naval gunfire liaison officer, with 42nd Field Art Bat, 4th Inf. Div., Normandy, 6 to 30 June 1944.

★ VAN DERWERKER, Homer T., Lt., USNR, Long Beach, Calif.: Flag lieutenant to a flag officer in command of Allied forces, Philippine operation, 25 Oct 1944.

★ WEILER, Eugene O., Gunner, (then CGM), USNR, Chicago: Depth charge captain, USS *Griswold*, Solomons, 23 Dec 1943.

★ WEISMAN, Sol, Lt. Comdr. (then Lt.) (MC), USNR, University City, Mo.: Medi-

cal officer with Regimental combat team, 34th Marines, 4thMarCorp, Saipan and Tinian, 15 June to 1 Aug 1944.

★ WHITE, Samuel H., Capt. (MC), USN, Auburn, N. Y.: Sanitation officer, 3dMarDiv. Fleet Marine force, Guam, 21 July to 10 Aug 1944.

★ WHITTLE, Alexander A., Lt.(jg) (then Ens.), USNR, Arcadia, Calif.: Ast beachmaster, Normandy, 6 June 1944.

★ WILEY, Herbert V., Capt., USN, Annapolis, Md.: CO, USS *West Virginia*, Okinawa, 25 March to 20 Apr 1945.

★ WILLIAMS, Danforth D., Lt. Comdr. (then Lt.(jg)), USNR, Chicago: Boat group commander, USS *Henry T. Allen*, North Africa, 8 to 11 Nov 1942.

★ WILLIAMS, Paul D., Comdr., USN, Yuma, Ariz.: CO, USS *Cummings*, NoPac area, 27 Feb 1943 to 11 Oct 1944.

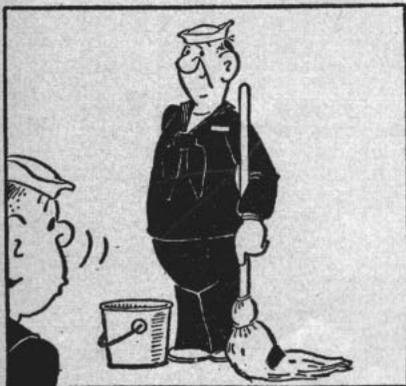
★ WILLIAMS, Sylvester F., Comdr. (MC), USN, Mt. Vernon, Iowa: Assistant in surgery, USS *Bountiful*, 1 Dec 1943 to 25 Aug 1945. Saipan, Guam, Palau, Leyte, Iwo Jima and Okinawa.

★ ZIMMERMAN, Karl, RMI, USN, West Valley, N. Y. (posthumously): Sound operator, USS *Scorpion*. First war patrol, Honshu Island, 5 Apr to 8 May 1943.

★ ZINK, William T., Jr., Comdr., USN, Baltimore: Gunnery officer on staff of flag officer in command of Allied forces, Philippines operation, 25 Oct 1944.

Bronze Star Medal (Army)

★ PROVENZANO, Charles, Sp.(X)1, USNR, Brooklyn, N. Y.: Meritorious service in connection with military operations in Burmese jungles, 10 to 30 Sept 1944.



THE BULLETIN BOARD

POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO ALL HANDS

Shore Duty Eligibility Requirements Eased

Shore duty eligibility requirements were eased a bit and procedure for applying for shore duty was outlined in BuPers Circ. Ltr. 249-46 (NDB, 31 October).

Under the new letter, men who meet the following requirements are eligible to request shore duty:

- Must have accumulated continuous sea and overseas service according to this table—

Aviation branch ratings	2 years
Hospital Corps ratings	2 years
Yeomen and storekeepers	3 years
All other ratings, pay grade 4 and below	3 years
All other ratings, pay grades 1, 1A, 2 and 3	4 years

These requirements may be raised or lowered from time to time, depending upon the needs of the shore duty establishments.

- Must have more than two years obligated service at time ordered to shore duty, or have declared intention to reenlist or extend enlistment if ordered to shore duty.

Circ. Ltr. 249-46 defines shore duty as duty in the allowance of:

- All continental U. S. shore activities, including the following administrative commands: All continental naval districts, Potomac and Severn River Naval Commands, Naval Air Training Command, Naval Airship Training and Experimental Command and the Recruiting Service.

- Naval missions and attaches, except China and the Philippines.

- Fleet activities based on shore in the continental U. S., except aviation branch ratings attached to shore-based fleet air activities.

- Duty in the 16th and 19th Fleets after inactivation. This was designated shore duty in the BuPers Circ. Ltr. 248-46 (NDB, 31 October; see p. 00), but it will not be counted as shore duty for the purpose of determining eligibility for further shore duty elsewhere. In other words, such duty does not interrupt continuous sea or overseas duty, but may not be counted as such.

A similar ruling applies to a type of duty termed "overseas shore duty." It is duty in the allowance of shore activities in Oahu, Canal Zone, San Juan, Bermuda and Europe. Such duty may not be counted as sea duty in computing length of continuous sea or overseas service, nor will it be counted as shore duty, in determining eligibility for inclusion on the shore duty waiting list.

The letter says, "A normal tour of shore duty is two years. However, shore duty over one year shall be counted as a normal tour if the needs of the Navy require transfer prior to the completion of two full years."

Sea and overseas service is defined as all service other than that classified as shore duty or overseas shore duty.

Continuous sea and overseas service is defined as sea and overseas service

starting with date of first reporting aboard ship or first departure from the U. S. for such assignment following first enlistment or shore duty. It includes duty in the U. S. between sea and overseas assignments, such as new construction details, organized construction battalion units, instruction in service schools, hospitalization, general detail, leave, reenlistment under continuous service and interrupted shore duty tours of less than one year's duration.

Date of commencement of shore duty is the date of reporting at the shore duty activity to which first regularly assigned. Date of termination of shore duty is the date on which detached from the shore duty activity.

Notes on computation of sea and overseas service:

- Men reenlisting under broken service do not receive credit for sea duty in prior enlistments for the purpose of establishing eligibility for shore duty, or in computing total sea service for precedence once they are on the shore duty eligibility list.

- Duty at a base classified as overseas shore duty, and duty in the 16th and 19th Fleets after inactivation, will not count as sea and overseas service for establishing eligibility for shore duty, nor will it disqualify a man for shore duty within the continental U. S. if he is otherwise eligible.

- Sea or shore duty under temporary officer appointment shall be combined with previous and subsequent enlisted service in determining eligibility for shore duty of former temporary officers who have reverted to enlisted status.

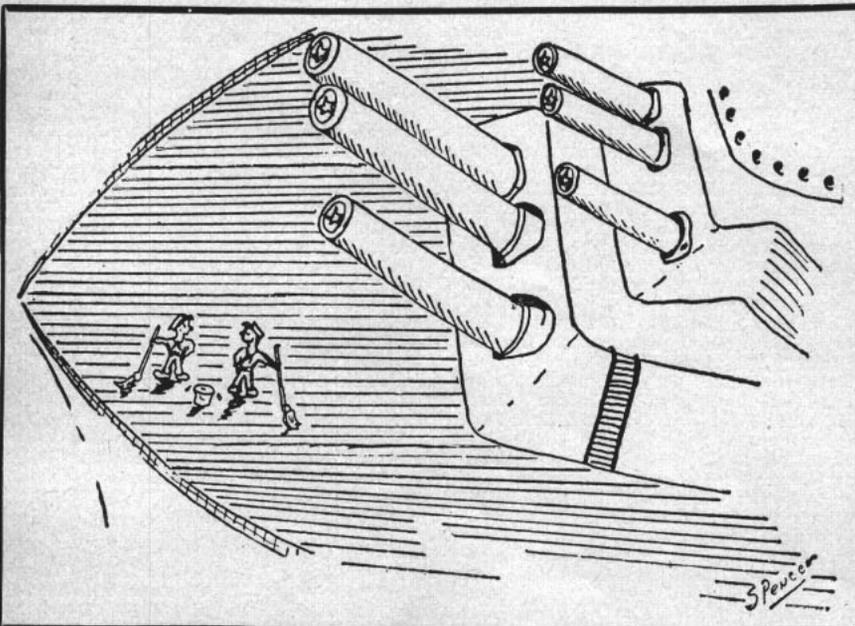
General information and contingencies were provided as follows:

- Total continuous sea and overseas duty will be the controlling factor in selecting personnel for transfer to shore duty from the shore duty eligibility lists.

- Enlisted personnel will be carried on only one eligibility list at a time; that is, either district duty (for which the eligibility list in Circ. Ltr. 249 is a prerequisite), recruiting duty or shore duty administered by a fleet commander. The recruiting duty list is maintained by BuPers and administered according to Art. D-7025, BuPers Manual. Assignments to continental shore-based fleet activities will be made by the respective fleet commanders in accordance with their own procedures.

- Naval attaché duty requirements are for aviation rating groups only and in a very limited number.

- Few billets exist in naval mis-



"You wash, I'll wipe!"

Ream Review, NAAS, Ream Field, Calif.

sions, and requests for such duty should be only an alternate choice, unless the applicant has outstanding language qualifications.

• When transfer to shore duty is declined by a man, he may not submit a new request for shore duty until one year from date of non-acceptance.

• Men who have requested shore duty and who, prior to receiving orders thereto, decide they no longer desire a shore assignment, should request removal of their names from the eligibility list.

• Overseas shore activities are under the jurisdiction of fleet commanders.

Requests for placement on the shore duty eligibility list must be forwarded, via channels, to the Chief of Naval Personnel, in accordance with procedure outlined in Circ. Ltr. 249-46. The letter also outlines the procedure for issuance of orders to shore duty.

BuPers desires that, insofar as practicable, eligible men be assigned to shore duty in the locality of their choice. Administrative commanders, to whom BuPers forwards orders for transfer to shore duty, will be advised of locality chosen for duty by applicants for shore duty, and applicant's home address.

Circ. Ltr. 249 noted that special preference will be given individual requests for shore duty from personnel who meet the shore duty eligibility requirements and whose home conditions may be classed as undue hardship. Requests for special consideration for shore duty must be submitted in the form specified in the letter, and must be accompanied by substantiating affidavits which establish a condition of unusual hardship.

Men who have hardship cases and who do not meet shore duty eligibility requirements may submit requests, together with substantiating documents, for assignment to shore duty for a period not to exceed four months. If a man's continued presence ashore is considered necessary beyond four months for hardship reasons, request may be submitted for dependency discharge, in accordance with Art. D-9108, BuPers Manual.

The letter cautioned that transfer to shore duty for hardship reasons should not be requested in cases where emergency leave would be more appropriate. BuPers Circ. Ltr. 193-46 (NDB, 31 August), as implemented for the forces afloat in instructions by fleet commanders, is authority for granting emergency leave.

Circ. Ltr. 249-46 cancels Circ. Ltr. 327-45 (NDB, 31 Oct 1945). Circ. Ltrs. 175-42, 50-45 and 96-46, which pertain generally to forwarding of requests from enlisted personnel for change of duty, remain in effect.

Active or Training Duty Limits Reservists' Pay

Reservists who are lawfully entitled to pay for active or training duty, such as terminal leave, may not receive drill pay or compensation for administrative duties. This provision of Art. H-7205 was called to the attention of Reservists by NRMA Ltr. 36-46.

