HEAVY SEA
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FRONT COVER: Symbolic of today's Navy—first line of defense—is Frank Pederson, of Bound Brook, N. J. Photo taken for ALL HANDS by Walter G. Seewald.

AT LEFT: A U. S. destroyer noses under a heavy sea during some rough weather in the unpacific Pacific.

CREDITS: All photographs published in ALL HANDS are official U. S. Navy photographs unless otherwise designated. P. 3, lower, by Edmund P. Deale, SPX3Jo. P. 11, upper right, and inside back cover, Press Association.
IT WAS a rocking, socking Navy that some 55,000 persons saw during the first week in June in San Diego, Calif. It was a bruising, take-no-quarter Navy, a fighting Navy, albeit a peacetime Navy.

It was a power-packed Navy. It was a two-fist-swinging Navy. It was, as the announcer said into the microphone to 24,000 believing spectators of the final bouts, "the greatest, toughest Navy in the world."

Yes, it was fight, fight, fight for 64 Navy men, Marines and Seabees on 2-7 June in San Diego. The cream of the crop were these 64 Navy men—the swingingest punchingest men in the Navy. And brother, they fought, fought, fought!

These 64 fighting men of a fighting Navy taking part in the All-Navy boxing finals showed dramatically to the 55,000 spectators who attended the three evenings of bouts what was inside a fighting Navy man—the heart, the stamina, the courage, the strength, the brains, the savvy, the just-plain-guts.

And the spectators appreciated what they saw. Simultaneously 24,000 throats would roar approval of a hard punch, a clever feint, a knockout. But just as simultaneously, these same throats would roar approval of a show of sportsmanship, an indication of courage, a sign of a won't-lay-down heart.

"Best card I ever saw," said many fans on their way out of San Diego's Balboa Stadium at the conclusion of each evening of fights. Best card, perhaps. But there was no doubt that none of the spectators had ever seen a cleaner group of fights, a harder-fought program, a more on-the-level set-up.

Whatever reasons the All-Navy sports were revived for must have been fulfilled. Not one low blow was thrown during the entire three sets of bouts. Not one man had to be warned by the referee for unfair tactics. Not one doubt entered in anyone's mind that a single man was not giving all he had for any given second.

It was the Navy's second venture since the war into All-Navy sports finals. Basketball, held in the spring at Great Lakes, III., was the first. But the boxing championships in San Diego surpassed by far the initial attempt. It surpassed by far anything the Navy has done in a similar endeavor in history. It was the biggest and best show yet.

Host of the tournament, the 11th Naval District, walked off with top honors as far as team scores went. Though no official computations were tabulated, the 11th Naval District team wound up with three champions of the eight crowned. The team from the Mississippi Valley Area, made up of men from the 7th, 8th and 9th Naval Districts, took runner-up position with two titlists.

The South Atlantic States' team (5th and 6th Naval Districts, the Potomac and Severn Commands) sponsored one title-holder, as did the Atlantic Fleet (including the 10th and 15th Naval Districts) and the Hawaiian Area (the 14th Naval District). Without any champions were the Far Pacific Area, the North Pacific Area and the New York Area squads.

Each area sent an eight-man team to the finals in San Diego.

The finals opened on the afternoon of 2 June with 16 elimination bouts. About 2,500 fans attended the card at Balboa Stadium. Every bout on the program—as well as every fight in the entire tournament—pitted champion against champion. For each man in the tourney was the champion of his own naval district, having won out in elimination tourneys in his home area to earn the right to compete for the championship of the Navy in his weight division.

Some of the men had impressive records. Some had never boxed before the tournament began. But all were amateurs and all were on ostensibly equal terms.

The second group of 16 elimination bouts was put on the night of 2 June and 11,000 fans turned out. Tickets for all seats at each program were free.

With their number split in half, the

**All-Navy Champions**

Flyweight: Jose M. Olivovalentin, S1, NATB, Pensacola, representing Mississippi Valley area.

Bantamweight: William Bossio, S1, Amphib Force, Little Creek, Va., representing Atlantic Fleet.

Featherweight: Don Nelson, COX, Amphib Base, San Diego, representing 11th Naval District.

Lightweight: Eddie B. Moran, S1, NTC, Bainbridge, representing the South Atlantic States.

Welterweight: Hank Herring, STMI, uss Samar, representing 11th Naval District.

Middleweight: Herman Ike Patton, S1, RecSta, Pearl Harbor, representing Hawaiian Area.

Light-heavyweight: Dan Buccaroni, S1, NTC, Great Lakes, representing Mississippi Valley Area.

Heavyweight: Maynard Jones, S1, NAS, San Diego, representing 11th Naval District.

**ALL HANDS**
The well-built lad entered the finals on his 15th birthday. The fighter was Siegfried "Hammering" Hank Armstrong, former welter king, the clean-cut, good-looking youngster hums all the time he's talking. But Hammering Hank Armstrong, former welter king, the clean-cut, good-looking youngster hums all the time he's talking. He brought that same record showing up in the Navy on Guam. The first thing we saw as we stepped through the door was Eddie Moran and "Cookie" Cook "bulling" about something in one corner of the room, apart from the rest of the fighters. They helped bandage each other's hands. In a few minutes they would be in the ring pounding the tar out of each other, as if they had never met. We butted in after the usual "Hi's."...

"Think these guys in the finals are tougher than the fellows back at your base, Cookie?"...

"They're all tough," laughed Cook with his gleaming white teeth....

We laughed, too. He was a tough Cookie himself. "Where'd you learn your boxing?" we persisted....

"In the Navy," he answered. "I learned as I made my way through the eliminations. I never fought before that."...

"Doin' it the tough way, eh?... We turned to Moran. "How about you, Ed?"... "Oh, I learned my fighting before I got into the Navy at a Boys Club in Washington, D. C."...

In the next half hour, we discovered half the finalists had learned their first lessons in boxing at Boys Clubs....