Training Instructors Standards High; Pick Candidates from Shore Duty List

New qualification for training instructors were announced in BuPers Circ. Ltr. 251-46 (NDB, 31 October). Present Bureau policy is to select instructors from the shore duty eligibility list. The Bureau does not plan to continue instructor training schools, but such instruction shall be carried on in all training activities as a matter of local indoctrination and training.

Circ. Ltr. 251 cancels Arts. D-5304, D-7032 and D-7033, BuPers Manual, and Circ. Ltr. 285-45 (NDB, 30 Sept 1945).

Enclosure A to Circ. Ltr. 251 states BuPers "considers the selection and training of instructor personnel of utmost importance to the service." BuPers will give first consideration for instructor duty to men on the shore duty eligibility list who request instructor duty. COs were cautioned to use care in recommending instructor candidates.

COs' endorsements on requests for instructor duty shall indicate, by endorsement, that candidates meet the following qualifications:

- Be either CPO or PO1 in appropriate rating.
- Be professionally and technically qualified. A GCT Navy Standard score of 55 or higher is desired, but may be waived where candidates are otherwise exceptionally well qualified.
- Be able to speak clearly and distinctly and to write legibly.
- Have personality for practical leadership.
- Demonstrate initiative and ability

More Enlisted Personnel Eligible for Separation

The Navy continued, with Alnav 570-46 (NDB, 31 October), to slim its girth toward the sylph-like figure demanded by peacetime personnel allowances, starting several thousand USNR and USN-I enlisted men on the path to separation activities.

The Alnav affects those men retained on active duty under Alnav 137-46 (NDB, 31 March), if otherwise eligible for separation, but excludes electronics technicians who agreed to remain until 30 June 1947. Under that directive, USNR and USN-I enlisted men could agree to stay on active duty until after 1 Sept 1946 but not beyond 1 Mar 1947. Scheduled for transfer to separation activities for processing and granting of terminal leave prior 1 December were such personnel, provided they desired to be separated and their services were not required at their last duty station. During December, the remainder of the volunteers will be transferred for discharge.

Those required by the Alnav to be transferred during December will be transferred sufficiently in advance to allow time for processing and completion of terminal leave before 1 Mar 1947.

to work with others under proper supervision.

• Have positive interest in training and improving the efficiency of subordinates.

• Have ability to exercise sound judgment.

• Be military in bearing and deportment.

• Have a clear record.

Training activities are being given an outline for indoctrinating, supervising and designating instructor personnel.

They are to provide a probationary in-service indoctrination period of three weeks, to include a minimum of 10 hours' formal training in techniques of instruction; 5 hours' observation and evaluation of qualified instructors; 5 hours' supervised practice teaching in the candidates' teaching specialty; 10 hours' practical work in preparation of lesson plans and job sheets; balance of time spent in research in technical subjects and review of available training materials and aids.

Candidates will then continue in probationary status as instructors for three months under supervision, and progress will be recorded at least every three weeks on standard instructor evaluation sheets.

Probation may be terminated after three months' satisfactory performance. Further training and continuous supervision of instructors will be carried out by COs to insure high standards.

COs shall place the entry "Qualified Training Instructor" in the service record of each outstanding individual who has completed a minimum period of one year as an instructor and has demonstrated outstanding ability as such.

An instructor who is considered unsatisfactory at the end of four weeks' trial or at any time thereafter may be transferred by a request to BuPers.

Indoctrination, as specified above, may be waived if the instructor has had comparable instructor training within the last six months, or has successfully completed a course at an instructor training school.

Officer Resignations On 1 Jan Clarified

BuPers last month cleared up a point relative to resignation of naval officers, in Alnav 583-46 (NDB, 15 November).

The Alnav pointed out that provisions for automatic acceptance of resignations of regular officers on 1 Jan 1947, contained in Alnav 283-45 (NDB, 30 Sept 1945) and amplified in BuPers Circ. Ltr. 288-45, are applicable only to those officers who applied for transfer to the regular Navy in response to Alnav 283-45 and subsequent to 22 Sept 1945.

Reserve Officers Retained to 30 June 1947 May Request Retention to 30 June 1948

Opportunity for further retention on active duty until 30 June 1948 was extended to a large group of Naval Reserve officers and to temporary USN warrant and commissioned officers by Alnav 588-46 (NDB, 15 November). Applications must reach BuPers not later than 5 Jan 1947.

The Alnav said: "Present indications are that commissioned officer personnel will be needed during the fiscal year ending 30 June 1948 in excess of the present permanently commissioned officers of the regular Navy and those Naval Reserve and temporary USN officers who may be transferred to permanent commissioned rank in the regular Navy. Reserve naval aviators in addition to those under contract will be required."

Commissioned officers of the Naval Reserve, line and staff, including Waves and nurses, aviation and specialist classifications, who have been approved for retention until 30 June 1947, may volunteer for retention on active duty in commissioned status during fiscal 1948. Applications, referencing Alnav 588, will be submitted via COs to BuPers (Attn: Pers 3122) and must be received not later than 5 Jan 1947.

Retention for periods of less than one year during fiscal 1948 may be approved in certain cases where the officer concerned is completing a specific and vital assignment. A terminal date and justification for the recommended lesser period of retention must be made by CO's endorsement.

Naval aviators and aviation ground officers must forward copy of request via chain of command to ComAirPac, ComAirLant, ComNats, CNAT or CNABS as appropriate, which commands are to assist BuPers in selection of aviation officers retained.

75 Officers Nominated To Staff College Class

Sixty officers and 15 alternates have been recommended by a special selection board for assignment to the 3 Feb 1947 class at the Armed Forces Staff College in Norfolk, Va. (BuPers Circ. Ltr. 259-46; NDB, 15 November). From this group 40 will be ordered, dependent upon their availability as determined by BuPers.

Due to a general shortage of qualified officers who might be spared from current duties some of those recommended had not applied. Recommendations were made after a meeting on 23 Oct 1946 at BuPers. On the list of 60 are:

Captains, USN, 3; commanders, USN, 43; commanders, SC, USN, 8; commanders, MC, USN, 4; commander, DE, USNR, 1; and lieutenant commander, CEC, USN, 1.

Alternates include:

Commanders, USN, 9; commanders, SC, USN, 3; and commanders, MC, USN, 3.

There was no provision of Alnav 588 by which an officer retained on active duty for a period short of 30 June 1947 could request further extension.

Reserve officers selected for retention under Alnav 588 may expect to be notified prior to 1 Apr 1947, unless late action on the fiscal 1948 budget requires setting a later date.

Temporary USN officers—including warrant and commissioned warrant officers—of the line and staff corps, whose permanent status is enlisted, warrant or commissioned warrant, must take action on Alnav 588. Such officers were directed by the Alnav to submit via COs direct to BuPers a statement of their desires to remain on active duty in commissioned or warrant status until 30 June 1948 or longer, or their intention to retire, transfer to the Fleet Reserve, revert to permanent status or separate from the service, giving date such action is contemplated. This statement must reach BuPers not later than 5 Jan 1947. Those whose statement is a request for retention on active duty in commissioned or warrant status will consider their requests approved unless notified to the contrary by 1 Apr 1947. Such officers must remain on active duty for the full period they request, provided their services are required.

The Alnav noted that due to budgetary considerations and uncertain status of proposed legislation, no long-range commitments as to retention of temporary USN officers whose permanent status is enlisted can be made beyond fiscal 1948. However, it is the intention of the Navy Department to retain such officers as long as practicable.

Applicants under the Alnav were advised that lineal readjustment of all regular officers, which may become necessary in the future, may entail corresponding reductions in rank of officers retained by Alnav 588, but existing relative precedence will be maintained. Applicants for duty under Alnav 588 were advised also that assignment of personnel will be governed by the needs of the service and not by the desires of the individual.

Date of expiration of retention on active duty in accordance with Alnav 588 will be the actual date of release from active duty upon expiration of any terminal leave to which entitled, and will be not later than 30 June 1948.

Services of Naval Reserve warrant and commissioned warrant officers on active duty will not be required in the postwar Navy.

All letters in response to Alnav 588 must be submitted to BuPers (Attn: Pers 3122).

Provisions of the Alnav do not apply to Naval Reserve officers on active duty in connection with administration and training of the Naval Reserve, who are paid under appropriation Naval Reserve.

Officers with Technical Background May Apply For Designation as EDO

BuPers is accepting applications from certain officers who desire to be designated for engineering duty only. NavAct 82-46 (NDB, 31 October) announced that applications are desired from officers of regular Navy classes 1930 and junior, and from former Naval Reserve and USN(T) officers, who have transferred to USN, with equivalent seniority. Officers must hold permanent rank of lieutenant (jg) or above to be eligible for EDO designation.

Applications are particularly desired from officers who have completed postgraduate courses in mechanical, electrical, diesel, metallurgical, petroleum, electronics and radio engineering, or who have had equivalent educational background. Applications may be submitted, via channels, to reach BuPers prior 15 Jan 1947.

BuPers Circ. Ltr. 303-45 (NDB, 15 Oct 1945) last year contained a comprehensive statement of EDO classification. In that letter it was pointed out that EDO designation offers attractions for officers who wish to follow an engineering or other specialty rather than a career in unrestricted line duties. EDOs are eligible for any shore duty assignable to other line officers of equivalent rank and may succeed to command ashore. They may also be assigned to appropriate billets at sea, but may not assume command afloat.

EDOs do not compete with unrestricted line officers in promotion, but are assigned "extra numbers" and are considered separately by selection boards.

Recommended Officers To Be Retired 1 Jan

SecNav has designated 1 Jan 1947 as the date on which officers will be placed on the retired list, who were recommended for retirement by the boards convened under authority of Public Law 305, 79th Congress, second session.

All naval officers, captains and below, and Marine Corps officers, lieutenant colonels and below, who have been recommended for such retirement, will be placed in that status on that date, unless retired on or before that date under other provisions of law.

Provisions of the Uniform Retirement Act provide that retirement for any cause becomes effective on the first day of the month following the month in which the President approves the retirement. Therefore, any of the above officers who contemplate retiring on their own request or because of physical disability under provisions other than Public Law 305, must have their retirement approved by the President on or before 31 Dec 1946, otherwise they will be retired on 1 Jan 1947 under Public Law 305. This information and statement of policy was announced in Alnav 586-46 (NDB, 15 November).

Proposed Science Corps Seeks Transfer of Reserve Officers to Regular Navy

A proposed Medical Allied Science Corps, for which applications are now desired, opened still another channel through which reserve and temporary USN officers may transfer to the regular Navy.

Early last month Alnav 587-46 (NDB, 15 November) directed commanding officers to give full distribution and district commandants to give wide publicity to the campaign to find specialists in these fields: acarology, bacteriology, biology, chemistry, entomology, epidemiology, genetics, malacology, nutrition, parasitology, physics, physiology, psychology, pathology, mammology, malariology, zoology, public health (industrial hygiene), virology and public health (medical statistics).

Age and physical requirements are the same as for Medical, Dental and Hospital corps officers. Educational qualifications require a doctor's degree in the specialty.

Selected officers may be ordered to active duty if they so desire or be retained on active duty until legislation to establish their classification is authorized or fails of enactment. In general, the Alnav states, the program will be conducted in accordance with regulations governing transfer to the regular Navy and the application procedure contained in BuPers Circ. Ltr. 288-45 (revised).

Applications for transfer to the regular establishment in the Medical Allied Science Corps should be forwarded to BuPers via BuMed.

In the meantime the door was still open to applicants for transfer to the regular Navy as legal specialists, Medical and Dental corps officers. As for officers who had less than a year's commissioned service on 15 Sept 1946 and those who received or will receive their initial commission prior to 1 Jan 1947, they have been assigned a deadline beyond which their applications for transfer cannot be considered (Alnav 591-46; NDB, 15 November). Immediately upon completion of six months' commissioned service they should submit applications. BuPers must have the applications within 30 days after completion of the six months' commissioned service or prior to 31 Dec 1946, whichever is later.

Officers commissioned after 31 Dec 1946 will not be eligible for transfer to the regular Navy under the current program, which is very near completion.

BuPers tried to clarify status of those officers already selected for appointment (Alnav 572-46; NDB, 31 October). Formerly four months, the period during which officers appointed by the President could accept or decline was reduced. If on active duty, they must now accept or decline within 10 days after notification by their commanding officer of their eligibility. By this move the Bureau hoped to fill billets of those who intended to decline.

As of 15 November, more than

125 Commissions in CEC and CHC Open To Service Personnel and Civilians

Officer-Transferees to List Schooling for BuPers

Idle curiosity did not inspire BuPers Circ. Ltr. 236-46 (NDB, 15 October), which directs all officers transferred to the Regular Navy from reserve or temporary status in the rank of ensign and above to submit a complete report of their educational background.

This information will be used to verify accuracy and completeness of records now on file and provide a complete summary of academic background in convenient form for use by BuPers. From these records, in line with the Navy's policy of assuring all officers of equal academic background, BuPers will determine those who require additional schooling under the "Five Term Plan." Additionally, the information regarding dates of commissions will be used to determine the appropriate year for enrollment in the U. S. Naval School (General Line).

In view of the accuracy required the officers concerned also were directed, where necessary, to communicate with educational institutions attended to obtain transcripts. A sample form, enclosure to the circular letter, illustrates the method of listing education both on high school and college level.

Officers concerned who have already executed "Acceptance and Oath of Office" are to comply with this directive immediately. Others will comply following execution of acceptance and oath.

14,000 officers had been selected for transfer to the regular Navy. Here is the breakdown by specialty:

Line 4,058, line aviation 3,767, aerological engineering 12, aeronautical engineering 106, chemical engineering 8, diesel engineering 27, electrical engineering 31, electronic engineering 149, industrial and management 17, law specialist 173, mechanical engineering 118, metallurgical engineering 6, naval architecture 99, naval communications 78, naval intelligence 29, ordnance 27, photography 10, petroleum engineering 6, psychology 1, public information 41, hydrography 10. Medical Corps 360, Hospital Corps 220, Supply Corps 1,365, Civil Engineering Corps 347, Chaplains Corps 180, Dental Corps 183, chief boatswain 357, chief torpedoman 41, chief gunner 164, chief radio electrician 335, chief electrician 166, chief machinist 504, chief carpenter 199, chief pharmacist 364, chief ship's clerk 191, chief aerographer 33, chief photographer 57, chief pay clerk 194, boatswain 43, gunner 10, torpedoman 1, electrician 16, radio electrician 26, machinist 18, carpenter 9, pharmacist 19, ship's clerk 12, pay clerk 10, aerographer 1, photographer 2.

The Navy is seeking 75 well-qualified civilians for commissions as lieutenants (jg) in the Civil Engineer Corps, USN,—although service personnel will be considered—and 50 more civilians for commissions as lieutenants (jg) in the Chaplains Corps, USN.

In BuPers Circ. Ltr. 247-46 (NDB, 31 October), which describes the procedure for service applicants, commanding officers are directed to screen candidates to determine whether they meet the high standards for CEC commissions. Commanding officers also will interview applicants to determine their officer-like qualities.

Service personnel, to be eligible, must be warrant officers and enlisted men on active duty and must meet the educational and professional requirements. In addition, reserve officers on active duty who were rejected for transfer to the regular Navy because of the lack of a scientific degree in engineering may apply if they have since obtained the necessary degree.

Meanwhile, Offices of Naval Officer Procurement will be looking for civilians with the following qualifications:

- Graduate of accredited college with scientific degree in engineering.
- Three years professional or applicable military experience.
- Age not less than 22 nor more than 30.
- Citizen of the U.S. for at least 10 years, physically qualified, and established mental, moral and professional fitness.

Service personnel, on the other hand, must be not less than 22 nor more than 29 years and 4 months of age when the application is forwarded, although a CPO or regular Navy warrant officer is eligible if less than 35 on 30 June of the year of application and on the same date has completed three years of service in present rate or rank.

Requirements for civilian applicants in the Chaplains Corps include:

- Citizen of U.S. for 10 years.
- Not less than 21 nor more than 35 years old.
- Four years and a baccalaureate degree at an accredited college, plus three years of graduate theological work.
- Ordained clergyman in good standing, endorsed by authorities of denomination, physically qualified and mentally, morally and professionally fit.

Plan Aerological Units For Air Reserve Groups

Aerological units are now being organized to be attached to Organized Reserve air group squadrons. Each unit will include a lieutenant. CAERM, AERM1, AERM2 and AERM3 in drill pay status. Qualified Reservists interested in the program may contact the CO of their nearest Air Reserve station.

Library Program Helps the Book-Hungry Sailors

The U. S. sailor is a great reader and, deprived of his books, probably would peruse the label on a can of Spam for want of other material.

Happily, he won't have to. In official language:

"Libraries are supplied upon commissioning to all ships except tugs and other small craft." (Art. E-6101, BuPers Manual). And more of the same:

"After commissioning, books are supplied to ships from the appropriation 'Libraries.'" (Art. E-6102, BuPers Manual) And as for men ashore:

"Books for the libraries of shore stations are provided from the appropriation 'Libraries.' New books are supplied monthly without request." (Art. E-6201, BuPers Manual)

Like a number of other activities the machinery which implements (that's enough official language for one issue) this program is due for overhauling. The Library Section of BuPers, bustling like a marine before inspection, took time out to describe the system for ALL HANDS.

For the balance of this fiscal year (that kind of talk will creep in) shipments of new cloth-covered books to ship and station libraries will be made bi-monthly. They were made monthly, but funds for books have been curtailed.

Ships carrying less than 50 personnel, for instance, will receive about 10 books in two separate shipments instead of a few a month. Apportionment of books to Fleet units takes a little explaining.

Available for purchase of new volumes is about 30 to 35 cents a man for the entire fiscal year. This allotment has been cut up according to a

sliding scale that gives small ships proportionately more than larger ships and stations.

Don't leap to the conclusion that ship and station libraries are augmented only by new purchases. As a matter of fact, in addition to new books, BuPers has ready for redistribution a wide selection of used material in good condition, the Navy being certain that even hard scrutiny under 20/20 vision will not fade the typography.

The Navy Department delegates to separate activities the problem of maintaining individual collections according to the standard set for them. The standard is a minimum of two books a man for libraries ashore and one and one-half a man afloat, and the Navy has no means of learning that this ratio is maintained.

Informal reports of Navy reading habits have shown that each collection should be one-third non-fiction, including reference books, while the remaining two-thirds should be fiction. These should cover such a variety of subjects and comprise sufficient types of fiction that the interest of no reader will be slighted.

BuPers, if informed of local needs, makes every effort to keep collections in good condition. Replacements for worn and lost books should be requested from BuPers, whose Library Section is aware that new books shipped automatically will not entirely suffice. Special titles and additional books, so far as the market and funds permit, will be sent on request.

Augmenting the regular shipments and requested books, as in the past,

will be Armed Services Editions. All ships in the active and reserve Fleets and activities outside the continental U. S. will continue to get these books. A new series, consisting of 12 new titles each month, will be issued on the basis of one set for every 150 men.

Details of another service by the Navy Library Section will be announced soon. This, the Auxiliary Library Service, will be available through five special book collections at Guam, Balboa, Pearl Harbor, San Diego and BuPers.

Besides professional books these collections will lend to individuals volumes on the subject of international relations, naval science, history, tactics, etc., which cannot be duplicated for all units.

The BuPers Library Section caps all these services with an offer to function as a Dorothy Dix to ship and station libraries without professional librarians. They can send their troubles to librarians on the staffs of district commandants or to BuPers for solution.

11 Rates Open to Waves Requesting Retention on Duty Until 30 June 1947

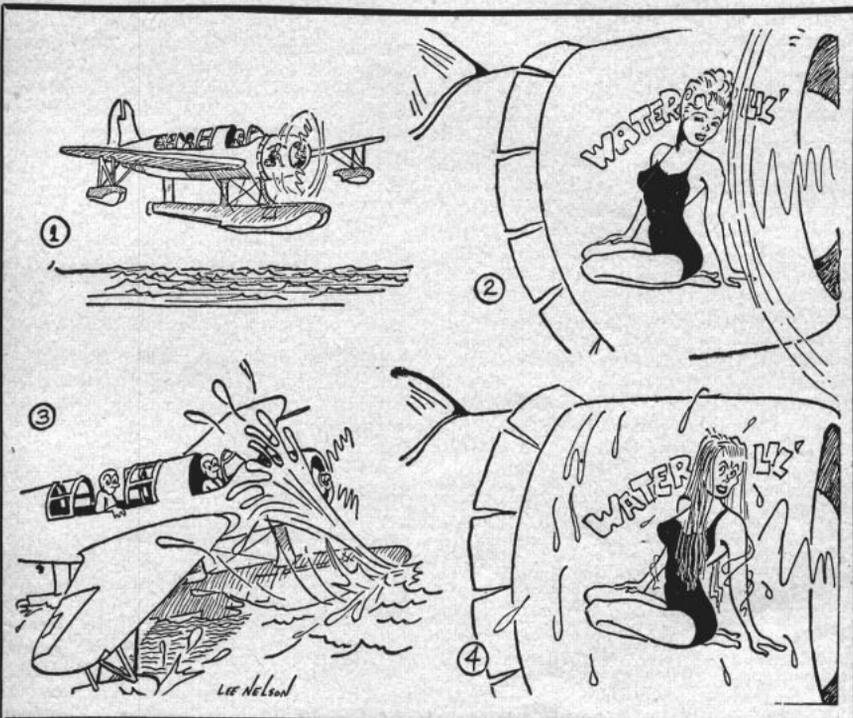
Waves may volunteer for retention on active duty until 30 June 1947 in the following rating groups: S, HA, PHM, T, PR, AERM, AMMI, SPG, SPY, SPTLT and SPTLT qualified as celestial navigation trainer instructors. COs were authorized to accept Waves for retention in these rates, but requests for change of rate in order to qualify for retention will not be approved, Alstacon 252051 of October stated.

Waves who volunteered for retention on active duty until 1 Jan 1947 may not be retained after 2 Jan 1947, with the exception of those in the rating groups above who volunteer. Beginning 1 November, COs were authorized to transfer for separation those Waves not volunteering for further retention, if they request separation and their services can be spared. On 2 January all Waves remaining in the 1 January group not accepted for further retention will be transferred to a separation activity for processing.