John Kamber, across the room, yelled to us. "You from All Hands?"...

"That's right," we answered. "How about giving a plug for us?"...

"Sure," we said. "We'll plug the chief."

Ray Nelson walked in, cheerily. "Did you guys catch the gag the announcer pulled the other night?"

Somebody handed him a slip of paper, so he reads over the loudspeaker system between rounds: "Mrs. Walters: You've got a son at the East Gate." I laughed so much I thought I wouldn't be able to fight!...

"Where's Jones?" we asked. Jones was merely the No. 1 favorite in the tourney. As if in answer, Maynard Jones walked in. As he changed we talked. "I learned my fighting from my five brothers," he told us. "They used to give me a penny for every time I could jump up and hit them in the face. I used to take a lot of punishment that way."...

"Gotta go fellas," we asked. "Got to go fellas," we said. "So long, Ed, good luck out there," we called, amiable-like. "And good luck to you, too, Cook," we said. "We fight each other, how can we both have good luck?" Moran asked pointedly. "We couldn't figure out how, so we just left without answering."
lightweight championship bracket when a young fighting Irishman, Eddie B. Moran, S1, Naval Training Center, Bainbridge, Md., who just loves to "slug it out," couldn't find anybody who could slug it out with him and captured the crown.

The featherweight championship went to the host 11th Naval District. Don Nelson, COX, Amphibious Base, San Diego, stepped in to fill Hugh Davidson's shoes when the STM1 from the PacResFlt, NavSta, San Diego, caught a severe cold and couldn't make the weight limit. Nelson, who had been beaten by Davidson for the 11th District title, proceeded to take the measure of everyone else around—and wound up on the highly-prized All-Navy throne.

In-fighting, chunky, ring-wise Bill Bossio, S1, Amphib Force, Little Creek, Va., fighting for the Atlantic Fleet team, had a tough road to travel, but he beat each of the favorite's in the bantamweight division in turn and wound up with a well-earned win in the finals over highly-touted John Kamber, PTR3, NOB, Guam. And the flyweight championship went to little, slightly-built Jose M. Olivovalentín, S1, of NATB, Pensacola, Fla. The bolo-punch throwing kid, slightly wild in his punches, has a terrific kick in either hand. He romped off easily with the title.

Each of the champions and each of the runners-up was awarded a belt, emblematic of their Navy-wide title. After the fights, the boxers and their retinues were taken on a tour of Los Angeles and Hollywood, including dining with the stars and tours of movie studios.

Officials of the bouts included many well-known sports figures. Capt. Jack Kennedy, usn (Ret), famous in and out of the Navy for his work in the realm of the squared circle, was one of the officials.

Then, too, the tourney was a meeting spot for old-time Navy fighters. Men who won what were the 1920 and 1930 equivalents of the All-Navy finals sat in the stands and watched the kids take their place.

And we're sure they thought as we did, and as 55,000 other fans did—the Navy traditions are in mighty capable hands.

**Tournament Results**

**First Round**

> **Flyweight Division:**
> J. E. Murphy, Pfc., Quantico, Va., representing South Atlantic States (home town, Jackson, Miss.), defeated R. L. Massis, S2, Port Hueneme TADCEN, representing 11th Naval District (home town, New Orleans), decision.
>
>
>
> Willard Grant, AOM2, NAS, Pearl Harbor, representing Hawaiian Area (home town, Hong Kong, China), defeated Edward M. Mccabe, MAM3, FTC, Treasure Island, Calif., representing North Pacific Area (home town, Chicago, Ill.), KO, 1st round.
>
> John Kamber, PTR3, NOB, Guam, re-

**Bantamweight**

William Bossio

**Middleweight**

Herman Patton

**ALL HANDS**
GOLDEN Gloves win is repeated by Dan Buccarone (right) in light-heavy finals.

representing Hawaiian Area (home town, Des Moines, Iowa), and representing South Atlantic States (home town, Youngstown, Ohio), KO, 2nd round.

Featherweight Division:

P. J. Stiollate, Pfc, Quantico, Va., representing South Atlantic States (home town, Boston, Mass.), defeated Spiros Lekinias, COX, 103rd Beabees, Guam, representing Far Pacific Area (home town, New York City), decision.

James R. Ithiel, S1, uss Mississippi, representing Atlantic Fleet (home town, New York City), defeated Albert Prout, AOM3, uss Kaneohe Bay, representing Hawaiian Area (home town, Chicago, Ill.), decision.

Welterweight Division:

Hank Harring, STN1, uss Samar, representing 11th Naval District (home town, St. Petersburg, Fla.), defeated Albert Anderson, STM2, VPMS No. 6, Saipan, representing Far Pacific Area (home town, Riverside, Calif.), decision.


Thomas White, S1, Ford Island, Pearl Harbor, representing Hawaiian Area, defeated Benjamin Brady, S1, uss Randolph, representing Atlantic Fleet (home town, Fayetteville, N. C.), decision.

Middleweight Division:

O. M. Perry, STM2, NavSta, Norfolk, Va., representing South Atlantic States (home town, Raleigh, N. C.), defeated Don Pye, Pvt., Disciplinary Barracks, Terminal Island, Calif., representing 11th Naval District (home town, Houston, Tex.), decision.

James Burrell, PHM2, Trinidad, British West Indies, representing Atlantic Fleet (home town, Clearwater, Fla.), drew with Charles Birdwell, S1, uss Jason, representing 11th Naval District (home town, Brooklyn, N. Y.), KO, 3rd round.

MIXMASTERS in welter-semi-finals were John Fisher (left) and Hank Harring.

Los Angeles, Calif.), defeated Jimmie D. Warner, BM2, NA3, Glenview, Ill., representing Mississippi Valley Area (home town, Chicago, Ill.), decision.


LIGHTWEIGHT finals saw Eddie Moran (right) win over William 'Cookie' Cook.