This Alstacon does not affect personnel already approved for retention until 30 June 1947, or hospital corps personnel volunteering in accordance with Alnav 424-46 (NDB, 15 August).

Waves still may reenlist in S, HC and aviation rating groups, but since last 1 November they must have received their discharge within three months preceding reenlistment to be eligible for reenlistment, according to Supplement 2 of Procurement Directive 26-46.

Waves who reenlisted prior to 1 November and who had been out of the service more than three months are entitled to cash payment of \$200 in lieu of clothing allowance (Alstacon 171650 of October).



NATB, Corpus Christi, Tex.

Retired Enlisted Men May Receive Pay of Highest Rank Under New Decision

A Comptroller General decision affecting retired enlisted men who have active commissioned service to their credit was reported in Alnavsta 58.

The Alnavsta stated that the decision of the Comptroller General "rules that provisions of Public Law 305, approved 21 Feb 1946, do not operate to change 'office' initially held by enlisted men from that of 'office of retired enlisted men on the retired list' to 'office of retired officer on retired list,' but operate to entitle such individuals, upon return to inactive status, to have on retired list the highest commissioned rank in which they served under temporary promotion and to have their retired pay based upon pay prescribed for such higher rank."

The Alnavsta also reported a decision in such cases with regard to dual employment and dual compensation.

Individuals retired as enlisted men but entitled to retired pay based on temporary commissioned or commissioned warrant rank, pursuant to Public Law 305, are not subject to provisions of Dual Employment Statute of 31 July 1894, but are subject to dual compensation provisions of the Economy Act of 30 June 1932.

This means that individuals entitled to retired pay computed on such bases may accept civilian positions with salary in excess of \$2,500 per year, but the combined rates of civilian and retired pay may not exceed \$3,000 per year. If the rate of retired pay equals or exceeds \$3,000 per year, individuals may elect to receive either retired pay or civilian compensation. If the rate of civilian salary equals or exceeds \$3,000 per year it may be received if the right to retired pay is relinquished for such period as the individual holds the civilian employment.

Individuals receiving retired pay computed on temporary rank of warrant officers (not commissioned warrant) may receive concurrently retired pay and salary of any amount in civilian positions.

8,500 Reserve Officers Get Adjustment in Rank

Approximately 8,500 Merchant Marine Reserve officers who were not called to active Navy duty during World War II will be adjusted in rank, it was announced in NRMA Ltr 43-46. Requests for adjustments should be made to Commandants of Naval Districts in accordance with this letter.

Most of the officers are ensigns who served as masters or chief engineers of merchant ships, and remained on inactive duty during the war because the Navy considered their work essential.

Because existing legislation prohibits the promotion of personnel on inactive duty, the adjustments in rank will be accomplished by calling each

Postgraduate Course Deadlines Changed

Changes in convening and application deadline dates have been announced for the Navy postgraduate course in civil engineering (ALL HANDS, November 1946, p. 54).

Convening date for the two-year course now is May 1947, and the new deadline for submission of applications to BuPers is 20 Jan 1947, according to Alnav 565-46 (NDB, 31 October).

In addition to regular officers, naval postgraduate courses are open to Reserve and temporary USN officers who already have transferred to the regular Navy, or are in the process. However, the training is not applicable to Reserve officers who have not submitted requests for transfer.

officer affected to active duty for one day without pay. Physical requirements for active duty must be met.

The Navy Department considered the case of Merchant Marine Reserve officers different from that of other Reserve officers never called to active duty in World War II because the Merchant Mariners performed war service at sea with hazards similar to Reserve officers called to active duty.

Adjustment in rank for other officers in the Naval Reserve will be in accordance with legislation that will place the promotion system of the Navy on a postwar basis.

Officers May Apply For Army PIO Course

Applications are desired from regular Navy officers, and from Reserve and USN (T) officers who have been accepted for transfer to USN, for a three-month course at Army Information School, Carlisle, Pa., it was announced in Alnav 574-46 (NDB, 31 October).

Applications are especially wanted from officers performing collateral duties as public information officers, or other officers recommended for this duty by their COs.

Those completing the course will be returned, in general, to present duty stations, but may expect to be assigned to public information billets at a future date.

The course convenes every three months. Applications must be submitted via official channels to BuPers (Attn: Pers 4226).

Communication Security Billets Authorized

BuPers has authorized one communication security officer with classification SCOM2 for assignment to each Naval Reserve armory providing facilities for electronic warfare companies. Officers requesting assignment to this billet must be certified by CNO (Op-20-K) as qualified for such assignment, it was announced in NRMA Ltr, 35-46.

Qualified Yeomen Sought For Training and Duty in Enlisted Classification

Qualified yeomen are sought for assignment to training and duty in enlisted classification, BuPers Circ. Ltr. 244-46 (NDB, 31 October) announced. The letter pointed out that a pool of personnel trained in enlisted classification duties has been established in the postwar organization, and that personnel in the pool are presently assigned to recruit training centers, continental naval districts and receiving stations.

Personnel selected for the program are trained for 60 days at the In-Service Training School for Classification Interviewers, NavTraCen, San Diego. Applications are desired from eligible personnel, to be submitted via channels to the Chief of Naval Personnel (Attn: Pers 637).

Qualifications are high. Personnel must meet these requirements:

- Be a high school graduate.
- Have accumulated three years continuous sea and overseas service, and must have more than two years obligated service at time ordered to classification training, or have declared intent to reenlist or extend enlistment if selected for this duty.
- Possess emotional stability and maturity and be able to work easily with others.
- Experience as a personnel yeoman is desirable.
- Be a USN rated yeoman of pay grade 3 or 4, 21 years of age or older; minimum GCT 60 or better.
- State in application that classification duty is desired.

COs' endorsements should indicate the candidates' qualifications with respect to the first four above. Nominations will be reviewed by BuPers and yeomen selected will be ordered by name to NavTraCen, San Diego, for instruction and further assignment to classification duty.

MarCorps Personnel To Wear Field Shoes

Marine Corps personnel have been directed to wear field shoes except on liberty or special occasions. This, and discontinuance of the sale of dress shoes, are results of a critical shortage of marine dress shoes.

A policy designed to conserve the limited supply of these shoes was announced in Almar 169-46. The following plan has been instituted:

- Sale of dress shoes has been discontinued.
- Allowance of dress shoes has been reduced to one pair per individual. Personnel issued two pairs before 4 November may retain both pairs, but personnel who have received two pairs since that date must relinquish one.
- Issue of dress shoes to personnel in the Marine Corps Reserve has been discontinued until the shortage is eased. Field shoes will be issued to Reservists in place of dress shoes.

Benefits Due Survivors of Veterans Who Die Within Three Years After Discharge

Survivors of those World War II veterans who die within three years of their discharge will receive monthly social security benefits under the provisions of the Veteran's Amendment to the Social Security Act which was passed by the 79th Congress. The Navy Department Civil Readjustment Section has explained provisions of the law.

The measure was designed to provide protection for the families of veterans who may die between the time of their discharge and the date on which they might be expected to acquire or reestablish protection through civilian employment covered by the Social Security Act. This protection is not otherwise extended to cover military service.

To qualify his survivors for benefits under the new amendment a veteran must have:

- Been discharged from the armed forces under circumstances other than dishonorable within four years and a day after the official end of World War II, which date will be established by future presidential or Congressional proclamation.

- Had at least 90 days of active duty between 16 Sept 1940 and the official end of the war. The 90-day requirement does not apply if the veteran was discharged because of physical disability incurred or aggravated while in the service.

- Died within three years of the date of discharge from other than war-connected causes.

The survivors of servicemen who died while on active duty or as a result of military service ordinarily will not receive social security benefits under terms of the amendment. Such survivors are provided for in VA pension and bonus arrangements.

Ex-servicemen to whom the amendment applies, are given the status of fully insured workers under the old-age and survivors insurance program of the Social Security Administration. They are provided an average monthly wage credit of \$160 plus an additional percentage credit for each year in which they had a minimum of 30 days of active service after 16 Sept 1940.

Beneficiaries of qualified veterans are the same as those of fully insured workers under the old-age and survivors insurance program. They are:

- A widow, 65 or over; will re-

ceive monthly benefits for life, or until she remarries.

- Dependent children under 18 years old; will receive benefits until they reach the age of 18, or until they marry.

- Widows of any age with dependent children of the veteran in their care; will receive monthly benefits until they remarry or until the youngest child reaches 18. If the widow does not remarry, she may file again for benefits at the age of 65.

- Dependent parents of the insured veteran who left neither widow nor child under 18; will receive benefits for life or until the parent remarries.

If there is no person immediately eligible for monthly benefit payments, a lump-sum payment may be made to certain specified relatives or to persons who pay burial expenses.

Survivors may file applications at local Social Security offices.

By the Veterans Amendment, the Government assures the survivors of eligible veterans a minimum level of monthly social security benefits as shown in the accompanying table.

NATS Travel Limitations For Dependents Listed

Dependents of naval personnel, when entitled to transportation under existing laws and regulations, may travel by NATS to and from overseas areas and between points in the U.S.—with limitations. Alnav 582-46 (NDB, 15 November), which cancels Alnav 324-46 (NDB, 30 June), sets forth these limitations:

- In the case of overseas travel, only when other suitable transportation is not available for women and children.

- If incident to permanent change of duty orders or for emergency or humanitarian reasons.

- Subject to priority and space limitations.

- No additions to facilities required.

- Full approval of theater or area commander concerned.

Once authorized to travel by NATS dependents cannot be "bumped" en route. Authorization can be obtained by submitting SandA Form 33. Such travel will not be compulsory, and NATS will not transport women beyond the seventh month of pregnancy.

Congressional Nominees To Military Academy May Request Navy Discharge

A bluejacket or marine who holds a Congressional nomination to the Military Academy may be discharged upon request to enlist in the Army in order to receive special preparatory training. This policy of the Joint Army-Navy Personnel Board was implemented in BuPers Circ. Ltr. 241-46 (NDB, 31 October), which cancelled BuPers Circ. Ltr. 117-43 (NDB, cum. ed.).

Candidates must pass the physical examination required by the academy. The physical for the Military Academy may be taken at any general, regional or station hospital and at Army general dispensaries. Personnel overseas who have passed the physical will be returned to the United States prior to discharge.

COs must inform candidates that failure to pass the examination is not cause for discharge, and they will be expected to serve their term of enlistment. COs are authorized to discharge, without reference to BuPers, any physically qualified man holding a Congressional nomination to the Military Academy, provided he signs an agreement to enlist in the Army.

Personnel on active duty in the Navy, Naval Reserve, Marine Corps or Marine Corps Reserve, holding a nomination to the Naval Academy, will be assigned to the Naval Academy Preparatory School, NTC, Bainbridge, Md., until the Academy entrance examination is given.

Additional information concerning entrance to the Military Academy may be obtained from the Adjutant General's Office, War Department, Washington 25, D. C. Address inquiries concerning entrance to the Naval Academy to the Naval Academy Section, BuPers, Washington 25, D. C.

Recruits Accepted For 4 and 6-Year Cruises; Strength Now 477,932

The Navy is now accepting an unlimited number of recruits for four- and six-year cruises. For the past several months the Navy has maintained waiting lists in accordance with a quota system for enlistment, which was established to assist in cutting down personnel totals to a postwar strength of about 500,000 men.

The quota system was dropped because the rate of natural attrition—demobilization, expiration of enlistments and other factors—was greater than expected. The quota system, prorated among the naval districts, had limited enlistments to a national total of 1,500 monthly.

If and when the recruiting rate reaches a level whereby the Navy's peacetime strength can be maintained without difficulty, the quota system again will be established.

The total enlisted strength of the Navy, less personnel on terminal leave, was 477,932 as of 31 October.

SURVIVORS AND BENEFITS THEY RECEIVE

Years of Service	Widow	Child or Parent	Widow and One Child	Widow and Two Children	Widow and 3 or more children or 4 children alone	Lump sum Payment
1	\$23.48	\$15.66	\$39.14	\$54.79	\$62.62	\$187.86
2	23.72	15.81	39.53	55.34	63.24	189.72
3	23.95	15.97	39.92	55.88	63.86	191.58
4	24.18	16.12	40.30	56.42	64.48	193.44
5	24.41	16.28	40.69	56.96	65.10	195.30

Employment Principles for Veterans Explained

A broad statement of principles relating to nationwide employment of persons whose livelihoods were interrupted by the war effort has been released by the Retraining and Reemployment Administration, U. S. Department of Labor, after conferences in which representatives of government, management, labor and veterans organizations took part.

It was pointed out that the Statement of Employment Principles worked out by the Retraining and Reemployment Administration would be of interest to naval veterans, Navy men who may enter civilian life, and various activities of the Navy Department which employ civilians.

Maj. Gen. G. B. Erskine, USMC, administrator, called attention to the vast problem which arose with demobilization of the armed forces and the forces of wartime production. This problem was "the reintegration of our veterans, and others whose lives had been disrupted by the war effort, into the community and national life."

The general said, "The responsibility for effecting this reintegration lies with government, management, labor, and every other factor of the

national economy, including the displaced workers and the veterans, individually and through their several organizations."

Principles applicable to both veterans and former war workers included:

- Employment should be on the basis of skill and capacity, with wartime skills, training and experience considered.

- Qualification for and performance on the job, rather than sex, race, creed, color or physical handicap, should be factors in selection or retention of workers, and in compensation paid.

- Adequate job training programs, including the physically handicapped, should be promoted to insure there will be sufficient skilled persons within five years or less to meet demands.

- To promote employment of the physically handicapped, positions should be evaluated from the standpoint of minimum physical requirements, and adequate mechanical devices should be provided.

- A guidance program should be undertaken in communities, in cooperation with federal, state and local

agencies, for the benefit of persons interested in promoting small businesses.

- Employers and labor groups concerned should assume responsibility for placement of employes who cannot continue normal work because of injury or disease suffered on-the-job.

- All unemployed, both veterans and others, should search for suitable employment and thereby become contributing factors in the national peacetime economy.

Principles applicable only to veterans included:

- Veterans having reemployment rights under federal statutes should be accorded these rights as a minimum.

- When recruiting in excess of lay-off commitments, employers, with due regard to labor agreements, should give preference to qualified veterans.

- Employers should promote in-plant training to assist veterans to reach a competitive level with employes having the same seniority who received promotions while the veterans were in service.

- Related training and experience received by veterans in service should be accredited toward shortening apprenticeship periods.

- On return to work, veterans should be allowed seniority credit and a part in other benefits offered by employers equal to their pre-induction seniority plus time spent in uniform and in recuperation from service-connected injury or disability.

- Newly hired veterans who have served a probationary period and qualified for employment should be allowed seniority credit, at least for purposes of job retention, equal to time in uniform and in recuperation.

- Leaves of absence should be granted to veterans having reemployment rights who apply for reinstatement within the statutory period but who wish to take advantage of educational or vocational rehabilitation features of any federal or state program for training connected with any jobs in their employer's organization. Such leaves of absence should not jeopardize veterans' statutory rights.

- Physically handicapped veterans should be given the highest employment priorities to jobs within their physical capacities and abilities. Where necessary, employment policies and union agreements should be revised to allow this priority.

Navy Civil Adjustment Offices Set Up Over Nation To Aid Veterans

Navy veterans with problems in civilian life will find a sympathetic ear at Navy civil readjustment offices in naval districts across the land.

Navy veterans were urged to consult these civil readjustment officers, in person or by letter, and the Civil Readjustment Program has received the unqualified support of SecNav James Forrestal.

The Secretary commented, "... the Navy has, not only a moral, but a legal obligation to furnish all separeates with full information on rights and benefits, and on the veterans assistance agencies available to them after they are separated. . . Many of these veterans have problems arising from naval service, to which they can get the answer from the Navy only."

The following is a list of Navy civil readjustment offices:

District Civil Readjustment Office
First Naval District
North Station Office Building
150 Causeway St.
Boston 14, Mass.

District Civil Readjustment Office
Third Naval District
Federal Office Bldg., Room 1408
90 Church Street
New York 7, N. Y.

District Civil Readjustment Office
Fourth Naval District
800 Custom House
2nd and Chestnut Streets
Philadelphia 6, Penna.

District Civil Readjustment Office
Fifth Naval District
Rooms AE 206-210, Administration Bldg.
U. S. Naval Station
Norfolk 11, Va.

District Civil Readjustment Office
Sixth Naval District
Room 24, The Center
Marion Square
Charleston 29, S. C.

District Civil Readjustment Office
Seventh Naval District
Building 907, Box 1
Naval Air Station
Jacksonville, Fla.

(branch)
District Civil Readjustment Office
Naval Reserve Armory
1151 S. W. South River Drive
Miami, Fla.

(branch)
District Civil Readjustment Office
Naval Reserve Armory
1415 Morse St.
Jacksonville, Fla.

District Civil Readjustment Office
Eighth Naval District
Room 1017, Federal Building
New Orleans 12, La.

District Civil Readjustment Office
Ninth Naval District
American Fore Building,
Room 700
844 North Rush St.
Chicago 11, Ill.

District Civil Readjustment Office
Eleventh Naval District
638 Kettner Blvd.
San Diego 1, Calif.

(branch)
District Civil Readjustment Office
Room 518, Van Nuys Bldg.
210 West Seventh St.
Los Angeles 14, Calif.

District Civil Readjustment Office
Twelfth Naval District
45 Hyde St.
San Francisco 3, Calif.

District Civil Readjustment Office
Thirteenth Naval District
Exchange Bldg., Room 1800
Seattle 14, Wash.

District Civil Readjustment Office
Potomac River Naval Command
1601 Eye St., N. W.
Washington, D. C.

Postpone Navy Register Publication Until 1 July

Publication of the Navy Register, deferred until 1 Jan 1947 earlier this year, has now been postponed until after 1 July 1947.

Continuing uncertainty of the status of many officers, an "All Ships and Stations" letter from SecNav states, occasioned the second delay. It is thought that publication of the Register soon after 1 July of next year will provide the service with a much more useful edition.

Leave Bond Assignment for Insurance Clarified

Detailed advice on application of terminal leave bonds to government insurance, under the Armed Forces Leave Act of 1946, has been prepared by the Veterans' Administration. But don't address an envelope of bonds to the VA just yet; there are a lot of points to consider.

Ignoring, for the moment, questions of the desirability of various courses of action, here are the facts.

Terminal leave bonds may be assigned by their holder to the VA for purposes of making payments on National Service Life Insurance (issued since 1940), or on U. S. Government Life Insurance (issued prior to 1940), as follows:

- To pay premiums on existing insurance.
- To pay premiums in connection with application for new insurance.
- To pay premiums in connection with application for reinstatement of lapsed insurance.
- To pay the difference in reserve when converting term insurance to other plans, or when changing from

one converted plan to another having a higher reserve value.

• To pay wholly or in part any policy loan made prior to 31 July 1946, with interest to that date.

That's what you can do. Here's what you can't do.

The Terminal Leave Act provided for payment in bonds non-negotiable for five years, other than for government insurance purposes. The law may not be circumvented by a practice some smart operators immediately thought of. You cannot pay a large wad of bonds into your insurance policy and then cash the policy or draw a whopping loan against it.

The rules are a little more complicated than that, but that's the substance of them.

As the VA puts it: "The assignment [of bonds] may not be used by the insured directly or indirectly as a means of securing in cash the proceeds of the bond or any portion thereof prior to the date of its maturity or the maturity of the policy by death. . ." But subject to this restriction the normal rules regarding loans against policies, cash value,

paid-up insurance and extended term insurance apply to any insurance paid by terminal leave bonds just as they apply to insurance paid for in cash or by allotment. In the case of policies to which bonds have been assigned, the following provisions will apply when policy loans or cash surrender are sought:

● **LOANS**—The loan value of such policies will be the normal total loan value (94 per cent of the cash value) minus whatever amount has been paid in by terminal leave bond. You can request a loan against only that part of the value of your policy that exceeds the amount of terminal leave money in the policy. For loan purposes, any portion of the proceeds of a terminal leave bond held by the VA for payment of future premiums will not be considered as having been applied on the policy.

● **CASH**—Upon application for surrender of all or part of a policy for cash, the insured will be paid an amount not including the amount of terminal leave proceeds he may have assigned to the policy. Amounts so withheld, together with any terminal leave proceeds held by VA for payment of future premiums, will be transferred from the insured's account to the Treasury for future delivery to the insured upon maturity of the bond, or in event of his death to his estate at time of death.

● **PAID-UP** or extended term insurance may be surrendered for cash, but the amount paid will not include the amount of terminal leave bond money paid into the policy. The amount withheld will be handled as above.

To apply terminal leave bonds for government insurance purposes, see your benefits and insurance officer, or the nearest office of the VA. They have, or soon will have, forms designed for the purpose. You will have to assign your bond to the VA and submit the form, on which you will state the various purposes for which the bond is assigned.

Assignment will be for the full amount of the bond, and the bondholder will be credited with an amount equal to the principal of the bond, plus interest accruing to the end of the month in which the assignment is made. The assignment will constitute an agreement that any balance above the amount necessary to make the initial payment will be credited to the insured's account and will be used to pay future premiums, unless the insured specifically directs that it be held to his credit for return in cash on the maturity date of the bond or on his death before maturity of the bond.

Transfer of the following items from the insured's account to the Treasury will be effected immediately, and the items will be held for future

Errors in Applications Delay Terminal Leave Pay For Those on Active Duty

Payment of terminal leave claims for personnel on active duty are being delayed because of errors in applications. NavAct 86-46 (NDB, 15 November) noted these errors were due to non-compliance with a BuPers-BuSandA Joint Letter, which appears as item 46-1958, NDB, 30 September.

Most common errors noted are:

- Claimant's address omitted.
- Daily rates of pay of both officers and enlisted men incorrectly stated. The statement should include base pay plus longevity with no additions thereto, such as flight and submarine pay.
- Officer rental and subsistence must be stated.

• Daily rate of pay of enlisted men must not include allowances. Subsistence and quarters allowances of enlisted personnel will be added by the Terminal Leave Disbursing Officer, Great Lakes, when the claim is received.