Maynard Jones
Heavyweight

Maynard Jones
Heavyweight

Lightweight Division:

Eddie B. Moran, S1, NTC, Bainbridge, Md., representing South Atlantic States (home town, Washington, D. C.), defeated Isabel C. Moreno, S1, Treasure Island, Calif., representing North Pacific Area (home town, San Antonio, Tex.), decision.

Clyde Henderson, S1, Ford Island, Pearl Harbor, representing Hawaiian Area (home town, Youngstown, Ohio), defeated Raymond Garcia, S2, Guantanamo Bay, Cuba, representing Atlantic Fleet (home town, Salinas, Calif.), decision.

Emeter Douglas, S1, uss Tarzana, representing 11th Naval District (home town, Brooklyn, N. Y.), KO, 3rd round.

BIGGEST, best Navy sports show yet was described by fans (above and on p. 2) to boxing championships at San Diego. Note newsreel cameras in background.

JULY 1947
senting Far Pacific Area (home town, Nashville, Tenn.), technical draw (both fighters butted each other).

Raymond Nelson, PHM2, RecSta, Brooklyn, representing New York Area (home town, Brooklyn), defeated Woodrow Wilson, ST1, NOB, Kodiak, Alaska, representing North Pacific Area (home town, Indianapolis, Ind.), decision.

Herman Ike Patton, S1, RecSta, Pearl Harbor, representing Hawaiian Area (home town, Gary, Ind.), defeated Allen A. Wilson, S1, NAS Pensacola, Fla., representing Mississippi Valley Area (home town, Black Ball, Minn.), decision.

Light-heavyweight Division:


Dan Buccaroni, S1, NTC, Great Lakes, Ill., representing Mississippi Valley Area (home town, Philadelphia, Penna.), defeated Don Oliver, ST1, NAS Barbers Point, T. H., representing Hawaiian Area (home town, Lincoln, Ga.), decision.

Robert L. Duncan, ST1, NOB, Kodiak, Alaska, representing North Pacific Area, defeated Leo Grice, ST1, P. C. ResFt, Ns, San Diego, representing 11th Naval District, decision.

Team standings at end of first round:

- South Atlantic States, Hawaiian Area—6 winners each; 11th Naval District, Mississippi Valley Area—5 winners each; Atlantic Fleet—4 winners; Far Pacific Area, New York Area—2 winners each; North Pacific Area—1 winner.

Heavyweight Division:


Maynard Jones, S1, NAS San Diego, representing 11th Naval District (home town, Philadelphia), defeated Fred Ucci, Pfc., Quantico, Va., representing South Atlantic States (home town, White Plains, N. Y., KO, 1st round (one punch).)

Team standings at end of second round:

- South Atlantic States, Hawaiian Area—6 winners each; 11th Naval District, Mississippi Valley Area—5 winners each; Atlantic Fleet—4 winners; Far Pacific Area, New York Area—5 winners each; North Pacific Area—1 winner.

Second Round

Flyweight: Valderas defeated Murphy, decision.

Bantamweight: Bossio defeated Wright, TKO, 2nd round; Kamber defeated Clemmens, decision.

Featherweight: Ithier defeated Stellato, decision; Nelson defeated Clemmens, decision.

Lightweight: Moran defeated Henderson, decision; Cook defeated Douglas, decision.

Welterweight: Herring defeated Fisher, decision; White defeated Dolphin, decision.

Middleweight: Purton defeated Perry, decision; Nelson defeated Burrell, KO, 1st round (53 seconds).

Light-heavyweight: Buccaroni defeated Tsakiris, decision; Hardy defeated Duncan, decision.

Heavyweight: Tuvelle defeated Castron, decision; Jones defeated Mahoney, TKO, 2nd round.

Finals—Championship Bout

Flyweight: Olviovalentin defeated Valderas, unanimous decision.

Bantamweight: Bossio defeated Kamber, split 2-1 decision.

Featherweight: Nelson defeated Ithier, unanimous decision.

Lightweight: Moran defeated Cook, unanimous decision.

Welterweight: Herring beat White, unanimous decision.

Middleweight: Patton defeated Nelson, TKO, 3rd round.

Heavyweight: Jones defeated Tuvelle, TKO, 3rd round.

Final team standings:

- 11th Naval District—3 winners; Mississippi Valley Area—2 winners; South Atlantic States, Atlantic Fleet, Hawaiian Area—1 winner each; Far Pacific Area, North Pacific Area, New York Area—no winners.

THE WORD on golf is given by Jimmy Demaret, ex-SPA1, to AMM2 Gavel (left) and PHM2 Clark of air station.
Clarification of certain problems that have been brought to the attention of BuPers in sponsoring the All-Navy Sports Program was presented in BuPers Circ. Ltr. 92-47 (NDB, 31 May).

Host commands, selected for conducting eliminations, shall choose an activity—Navy or Marine Corps—to conduct eliminations subject to the acceptance of the responsibility by the activity designated. The primary responsibility of a host command is that of administration.

Grouping of commands ashore and afloat was made on a geographical basis and announced in BuPers Circ. Ltr. 68-47 (NDB, 15 April). Where certain activities could compete more conveniently in other eliminations, they may do so subject to the approval of the host command of the group in which they desire to compete. It is not authorized however, for any activity to compete in more than one elimination group.

The idea, briefly, is that any member of the Pacific Fleet can try his hand at one or a number of the events, have his scores attested by two witnesses, and mail the results in to PacFlt headquarters. CincPacFlt will keep track of all scores turned in, and will announce winners in the various events.

A large number of events will be running at once at any given time, with six or seven of them winding up on the last day of each month, by which date all scores in the particular events must be in. And competition in any given event will not start more than four months before the deadline for that event.

Navy athletes can get out right now and run 120 yards against a watch, skim the 220 low hurdles or the pole vault crossbar, throw a baseball or fungo for distance, fire Course D from the Landing Force Manual with the .45 caliber pistol or throw a softball for distance, get their scores witnessed and send them in before 31 July to enter this month's competitions.