• Administration oath on enlisted claims improperly notarized. The oath must be administered by an officer of the rank of lieutenant (jg) or above.

Meantime, BuSandA announced 1,565,229 of an expected 3,500,000 terminal leave applications had been received at Great Lakes as of 9 November. Over 400,000 claims have been paid, totalling about \$87,000,000. Claims are being paid at the rate of 20,000 per day. Some 1,200 persons are engaged in the work. BuSandA urged servicemen and veterans alike to expedite filing their applications, because "unless we can continue to

get a substantial amount of the 3,500,000 total claims, we will not be able to utilize the full capacity of the Terminal Leave Disbursing Office."

Officers Now Maintain Own Record of Leave

Commissioned and warrant officers hereafter will maintain a personal record of leave taken, according to provisions of BuPers Circ. Ltr. 232-46 (NDB, 15 October). The record will be kept on a new form to be provided, and it will accompany each officer with each change of station.

A sample form is contained in enclosure A to the letter. Leave credit established as of 31 August in accordance with directives, and corrected as a result of verification of claims submitted, is to be entered on the new form.

Establishment of the Officers Leave Record does not eliminate the Report of Leave of Absence, form NavPers 321. This form is to be submitted as previously, but, pending revision of the form, instructions for filling it out were modified by Circ. Ltr. 232-46.

It will be the responsibility of officers, and of their COs, to maintain the new leave record form correctly. Orders granting delay in reporting shall be worded: "You are hereby granted . . . days delay in reporting in obedience to these orders; however, this authority is not to be considered as approval of leave in excess of the balance available as indicated in your Officers Leave Record, which amount must not be exceeded."

delivery at maturity of bond or death of insured:

- Any balance over the amount necessary to make the initial payment, where insured has directed that it not be applied in payment of future premiums (as above stated).

- Any balance of less than the equivalent of one monthly premium, if the amount of the shortage be not tendered within 30 days after notice to the insured.

- Any balance in excess of the amount necessary to pay all future premiums on the current insurance contract.

And that's about the size of the regulations. Now, should you or shouldn't you assign your terminal leave bonds for payment of government insurance

ALL HANDS can't tell you yes or no. Neither can your insurance officer. Neither can anybody else. All any adviser can say is that there are certain advantages and disadvantages applying with varying effect in various cases. An adviser can inform you of advantages and of disadvantages, but you'll have to make up your own mind. Even Gen. Bradley can't do that for you.

Some of the things to consider:

Is the payment of premiums now by terminal leave bond of greater value to you in your circumstances than would be the lump sum cash you would receive on cashing the bond when it matures? There's lots to be said on both sides of that one.

Is it advisable for you to carry an insurance load, with the help of terminal leave bond payment now, that you'll have to carry on income when the amount of the bonds runs out? As a general rule, insurance men advise against paying for insurance out of capital, recommend payment out of income. But your circumstances may make a reversal of this rule wise.

Veterans may be attracted by the idea of letting their terminal leave money pay their premiums for them for a few years. This offers less attraction to servicemen, who find the allotment system a painless and fool-proof way of keeping current on insurance premiums.

An obscure point, but one to note, is that under the various provisions of assigning bonds for insurance payment, some portions of the bonds may be turned over to the Treasury for later delivery in cash. Those portions draw no interest from the last day of the month the VA receives them until the Treasury pays you cash. Of course, any amount actually paid into insurance for premiums more than one month in advance will be subject to discount provisions of the insurance policy.

There are other points: whether it is more desirable to make an original date conversion, or to pay premiums ahead (makes a difference in the settlement with your beneficiary); whether your estate receives non-taxable insurance payments or taxable bond residue from the Treasury.

Practical Market Tips Offered to Help Navy Writers Sell Material

Practical market tips to aid Navy writers in selling their material are offered by the Magazine and Book Section, Office of Public Information, Navy Department. The section supplies a complete clearance and marketing service to Navy writers.

Latest word from the section in the fiction field is that "bloody" war stories are passe. The three types of yarns which the public wants to read (and editors want to publish, in lengths of 3,000 to 5,000 words) are the whimsical, the humorous and the psychological story.

The Magazine and Book Section advises that in fiction writing the enlisted man is a more saleable subject than an officer, which is not surprising when you stop to consider that the enlisted men outnumber the officers about 10 to 1, and that the reader audience interested in him is therefore about 10 times the size of the audience interested in officers.

Engineering articles are in current demand, the section reports. Navy writers are accepted as authorities on many subjects in which the Navy is known to have a paramount interest, such as radar and salvage.

The section will supply photos for articles requiring pictures, if pictures are available in the extensive files maintained by PubInfo. Manuscripts must be typed, double-spaced, and neat.

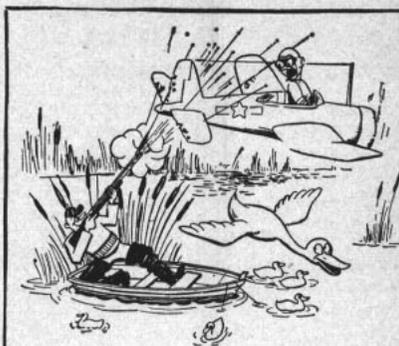
The Magazine and Book Section states, "This office will market your stories and articles if we consider them of marketable quality. If they are not, we will be candid in our criticism."

Release of Trained Men Hurts Insurance Program

Personnel are not receiving proper instructions and advice concerning dependents benefits and insurance, according to BuPers Circ. Ltr. 245-46 (NDB, 31 October). Release of trained and experienced benefits and insurance officers has augmented this problem.

SecNav expressed his desire to continue the policy of the Navy Department in support of the National Life Insurance program. The necessity of having competent personnel designated to carry out these duties was stated in BuPers Circ. Ltr. 12-45 (NDB, January-June 1945).

Benefits and insurance officers appointed to replace discharged personnel frequently are less informed on the subject. To keep them up to date on changes in laws and directives from BuPers through appropriate command channels, the Bureau has requested that service force commanders and commandants of naval districts and river commands inform BuPers of the officers on their staffs who have been designated benefits and insurance officers.



Closed Season Called On Low-Flying Planes

Duck hunters, wildfowl and Navy bombing targets have something in common. They all often frequent marshy, uninhabited stretches of lowlands along coasts, bays and rivers.

The unhappy possibilities inherent in such juxtaposition are something John Paul Jones never dreamed of—hunters ducking bombs and ducks ducking hunters; Navy planes zooming off after strafing runs with birdshot in their elevators.

To avoid such marshland free-for-alls the Navy has adopted a policy especially for fall and the hunting season. Latest expression of this was Alnav 569-46 (NDB, 31 October), which directed caution in training operations over and in marshlands, bay areas and other common habitats of wildfowl, during the hunting season. Such operations, the Alnav warned, must be conducted in a manner causing minimum disturbance of birds and hunters. "Low flying or firing over bedded waterfowl is especially to be avoided," the Alnav said.

Last season, the caution was the subject of a SecNav dispatch, not so widely distributed as this year's Alnav. It was occasioned by complaints from hunters who'd been startled right out of their duck blinds when Navy aircraft acted as though their peaceful marshland were Iwo Jima.

Always glad to oblige, the Navy called off its airplanes.

This year the directive also was aimed at preserving hunters and their ducks from interference by surface firing and amphibious landings.

A company of marines with close air support isn't exactly a sporting proposition in a duck hunt, either.

There was that time, for instance, when a marine company charged onto a beach from their landing craft, on maneuvers. As they roared inland, they saw a duck-covered inlet before them. The fuss they made raised the ducks off the water, much to the disgust of two hunters, who protested vigorously.

"I don't feel so sorry for them," one marine remarked. "They were fixing to shoot them sitting."

Philippine Independence Makes New Enlistment Procedure Necessary

Rules regarding enlistment and reenlistment of citizens of the Philippines in the regular Navy and Naval Reserve have been revised. The Philippine Islands became an independent nation on 4 July.

BuPers Circ. Ltr. 238-46 (NDB, 31 October) announced the following instructions effective for applicants who are physically and otherwise qualified for naval service:

- Not authorized are recruit enlistments. Not authorized are enlistments of personnel who have served in other branches of the armed forces, including insular forces of the Philippines.

- Immediate reenlistments of USN personnel may be effected at the activity from which such personnel are discharged, and only on the date following date of discharge. Immediate reenlistments may be effected without prior BuPers approval.

- Immediate enlistment or reenlistment in USN of enlisted reservists and inductees on active duty in the naval service may be effected in accordance with BuPers Circ. Ltr. 41-46 (NDB, 15 February), as modified, which provides generally for enlistment of Reserve personnel in USN. Personnel must in all respects be eligible under

Circ. Ltr. 41-46, except for citizenship. Prior BuPers approval is not required.

- Ex-naval personnel may apply for enlistment or reenlistment in USN within 90 days of discharge from USN, USNR or USN-1. Such applications will be referred to BuPers. Enlistment or reenlistment of personnel after 90 days following discharge will not be authorized.

Public Law 720, 79th Congress, amended section 4 of the Naval Reserve Act of 1938 to permit citizens of the Philippine Islands to enlist in the Naval Reserve, provided they were members of the naval service at the time independence of the Philippines became effective—4 July 1946. However, BuPers will not accept enlistment or reenlistment of any personnel eligible under this provision, other than in class V-6 for inactive duty.

Navy Department Appointments Announced

The following appointments to offices in the Navy Department were announced last month (Congress not in session).

- Vice Admiral Earle W. Mills, USN, appointed Chief of Bureau of Ships on 1 Nov 1946.

- Paul F. Lee, USN, appointed Chief of Naval Research with rank of Rear Admiral, on 1 Nov 1946.

Separation Authorized For Certain Enlisted Personnel Outside CLUSA

Provisions allowing certain enlisted personnel to be separated in possessions of the U. S., or in the Philippines, have been outlined in Alnavs 561 and 562-46 (NDB, 31 October).

Enlisted personnel, including Fleet Reservists and retired men, who desire to be processed for separation in a U. S. possession, are eligible if they are entitled to travel allowance to the possession or are native of it. They will be transferred to appropriate commands within the possessions for separation, when eligible. Eligibility for separation in the Philippines requires that the person be a citizen of the Republic of the Philippines. Personnel in this group will be transferred to ComNOB, Subic Bay, for separation, when eligible.

Regular Navy enlisted personnel of the two groups above who submit applications for transfer to Fleet Reserve or the Retired List will be retained at the activity to which attached until receipt of BuPers authorization for transfer. Upon receipt of this authorization, these men will be transferred with records and accounts to the appropriate command in a U. S. possession or to ComNOB, Subic Bay. The separation command will effect the transfer to Fleet Reserve or the Retired List.

Natives of U. S. possessions—who are not entitled to travel allowance to these places—must waive all travel allowance. Citizens of the Philippines Republic must waive travel allowance other than that due for travel within the Philippine Islands. Both groups must sign service record entries showing the place at which they wish to be separated.

Personnel who would be eligible for separation in U. S. possessions or the Philippines, but who do not wish to take advantage of the Alnavs, may not be sent to U. S. possessions or the Philippines solely for purposes of taking terminal leave there. But such personnel remaining on active duty, who are not attached to a ship or station in the area of U. S. possessions or the Philippines, and who desire to take accrued leave in the areas, may be transferred to the appropriate command at time of reenlistment for leave and reassignment.

Booklet Tells Veterans How To Buy Surplus Goods

Latest information on surplus property—what, where, and how to buy it—is available to the veteran in the form of a booklet, "Veterans—Your Guide to Surplus Property."

The booklet may be obtained by writing to the War Assets Administration, Washington, D. C.; at 33 WAA regional offices and 149 WAA veterans certification centers throughout the country, and agencies of the Retraining and Rehabilitation Administration.

The book tells the veteran how he may find and buy surplus property.

PEACETIME RECONVERSION JOB

Sociologists who became exercised over adjusting veterans to life in the United States might profitably turn their attention to some U.S. Navy communicators, who could do with a little reconversion themselves.

This personnel, after service with the British Pacific Fleet as Communication Liaison Teams, are having their greatest difficulty in retuning their tongues to American seagoing talk. So far as they are concerned, and the Royal Navy will back them up, a chief storekeeper is "Jack Dusty," a boatswain's mate is "Buffer," a signalman is "yeoman of bunting," the master-at-arms is "Jonty," and his helpers are "crushers." The chaplain is a "Sin Bos'n" while every member of the medical department is "Quack."

They still think a "fanny" is a vessel for liquids, probably tea, and that a midshipman is a "snotty."

Also a source of deep concern to the repatriated American sailors is the problem of accustoming themselves to U.S. Navy fare. After breakfasting on kipper, sardines and salmon, they can't appreciate cereal, eggs, baked beans or bacon. Pie and cake leave them cold. They're accustomed to making dessert on currant duff, served with vanilla sauce.

Probably the most difficult transition is that from rum and tea to coke and coffee. While serving with the British, these signalmen and

radiomen became used to breaking a midwatch with a spot of tea. Hot Joe is an exotic concoction to them.

Should you find one of these veterans of the Royal American Navy on board your ship do not be alarmed if he drools promptly at 1100 each day. In the British fleet he became addicted to "Nelson's blood," which was issued daily at that hour. Each hand received a tot of rum, one eighth of a pint, mixed with water. Petty officers and chiefs got theirs undiluted.

To celebrate promotions and birthdays, instead of passing out cigars, they passed out period. On these occasions the celebrant assessed "sippers" against the rum ration of each shipmate. Greater events, like the King's birthday or war's end, were observed by the order, "Splice the main brace," which signaled an extra tot for all hands. Oddly enough, the one item they found identical in both services was the lime juice that gave the English sailor his nickname of "Limey." This is nothing more nor less than the powdered lemon mixture that the American sailor in the tropics called "battery acid."

There doesn't seem to be much that can be done to help the former members of Liaison Teams in their conversion from British to American sailor. About all you can do is treat them kindly.

Pay Grade 1A Eligibility List To Be Determined By Competitive Examinations

Detailed instructions for conduct of examinations for advancement to pay grade 1A rates were published by BuPers in Circ. Ltr. 240-46 (NDB, 31 October). As reported in ALL HANDS, October 1946, p. 51, promotions to pay grade 1A hereafter will be from eligibility lists maintained in BuPers, of candidates selected by service-wide competitive examination.

The first such examination date had not been set; the instructions were in the nature of advance information, to insure the exams will be smoothly administered when they are scheduled.

The circular letter detailed methods by which examinations will be distributed to commands, and from them to the examining boards, insuring the security of the exams until the day all candidates are gathered before examining boards for tests. Most exams will be ticketed for particular candidates, but a supply of extras will be provided to accommodate men who were not previously recommended, through error, transfers, etc.

Enclosure to the circular letter directed that examining boards provide suitable locations for holding the exams, adequate for the applicants and free from distractions. Boards and candidates shall be assembled sufficiently in advance of the time set for the examination to insure that administrative details are cleared up before the candidates must begin work.

The examination schedule, to be followed throughout the Navy:

0830-1130: Professional examinations; time limit three hours.

1330- : Practical examinations, when prescribed (such as operating tests for radiomen, typing tests for yeomen); time limit as prescribed.

A member of the examining board will remain in the examining room as supervisor throughout the test. No candidate may leave during the examination, except on duty or in case of urgent necessity. No extensions of time limit will be granted those candidates who leave.

Examinations will be forwarded promptly to BuPers, which will grade them, compute multiples, and place candidates on the waiting list in order of multiples. Speed in returning completed exams to BuPers was emphasized, to allow earliest postings of eligibility lists.

Shipyard Purchased

The Navy, to maintain shipbuilding facilities it deems essential to the national defense, has completed negotiations for purchase of the property of the Cramp Shipbuilding Company at Philadelphia, Penn., for \$750,000. Cramp stockholders were expected to approve the transaction.

The Cramp yard covers some 65 acres which includes four cruiser-size shipways and furnishes the only privately-operated cruiser-size graving dock in the Philadelphia area.

The Navy will consider leasing the yard to private concerns, providing the essential characteristics are not changed, or it may be used for private manufacturing under the agreement that the yard could rapidly resume ship construction in case of emergency.

Scientific Personnel Sought For Service

The Navy Department and Civil Service recently commissioned a Board of Civil Service Examiners for scientific and technical personnel, composed of five senior scientists representing major research activities.

The board's purpose is to recruit, examine and evaluate applicants for scientific and technical positions in naval activities in the Washington area. The board will provide specialized consideration of the needs of naval establishments for scientific personnel, and of the requirements of individual scientists and technicians whose qualifications are to be evaluated.

Members of the board are Dr. Robert C. Duncan, Chief Assistant to the Technical Director, Naval Ordnance Laboratory; Dr. Edward B. Stephenson, Senior Associate Superintendent of the Sound Division, Naval Research Laboratory; Dr. Dwight F. Windenburg, Chief Supervisor, Structural Mechanics Division, David Taylor Model Basin; Harry C. Conner, Chief Ordnance Engineer, Naval Gun Factory; and Dr. Levon A. Terzian, principal parasitologist for the Naval Medical Research Institute. Everett H. Woodward is executive secretary of the board.

New Emergency Leave Provisions, Shore Duty Policies Announced

New provisions regarding emergency leave were contained in BuPers Circ. Ltr. 249-46 (NDB, 31 October), which announced BuPers' new shore duty eligibility policies (see p. 00). The letter cautioned that a transfer to shore duty for hardship reasons, appropriate in some cases, should not be requested in cases where emergency leave is obviously more appropriate.

The letter announced a new procedure concerning emergency leave for personnel overseas, which does not replace existing procedure but encourages it. Normally, enlisted personnel granted emergency leave will return to the same ship or station from which leave was granted. However, fleet commanders are authorized by Circ. Ltr. 249-46 to direct such personnel to report at own expense, not subject to reimbursement by the government, to the coastal receiving station nearest their leave address for further assignment by BuPers (general detail). This procedure would, in effect, constitute a transfer.

BuPers Circ. Ltr. 193-46 (NDB, 31 August), as implemented for forces afloat by fleet commands, is authority for granting emergency leave. When reasonably substantiated, critical illness, destitution or death in the immediate family are considered adequate grounds for granting emergency leave, regardless of presence at home of other members of the family.

Marine Corps Speeds Officer Transfer Program

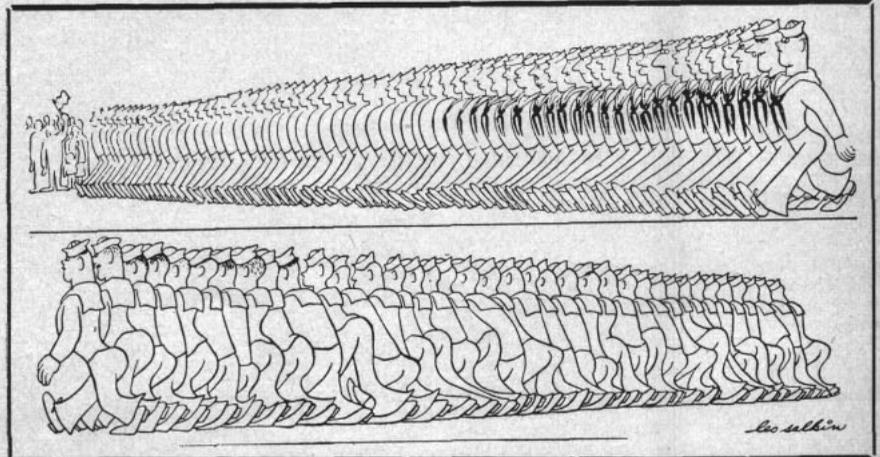
The Marine Corps sought to speed completion of its officer transfer program with Alnav 589-46 (NDB, 15 November).

Officers authorized by MarCorps Letters of Instruction to accept permanent appointments in the regular Marine Corps are to be notified in writing by their commanding officers. They must accept immediately, or endorse the notification to the effect that they do not desire to accept permanent appointment.

QUIZ ANSWERS

Answers to Quiz on Page 41

1. (b) 5-inch 38s.
2. (b) dual purpose.
3. BTM-1 Martin Mauler.
4. Dive-torpedo bomber to operate off CVB.
5. Submarine.
6. (b) control room.



Barbarian, NAS Barber's Point, Oahu, T.H.

**Procedures Governing
LTA Enlisted Personnel
Consolidated by BuPers**

Procedures governing enlisted personnel of the airship organization, exclusive of aviation pilots (airship), have been clarified and consolidated in a new statement of policy—BuPers Circ. Ltr. 258-46 (NDB, 15 November).

Enlisted personnel affected are those trained as specialists in the operation and maintenance of lighter-than-air aircraft, known as "qualified for airship duty," and carrying the rating designator LA, and general service personnel in the airship organizations who are not trained as airship specialists.

The letter cancels Art. D-5328, BuPers Manual, which gave requirements for the designation LA, and two earlier letters which dealt with airship organization policy. These were BuPers Circ. Ltrs. 47-42 and 279-43 (NDB cum. ed.).

Here's how the LA designation will be given, under provisions of the new letter:

Upon notification by the CO, NAS, Lakehurst, N. J., of successful completion of the training syllabus at the Enlisted Airship Training School (non-pilot), men are designated LA by BuPers. Other men who have gained the experience and proficiency in airship operations and maintenance corresponding to the school's graduation requirements by service in airship commands may be designated LA by BuPers upon recommendation by their COs and CNATE. BuPers may direct deletion of a man's designator at the man's request or upon recommendation of his CO, based on physical or other condition disqualifying him from further airship duty.

Previously, COs of rigid airships were authorized to designate men as qualified for rigid airship duty by making an entry in their service records and forwarding to BuPers a report of examination by three qualified officers. Similarly, the CO was authorized to revoke the LA designation by making an entry to that effect in the service record, with a statement of the circumstances.

Candidates for the Enlisted Airship Training School (non-pilot) must meet physical requirements of Art. 21141.2(f), Manual of the Medical Department, be volunteers, graduates of a class "A" school if non-rated, and have at least 18 months obligated service from date of entry into school. Based on recommendations of CNATE, the Chief of Naval Personnel periodically will assign quotas for the school.