Events on tap before 31 August include the 60 and 100-yard freestyle swims, batting 10 fungos for aggregate distance, baseball pitch for accuracy, driving a golf ball for distance, softball fungos for distance or firing at 100 clay pigeons.

The 82 events cover a wide field in sports, and are so arranged that a variety of sports will wind up each month. Sports included in the list of events are basketball, swimming, bowling, duck pins, golf, gymnastics, track and field, baseball, archery, football, horseshoes, trap and skeet shooting, small arms and softball. Many sports, of course, were not included in the list, primarily because performance cannot be measured without using special equipment or devices.

The program is designed to complement other naval athletic programs, including the All-Navy sports competitions now so well established. CincPacFlt believes the individual sports skill competitions will result in large numbers of participants, eliminating travel and absence from commands, and will have, in fact, more the aspect of a recreational program than of a formal sports series.

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THE WORD
Frank, Authentic Advance Information
On Policy—Straight From Headquarters

- DEPENDENTS of enlisted personnel were advised by BuSandA that United States post offices will not forward allotment and family allowance checks. Dependents should submit changes of address to:
  U. S. Navy Field Branch
  Bureau of Supplies and Accounts
  (Allotment Division)
  Navy Department
  13th and Euclid Aves.
  Cleveland 15, Ohio.

About 75 per cent of non-receipt of checks is due to failure of dependents to notify the Bureau of changes of address.

- SOUVENIR hand grenades and like war trophies are injuring too many civilians. And so the Navy, War and Treasury Department, and the National Rifle Association, are cooperating in an emergency program to protect the public against battlefield booty.

The agencies have formed a committee in the hope of reducing further casualties, now running at a rate of several thousand a year, according to some authorities. An additional goal will be to educate souvenir owners in means to keep dangerous trophies out of criminal hands.

The program was initiated by the Treasury Department, legally responsible for the control of private ownership of machine guns and other full-automatic weapons. The National Rifle Association was called in to enlist the support of sportmen in the program.

Except for the Federal requirement that full-automatic weapons must be registered, the control of souvenirs will rest on a peaceful basis.

Army and Navy have agreed to offer their facilities for reception and examination of land mines, grenades, shells and other explosives which now grace America's mantles. Dangerous trophies will be de-activated, if possible.

The Alcohol Tax Unit of the Bureau of Internal Revenue will assist owners of machine guns and other full-automatic weapons in the registration of the firearms and will also, if the owners desire, seal the operating parts to make the guns permanently safe, without affecting their appearance and interest as trophies.

The National Rifle Association is prepared to offer advice on the safe handling of a wide variety of weapons.

SecNav James Forrestal said: "There is a traditional and honorable place in American life for the veteran's souvenirs, particularly the sportsman's hunting gun, but there goes with both a responsibility for public safety and common sense. Our program is based on this idea."

- DIVIDENDS on National Service Life Insurance are in the offing, but they will not be forthcoming at an early date.

The dividends arise because NSLI is mutual insurance, and gains and savings are repayable to policyholders. No dividend has been paid as yet; the coming dividends will be the first.

Dividends, when declared, will be paid in cash. However, persons with a policy in force, and provided it is not a term policy, may request that dividends be left on deposit to accumulate at interest. Dividends so accumulated may be withdrawn at any time. And any accumulations not previously withdrawn go to the person entitled to the policy's proceeds when the policy matures.

Before dividends can be paid, it is necessary to determine the amount of surplus available for dividend distribution and to arrive at an equitable dividend scale. When declared, dividends probably will be based on the insured's age, amount and type of insurance, and period during which the policy was in force.

It is also necessary that the VA branch offices be in a sufficiently advanced state of organization to handle the tremendous flood of work incident to dividend distribution. For these reasons, VA says, it is impossible to estimate exactly how long it will take to get dividend checks in the hands of policyholders.

- NATIONAL rifle and pistol matches will be fired during 4-16 Aug 1947 at Camp Perry, Ohio. The nation's top civilian and service sharpshooters will compete in the matches, sponsored this year by the National Rifle Association.

Instructions were being issued by CNO to naval commands, relative to competition in the matches by naval personnel. The Navy Department does not plan to enter an all-Navy pistol team.

The national matches will include .22 caliber rifle firings during 4-9 August, and .22, .38 and .45 caliber pistol firings during 11-13 August; there will be no .30 caliber rifle competition.

The National Individual Pistol Match and the National Pistol Team Match will be among the contests.

- REVIEW of the naval records of any active member or veteran of the naval service (including the Marine Corps) is the function of a new civilian board set up by SecNav—the Board for Correction of Naval Records. AsSecNavAir John Nicholas Brown is chairman. The board has completed organization and now is ready for business.

The board was formed under provisions of Public Law 601, 79th Congress (the Legislative Reorganization Act), to relieve Congress of consideration of many bills for private relief arising from injustice or error in service records.

The board will review any case in which the applicant, or the applicant's family, claims there has been an error or injustice in any of his naval records, except in cases where relief may be afforded by other boards.

Among cases already received for consideration, the following types of cases have been represented: terminal leave adjudications; bad conduct discharges; dishonorable discharges and dismissals resulting from sentence of a general court martial; changes or discharges or dismissals are within the province of the Board of Review, Discharges and Dismissals; applications for correction of records to show that checkage of pay was in error or that pay and allowances were erroneously denied; correction of naval records to allow applicants to qualify for pension benefits (one case now before the board dates back to the Spanish-American War); requests for decisions in cases of V-12 students discharged as apprentice seamen instead of in the highest rate they held before entering the V-12 program; removal of unsatisfactory material from record, which would tend to retract promotion.

Persons wishing information and application blanks, or to submit a case for review, may address:

The Secretary of the Navy, Board for Correction of Naval Records, Washington 25, D. C.

Persons active duty must submit requests by official correspondence, via COs. Naval veterans may submit requests via district commanders or direct.

ALL HANDS
Filipinos—Public Law 50 (H.J. Res. 90): Permits transfer to Fleet Reserve Navy in the Philippines discharged prior to 4 July 1946 and reenlisted subsequent to 4 July 1946, but before the expiration of three months following discharge.

Miscellaneous—Public Law 55 (H.R. 1363): Amends Pay Readjustment Act so as to validate payments of allowances based on purported marriages which were made in good faith and declared invalid.

Chief of Chaplains—Public Law 56 (H.R. 1365): Establishes a Chief of Chaplains with rank of rear admiral while so serving and with pay and allowances provided by law for a rear admiral of the upper half.

Under SecNav—Public Law 57 (H.R. 1389): Makes permanent the offices of Under Secretary of the Navy and Under Secretary of War.

Foreign Medals—Public Law 58 (H.R. 1381): Authorizes members of the armed forces to accept, until one year after the end of the war, decorations tendered them by governments of nations neutral nations or the other American republics. It also authorizes personnel heretofore or pursuant to this act, receiving such decorations, to wear them.

Civil Engineers—Public Law 62 (H.R. 1390): Increases authorized number of CEC officers from 2 to 3 per cent of the total number of line officers of the Navy.

Submarines—Public Law 63 (H.R. 1397): Authorizes the construction of experimental submarines, and for other purposes.

Naval Academy—Public Law 71 (H.J. Res. 116): Corrects errors in Public Law 728 (78th Congress) and restores authority to appoint members of the Naval Reserve to Naval Academy; increases the number of such appointments, together with the number from the regular Navy, from 100 to 160 each, annually.

Medical Services Corps—H.R. 3215: Passed House; to establish a Medical Services Corps in both the Army and the Navy in the substitute bill combining the provisions of two Navy bills, H.R. 1361 (establishing commissioned grades in the Hospital Corps of the Navy) and H.R. 1603 (establishing a Medical Associated Sciences Corps in the Navy). (See All Hands, March 1947, p. 20).

Promotion—S. 902, H.R. 2537: Hearings concluded before House ASC subcommittee; revision of laws relating to promotion, involuntary retirement and distribution in rank of all officers in the regular Navy and Marine Corps (see All Hands, April 1947, p. 54).

Warrant Promotion—S. 281, H.R. 1362: Passed House; to permit counting temporary service as warrant, commissioned or commissioned officer toward five-year service for promotion to CWO.

Physicians, Surgeons—H.R. 3254 (Navy), H.R. 3174 (Army): Introduced; to provide additional inducements to physicians and surgeons to make a career in the military services.

Aviation Duty—H.R. 3132: Introduced; to make justifiable claims for medical, dental and hospital care and treatment while in service.

Disability Retirement—S. 1200, H.R. 3251: Favoredly reported by House ASC, with amendment; to amend Sec. 8 of Act of July 1941, as amended, to provide physical disability retirement for certain temporary officers who were retired for physical disability while serving in officer rank.

Medical Claims—H.R. 3340: Introduced; to authorize payment of certain justifiable claims for medical, dental and hospital care and treatment while on leave (does not apply to dependents).

Family Allowance—S. 333, H.R. 1604: Hearings held; to extend dependency benefits to dependents of enlisted personnel to 1 July 1949 (bill has been further modified to effect complete agreement with ASC).

Death Gratuity—S. 319, H.R. 1350: Favoredly reported by House ASC; to delete from gratuity statutes the restrictive phrase, "not result of own misconduct."

Terminal Leave—S. 1284, 1339; H.R. 3501, 5630: Introduced; to amend and rewrite Armed Forces Leave Act of 1946 to provide lump-sum payment in lieu of terminal leave.

Naval Justice—S. 1338, H.R. 3687: Introduced; to amend the Articles for the Government of the Navy to improve the administration of naval justice (see p. 51).

Income Tax—S. 123: Introduced; to terminate various war control legislation, including termination of the $1500 income tax exemption for officers of the armed services, effective 1 Jan 1947.

Supply—S. 277, H.R. 1371: Passed House; to authorize SecNav to appoint, for supply duty only, officers of the line of the Mar Corps.


Veterans Subsistence—H.R. 3534: Introduced; to provide increased subsistence allowance to veterans pursuing certain courses under the Servicemen's Readjustment Act of 1944, as amended.

Guam—H.R. 3563: Introduced; to provide a government for Guam and to confer United States citizenship upon certain of the inhabitants.

American Samoa—H.R. 3564: Introduced; to provide a government for American Samoa and to confer United States citizenship upon certain of the inhabitants.

Navy Department—S. 1252, H.R. 3432: Introduced; to make justifiable claims for medical, dental and hospital care and treatment while on leave (does not apply to dependents).

Flight Pay—H.R. 3449: Introduced; to provide for equalization of flight pay for Navy and Marine Corps officers and former officers who did not receive flight pay equal to that paid Army officers engaged in regular and frequent aerial flights.

Full-pay Retirement—H.R. 3364: Introduced; to provide for retirement at full active-duty pay for any individual who has served in the Army or Navy on the active list for a period of 50 years or more.

(Notes: Legislation previously listed in this column, which has had no change in status, has been omitted; these bills will be listed again as changes occur. The abbreviation ASC stands for Armed Services Committee, which in both the House and Senate is the consolidation of the former Military and Naval Affairs committees).

Hobby Shops Handbook Now Being Distributed

A handbook for construction and operation of hobby shops (NavPers 15, 662) has been published and is being distributed. Manuals covering 37 crafts are being printed also, and will be distributed to commands on record as having hobby shops, BuPers Circ. Ltr. 85-47 (NDB, 15 May) stated.

Stocks of surplus equipment and hand tools acquired for distribution have been exhausted prior to the end of this fiscal year and will not be renewed.