Enlisted men having an airship rigger rating normally will be retained in the airship organization, and others designated LA and general service men not trained as airship specialists will be rotated between airships and other types as needs of the service demand.

DOES RELIEF HAVE 18-INCH GUN?

Well, is there or isn't there an 18-inch gun barrel in the bilges of ex-USS *Relief*?

ALL HANDS reported when she was decommissioned at Norfolk, on what seemed good authority (a yellowed page from a musty Navy Department file), that the barrel, a discarded BuOrd experiment, had been stowed as ballast long ago in the *Relief's* hold (ALL HANDS, October 1946, p. 35).

It had ridden there ever since, ALL calm, through war and peace, con-HANDS implied, through storm and

tributing materially to *Relief's* metacentric height and to a Navy legend.

Now come various old hands who doubt the yarn. Sure, they heard it out on the China Station in '33; someone else got it in CPO quarters on the *New Mexico* from a guy who'd been a patient on the *Relief*. But they all doubted it. It was just one of those Navy stories. One sailor said he'd even made a personal inspection. Didn't find anything but concrete blocks, he said.

Well, how about it? Anyone know the straight dope?

**Care Urged in Entering
Stowage Compartments**

An old salt is a careful salt—or a lucky one.

A new hazard has been added to the long list faced by seafaring men, against which the Navy's system of safety precautions is arrayed. Nav-For No. 7 (CNO's 291811Z, October) warns anew against entry into long-closed voids and compartments without observance of proper safety measures.

The culprit this time seems to be a new one. Recent cases of asphyxiation have resulted when men entered voids used for stowage of fire resistant bedding covers. Investigation disclosed a fungus growth on any organic materials stowed in a closed space may cause serious reduction in the oxygen content and high concentration of CO₂. The action is accelerated under damp, humid conditions.

The dispatch directs that storage of organic materials such as textiles, leather and wood in closed and infrequently used voids or spaces should be avoided if possible. Where essential to use such space for storage, warning signs must be displayed at the entrance.

Good advice: Never enter a long-closed space without first airing it out with forced ventilation and, if possible, testing air content. Then, if you must enter the compartment, go in on a line tended by one or more men outside who are giving their whole attention to the operation.

**Coast Guard Will Draw
Ordnance Gear From Navy**

Navy and Coast Guard agreements have provided that the Navy will supply Coast Guard vessels during fiscal year 1947 with ordnance spare parts, tools and accessories within authorized allowances as required, it was reported in Alnavsta 52. Such issues may be made, referencing the Alnavsta as authority, and there need be no prior approval of requisitions by BuOrd or Coast Guard headquarters.

Coast Guard vessels use Navy ord-

nance gear on a loan basis, and the Navy is the source of maintenance supplies. The Coast Guard has in the past obtained these supplies on a reimbursable basis. Coast Guard vessels use the facilities of naval shipyards for ship and ordnance repair. Naval ordnance equipment on Coast Guard ships includes shipboard weapons in a variety of categories up to five-inchers.

**ALNAVS,
NAVACTS**

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs, not as a basis for action. Personnel interested in specific directives should consult Alnav or NavActs files directly for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands.

No. 564—Eighteenth in a series listing officers selected for transfer to the regular Navy (see p. 53).

No. 565—Asks applications for postgraduate course in civil engineering (see ALL HANDS, November 1946, p. 54; BuPers Circ. Ltr. 222-46, as amended (see p. 55)).

No. 566—Amends instructions in BuMed Manual, para. 344 and 348, relative to submission of certificates of death.

No. 567—Directs naval vessels in commission not under way to dress ship on Navy Day.

No. 568—Cancels Alnavs 19-43, 449-45, 59-46 and 348-46; states rules for surveys all material and equipment under cognizance of BuShips.

No. 569—Directs care in conducting training operations in wildfowl habitats during hunting season (see p. 59).

No. 570—Provides for discharge before 31 December of personnel voluntarily remaining on active duty beyond date of eligibility for release under Alnav 137-46 (NDB, 31 March) (see p. 51).

No. 571—Directs Navy and Marine Corps officers on disbursing duty to

report each month total value of certain checks issued in previous month.

No. 572—Amends Alnav 468-46 (NDB, 31 August), reducing to 10 days time limit in which officer may decide to accept USN appointment, after notification of appointment by CO (see p. 53).

No. 573—Nineteenth in a series listing officers selected for transfer to the regular Navy (see p. 53).

No. 574—Asks applications from officers for three months' course at Army Information School (see p. 55).

No. 575—States BuPers Circ. Ltr. 137-46 (NDB, 30 June) regarding administration of USNR medical officers assigned to duty with VA applies also to such officers serving with the Public Health Service.

No. 576—Reports Comptroller General decision re Alnav 435-46 (NDB, 15 August) to effect that temporary officers discharged for convenience of government to accept permanent appointment to officer rank not entitled travel allowance on discharge (see p. 59).

No. 577—Cancels changes in Arts. 24-139 (1) and 24-140 (1), Marine Corps Manual, published in Advance Change 14 of 19 August. Articles remain as before.

No. 578—Twentieth in a series listing officers selected for transfer to the regular Navy (see p. 53).

No. 579—Refers Alnav 372-46 and BuMed Circ. Ltr. 148-46 (NDB, 15 October); directs every effort shall be made to return U.S. remains all current deaths Navy and Marine Corps.

No. 580—Seventh in a series listing nurses selected for transfer to the regular Navy (see p. 53).

No. 581—Requests officers to be considered under Alnav 530-46 for temporary promotion to rear admiral expedite forwarding of fitness reports for period ending 1 Aug 1946.

No. 582—Cancels Alnav 324-46 (NDB, 30 June), revising rules under which dependents may travel by NATS (see p. 56).

No. 583—Points out that automatic acceptance of officer resignations on 1 Jan 1947 applies only to those officers who requested transfer to USN in response to Alnav 283-45 (NDB, 30 Sept 1945), and subsequent to 22 Sept 1945 (see p. 51).

No. 584—Twenty-first in a series listing officers selected for transfer to the regular Navy (see p. 53).

No. 585—Lists Marine Corps personnel appointed to warrant rank.

No. 586—States provisions for retirement on 1 Jan 1947 of certain officers under Public Law 305 (see p. 52).

No. 587—Asks applications from Reserve and temporary USN officers for transfer to USN in proposed Medi-

cal Allied Science Corps (see p. 53).

No. 588—Opens opportunity for certain Reserve and temporary USN officers to apply for retention on active duty until 30 June 1948 (see p. 52).

No. 589—Requires officers selected for the regular MarCorps to submit acceptance immediately or decline appointment (see p. 61).

NavActs

No. 80—Amends BuPers Circ Ltr 193-46 (NDB, 31 August); further instructions re terminal leave (see p. 58).

No. 81—Asks applications prior 10 December from naval aviators (HTA and LTA) for designation as EDO (aeronautical) officers.

No. 82—Asks applications prior 15 January from officers with certain qualifications for EDO designation (see p. 52).

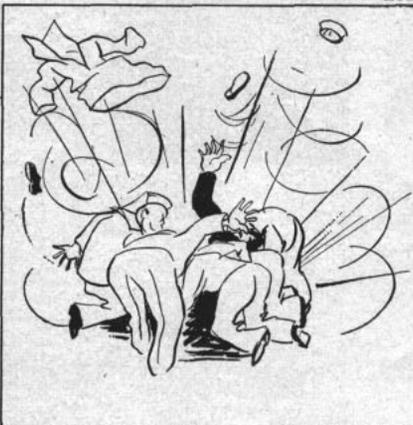
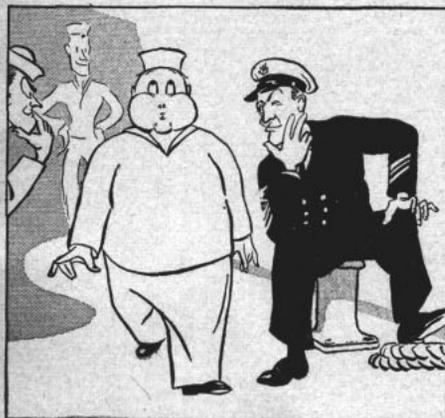
No. 83—"Well Done" from SecNav on Navy Day.

No. 84—Requests applications prior 10 December from officers desiring designation as EDO (aeronautical).

No. 85—Modifies NavAct 81-46 (NDB, 31 October), concerning applications for EDO (aeronautical) designation.

No. 86—Notes certain errors causing delay in payment of terminal leave claims for men on active duty (see p. 58).

BROADBEAM



FANTAIL FORUM

QUESTION: What do you expect from the Navy?

(Interviews were conducted at Hqtrs., 9th NavDist, Great Lakes, Ill.)



Clarence Bement, S2, Lansing, Mich.: I joined the Navy to get an educational background in metallurgic engineering and make a career of it. The Navy is fulfilling this plan for my education perfectly.



William Kauffman, S2, Columbia, Pa.: I expect to be trained in the field of electronics and also to understand the people of my country better before going to medical school after I am discharged.



Bill Maher, S2, Peoria, Ill.: I expect the Navy to broaden my views. Raising heck in high school didn't give me much chance to make new friends. The Navy is my chance to acquire a little self-assurance with people.



Harold W. Thale, S1, Bemidji, Minn.: I expect the Navy to give me a good background for college and civilian life. I believe the Navy can give you anything in almost any line of education that you would want for a background.



Richard A. Humes, S2, Lansing, Mich.: Chiefly I expect to get the educational benefits offered by both the ETM program and the GI Bill of Rights. I hope to see a lot of the world I would never see if I weren't in the Navy.



Norman R. Bohlman, S1, Baltimore, Md.: The main thing I expect from the Navy is travel. Even during my short time in the Navy I have seen, right here in the U. S., the difference between people of various sections of the country.



F. E. Carpenter, F2, Graniteville, S. C.: Out of this Navy I expect a very good future as to living a clean life. As long as I have been in the Navy I have learned to do a lot of things that will help me when I become a civilian.



John Hower, Jr., S2, Gamboa, C. Z.: The main thing I expect from the Navy is an education. By that I mean learning how to live without being dependent on others. This venture has given me the chance to make more friends.



Leo R. Smithson, PHOM1, Perry, Iowa.: The Navy is a great educational as well as military institution. I have gained many benefits, especially advanced education in Navy schools which I would not have been able to obtain.

ALL HANDS

THE BUERS INFORMATION BULLETIN

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired. Original articles of general interest may be forwarded to the Editor.

DATES used throughout are local time at scene of action unless otherwise indicated.

SECURITY: Since this magazine is not classified, it sometimes is limited in its reporting and publication of photographs. It therefore cannot always fully record achievements of units or individuals, and may be obliged to omit mention of accomplishments even more noteworthy than those included.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB," used as a reference, indicate the official Navy Department Bulletin.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB, cum. ed., 31 Dec., 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issue.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price \$2.00 a year, domestic (including FPO and APO addresses for overseas mail); \$2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

● AT RIGHT: The sober reality with which Navy men look forward to 1947 is exemplified in this call to worship at a Navy chapel at an overseas base. ➔

RING IN THE NEW



1947 ALL HANDS 1947

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JANUARY 1947						
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5	6	7	8	9	10	11
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FEBRUARY 1947						
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MARCH 1947						
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