Due to personnel reductions, services available to COs from BuPers will be limited to furnishing published non-technical advice, including information on commercial dealers and—until further notice—financial assistance in accordance with Circ. Ltr. 88-46.
THE NAVY LOOKS AHEAD

WHEN IT COMES to scientific re-
search the Navy is keeping well
abreast of, if not ahead of, the best
scientific developments of the present
time.

At present the Navy is erecting
the largest research center of its kind
in the world. It is the new Naval Ordn-
ce Laboratory.

Here will be housed over $10,000,-
000 worth of highly technical equip-
ment which will be operated by more
than 1,000 scientists and engineers.

Working in partnership with naval
experts these scientists and engineers
will not only perform research jobs
that will benefit humanity, but also
develop new weapons and devices
that will assist the nation in keeping
a firm peace.

Already finished are many of the
50 buildings that will comprise the
938-acre area. Some of these build-
ings, especially the administrative
units, are fitted with moveable steel
partitions prefabricated in sections.

Should the nature of work warrant
larger space a little juggling of the
walls would derive the desired space.

Complete service working spaces
will be operated by more than 1,000
scientists and engineers.

Working in partnership with naval
experts these scientists and engineers
will not only perform research jobs
that will benefit humanity, but also
develop new weapons and devices
that will assist the nation in keeping
a firm peace.

We don't have to go far. One of the
most popular of present day scientific
developments is a highly developed
implement of aerodynamic research,
the Nazi supersonic wind tunnel. This
famous wind tunnel was captured by
the American forces in Kochel, Ba-
varia, and was brought to this country
because it was vastly superior to any
other such tunnel in existence.

The tunnel is of extreme value in develop-
ing projectiles, rockets, bombs, and
guided missiles that are intended for
use at speeds greater than sound.

The wind tunnel now being erected
at NOL's site at White Oak, Md., was
originally set up by German physicists
and engineers at a government re-
search facility in Peenemunde, Ger-
many, in 1935. The nucleus of the re-
search personnel at Peenemunde was
a group of amateurs whose efforts had
been devoted to developing a rocket
to reach the moon. When the Nazis
took over in 1935 they immediately
changed the program to the develop-
ment of military rockets and guided
missiles. By 1938 the Nazis had
achieved a substantial lead on the rest
of the world in supersonic aerody-
namics and rocket propulsion.

The bitter fact that Germany was
years ahead of us in the field of super-
sonic aerodynamics became apparent
when the destructive and horrible V-2
ran havoc in England during the clos-
ing stages of the war. The entire work
on the V-2 was completed in the sup-
ersonic wind tunnel in 1941, which
had been moved from Peenemunde to
Kochel in Bavaria by the German
army in order to be safe from Allied
bombing.

Speeds up to Mach number 4.4 or
about 3,600 miles an hour can be ob-
tained in the supersonic wind tunnel.
The Mach number 1 is a flexible num-er which equals the speed of sound
at any altitude or under any given
conditions. A vacuum is created in a
large spherical chamber about 42 feet
in diameter. When a tremendous
quick-acting valve is opened, the
vacuum draws air from which all
moisture has been removed through
two ingenious throats, between which
the projectile, rocket, bomb or missile
being tested is located.

One throat near the outside air inlet
acts like a floodgate, restricting the
volume of air which can pass through.
At that point the speed of the air
equals the speed of sound. Beyond
that point the speed of air accelerates
rapidly and the temperature drops
to 300 degrees below zero Fahrenheit.
The speed of this very thin air in the
working part of the tunnel is con-
trolled by the second throat, which
can be enlarged or contracted from
the control panel.

This rapid flow of air passing over
the supersonic projectiles is observed
through optical equipment and photo-
diagrammed. Through this process the
supersonic scientists are able to de-
termine the ballistic characteristics of
the projectile being tested in the air-
stream.

The supersonic tunnel is not com-
pleted as yet and probably will not be
placed in operation for another year.
This is a tremendous job involved, such as assembling and re-
constructing the 38 railroad cars of
tunnel equipment that was brought
over from Bavaria. Then there is the
job of reconstructing the motors which
provide the power for the tunnel.
In Germany these motors operated on
6,000 volts at 50 cycles. Once con-
verted these motors will operate on
4,000 volts at 60 cycles.

When fully developed the Navy's
supersonic testing installation calls for
a gradual increase to seven tunnels
and air speed up to 10 times the speed
of sound.

The Acoustics Division, which de-
votes its work to the study of sound,
made the headlines recently when it
obtained valuable seismic and micro-
barometric measurements of the "Big
Bang" explosion that blew the former
Nazi stronghold at Helgoland to king-
dom come. From the 10 observation
stations established across Europe the

BALLISTIC characteristics of supersonic missiles are tested in wind tunnel at NOL. Optical bench contains mirrors which are used in photographing flow of air.
VIBRATIONS of earth are recorded by seismic instrument (left). NOL scientists describes use of wind tunnel model (right).

Navy acoustic scientists hoped to obtain greater knowledge about the effects of mammoth explosions, and of the nature of the upper air strata where rocket weapons will be fired. These same scientists had the inside track during the Bikini atom explosions also.

In the future, the Acoustics Division plans to build apparatus whereby controlled sound waves can be sent to the upper air strata and more accurate information about temperatures and pressures can be obtained. Presently, the main sources of such scientific data are balloons and V-rockets fired into the stratosphere.

During the war, while studying the characteristics of underwater noises, the acoustic scientists found that the croaker is one of the biggest noise makers in the fish kingdom. One may wonder what a study of fish noises has got to do with the Navy but with the development of the acoustic mine this became an important factor.

It was found that a school of fish in the vicinity of an acoustic mine could generate enough noise to explode the mine. Since the mine was to be set off by the noises created by the passing ships, interference from loud-mouthed fish proved to be a nasty monkey-wrench in the delicate machinery.

By taking sound recordings and motion picture sound tracks of the noises created by all types of ships, large and small, NOL's acoustic scientists came through with the solution. In their instrument-filled laboratory they simulated actual conditions of underwater tests by spinning a record of ships' noises on the turntable and watching its effect upon the mine fuzes. Through this process they were able to overcome their difficulties, and by such continuous studies future acoustic fuzes of the Navy are being developed to a high degree.

Among other facilities of the Acoustics Division will be an anechoic room where sound phenomena will be studied. Harvard University has what is now the largest of such rooms in the world, but once NOL's facilities at White Oak have been erected, the U.S. Navy will be the proud possessor of the world's largest room for the promulgation of sound in air.

The whole room—it's three stories high—will be lined on every wall, roof and floor, with five feet long glass fiber wedges. These wedges will be so installed that whenever a sound is made in the middle of the room no echo will be created. The sound will be completely lost among the thousands of these staggered wedges.

When fully constructed this anechoic room will be 99.9% sound proof. The control room will be located on the second floor. Access to the anechoic room will be through a vault-like door, and instruments to be tested will be hung from thin steel frames in the free field sound room.

Loud speakers, microphones, sirens and acoustic air fuzes will be studied. Acoustic air fuzes are moderately new, and have not been fully developed. During the late stages of the war, the Germans began an intensive study of acoustic air fuzes. Fighter planes would fly above bomber formations and drop "air mines" that would explode when within close range of the bombers. However, the Germans weren't very successful with the experiment, mainly because they could not build fighter planes that could climb to higher altitudes than our bombers. Not much is known about the sound phenomena in the higher stratosphere, but NOL's acoustic scientists are probing the field with caution.

It is anticipated that Navy doctors will find this room an important experimental station in studying the sounds created by humans, and the effect various types of sound have upon the human body. A future project is the study of oral communication to see how much sound can be omitted before a person fails to comprehend the spoken words. This is of tremendous value to aviators and Navy personnel who are using intercommunication systems.

As the result of the importance of piezoelectric crystals for the controlling of frequencies and as highly selective filter elements in radio the Naval Ordnance Laboratory at White Oak is growing its own crystals. These crystals are used in weapons and such intricate devices as the sonar, or underwater sound detection and transmission, systems. Crystals are also
used in radio-phonograph sets to transform the vibrations of the phonograph needle into electrical sound waves. Because there are few crystals which are known to possess the piezoelectric property the Navy hopes to discover new methods to produce and apply them to weapons and devices.

Under construction at the General Electric Co. is a 20,000,000-volt betatron which will be installed at what will become one of the most complete X-ray experimental stations in the world—the Radiographic Laboratory of the Naval Ordnance Lab. To be included in this great collection of electronic equipment will be a 2,000,000-volt betatron, fluoroscopic apparatus, and various types of X-ray machines that will range from 50 to 400 kv. Nothing is to be left out.

A betatron is an electrical instrument which produces strong penetrating radiation by causing highly accelerated electrons or beta rays to strike upon the target of an X-ray tube. In the 20,000,000-volt betatron these electrons will, at high speeds, strike the target, producing an effect that will make the X-rays penetrate steel plates of at least 20 inches in thickness, exposing radiographic film in less than one minute.

The uses for X-ray machines are varied. However, their main use in naval ordnance is to examine the effectiveness of explosions, testing metal for flaws, and taking safety pictures of projectiles and other missiles. In studying the interior of foreign ordnance the X-ray machines have proved to be invaluable.

A unit with a fancy name and a job of tremendous importance is the Ammunition and Explosive Sub Division of the Technical Evaluation Department of the Naval Ordnance Laboratory.

The primary job of the men who work in this department is to test, evaluate and recommend the many types of ordnance in the Navy.

When testing live, loaded fuzes they use a 75-foot drop-tower of steel construction which is capable of handling bombs and projectiles weighing up to 1,000 pounds. The live fuzes are mounted in inert projectiles and bombs, then dropped 40 feet on either armor plate or sand in order to get an indication of the safety of the fuzes for future handling.

The pieces of ordnance being tested can be dropped at any height to land on the nose, side, or tail. From these daily drop tests an idea of how to handle and cope with pieces of ordnance that are actually dropped during handling aboard ships can be derived.

If at any time the fuzes are damaged in the drop test, a portable X-ray unit is used to check the position of the fuse so as to determine if it is safe or unsafe before extracting. The findings and recommendations of these tests are invaluable to the men in the fleet who daily come in contact with ammunition.

Relative to the drop test, this same department conducts other equally important ordnance safety tests. A vibration machine is at hand which simulates transportation vibration of ordnance material equal to railroads, trucks, airplanes, loading and unloading aboard ships. Placed in this machine the pieces of ordnance tested get the daylight shaken out of them. It is a must for all safety tests being conducted.

What happens to live-loaded rounds of ammunition when continuously drenched with salt spray is also on the agenda of NOL's ordnance men. Ammunition to be tested this way is placed in a salt water spray cabinet, and receives a three-to-four-week drench treatment.

In surveillance buildings there are contained cabinets and cubicles that look like huge iceboxes. They are temperature boxes in which the temperature can be raised from normal to 200 degrees Fahrenheit, or changed from minus 60 to plus 200.

Surveillance tests are conducted on pieces of ordnance in these cubicles. In a 12-week cycle a period of at least four or five years of simulated storage can be conducted. Samples of pyrotechnics, bomb fuzes, demolition pins, delayed fuses, primers, projectile fuses, etc., are the primary objects being tested.

What has been described here is only a small part of the scientific development now being conducted at the new site of the Naval Ordnance Laboratory. Volumes could be written about the nationally important work that has been conducted and is being done. But it would take too long—NOL's work is never done.
A COURSE in radar operation and operational maintenance has been opened at naval schools for radarmen in Boston, Mass., and Norfolk, Va. The schools are expected to relieve the shortage of radarmen and to alleviate the shortage of ETMs by training operators in both manipulation and elementary maintenance problems common to the type of radar equipment installed in their own ships.

The acute shortage of electronics personnel, caused by demobilization, will continue for some time, due to the limited number of qualified candidates and to the length of courses.

The administration of CincLant Radar Operation and Operational Maintenance Schools at Boston and Norfolk has been transferred from the Fleet to BuPers. Similar training for men in the Pacific Fleet has been opened under CO, Naval School, Electronics Materiel, Treasure Island, Calif.

All rated personnel are eligible for these courses, including CPOs, under quotas assigned the Fleets, with the exception of personnel in aviation ratings, special artificer ratings, yeomen, storekeepers, printers and all specialist ratings.

Qualifications for personnel selected under fleet quotas are:

- Minimum GCT plus ARI score of 100.
- One year's obligated service upon completion of the course, exclusive of terminal leave, or agree to extend or reenlist.
- Instruction will include eight weeks' basic electronic theory and practical elementary maintenance and 12 weeks' actual operation and maintenance training on specific types of radar equipment. The type of equipment will be determined by the type of ship from which the applicant comes and the equipment he will be expected to operate on his ship.

Upon completion of the 20-week course, fire controlmen and strikers will return to their respective ships. Others will receive four weeks' instruction in CIC operation and techniques, after which they will return to their ships. Applicants with previous training or experience who demonstrate acceptable proficiency in these phases of training may be progressed more rapidly and returned to their duty stations ahead of normal schedule. Applicants under fleet quotas who are dropped from training for failure to make satisfactory progress or for disciplinary reasons will be returned immediately to their ships.

The Atlantic Fleet has been assigned quotas of 50 men every four weeks to each of the radarmen schools on the East Coast. The Pacific Fleet will provide 50 men every four weeks to the school at Treasure Island. These quotas will be augmented by the assignment of personnel from the Electronics Materiel Schools who have demonstrated aptitudes for operational rather than technical maintenance duties.

Commands may request training for their personnel, under the quotas, by request to ComServLant and ComServPac. Individuals should apply to their COs for assignment to the schools.
SUB SAVVY

SAILOR reports for duty aboard USS Drum, assigned for use by Organized Reserves, and is shown workings of ship. Top: Boatswain’s mate splices a line. Center: Chief explains one of the torpedo tubes in forward torpedo room. Lower left: Machinist’s mate shows how the bowplane control operates. Below: Metalsmith demonstrates the use of propulsion controls in the maneuvering room.
SALUTING PROGRESS

THE NEW civilian Naval Reserve was one year old on the first of July, and could look back on a single year's growth to an organization of more than 730,000 persons which already has proved its ability to back up the U.S. Fleet.

The future will continue to challenge the ingenuity and resourcefulness of the leaders and members of the Reserve, but a solid foundation has been laid. And a glance at the Reserve's membership and their accomplishments in one year makes the future look bright. The nearly three-quarters of a million Americans who make up the new Naval Reserve already are a potent factor in the fight for international peace.

When the postwar Reserve was activated, membership was limited to veterans of World War II. The response to the Navy's invitation to enroll in the Reserve became more and more enthusiastic as Navy veterans and veterans of other branches of the service learned about the Reserve program. The pace of enlistments was stepped up again when it was announced that non-veterans could also join. Seventeen and 18-year-olds were particularly anxious to take their places along with the war veterans in the vital project of keeping the United States strong on the sea.

With traditional Yankee shrewdness, young Americans were quick to see the opportunities for bettering themselves in the Reserve. The program offers valuable training with the latest Navy equipment ashore and at sea. Many of the Reserve-learned skills have helped Reservists to get ahead in the civilian occupations. Members of the Organized Reserve earn while they learn. In addition to training and pay, the program provides opportunities for fellowship with men who talk the same language. Extensive recreation activities have developed in connection with many Naval Reserve units.

But the story of a year's growth of the Naval Reserve is not just a history of personnel. It was necessary to acquire buildings and facilities all over the country to house the activities of the Reserve. Much has been accomplished in this field. Use of 82 existing buildings as Reserve armories has already been approved and contracts have been let for 43 hut-type armories. In all, a total of 296 armories are planned for 286 locations.

Approximately 179 ships have been assigned to the Reserve, with more than 96 ships of the total on station in the cities to which they have been assigned.

Naval Air Reserve training units have been set up in 22 different localities. Training units, the number of officers and men who can participate in naval air training will be increased soon. The satellite units will be established in population centers within 100 or 200 miles of "parent" bases. Planes and instructors will be flown frequently to the outlying areas from the parent bases so that Air Reservists can take part in the program in their own home towns. The plan is scheduled for an initial test at Charleston, S.C., and Phoenix, Ariz., with NAS Atlanta and NAS Los Alamitos, respectively, acting as the parent bases.

Just as the gears are in motion to supply the demand for training in the Air Reserve wherever that demand occurs and wherever it can be ac-
TRAINING includes diesel engine instruction at Reserve Armory, Treasure Island, Calif. Good start has been made in establishing and equipping Reserve Armories. Commodated within limitations of over-all requirements and the budget, so it is for the other components of the Reserve. But the Reservist wants to work for something, wants to get ahead. This laudable desire has been handled by setting up plans for promotions of Reservists.

Advancement in rating requirements for enlisted personnel in the Reserve include a minimum period of service in present pay grade, periods of active or training duty in present pay grade, attendance at drills, satisfactory demonstration of knowledge of subjects required of all naval personnel and successful completion of training courses and professional examinations. The requirements vary depending upon the reserve classification of individuals. Many Reservists are already hard at work striking for higher ratings.

The promotion plan for Reserve officers likewise has been announced; however, Reserve officer promotions are linked to the regular Navy officer promotions. Generally, promotions in the regular Navy have been suspended for the time being while a study of the officer structure of the post-war Fleet is undertaken. The Reserve promotion plan contains the following general provisions:

- Reserve officer promotion will be linked with the promotion of regular Navy officers through the device of "running mates."
- Prerequisite for promotion will be a minimum period of active or training duty in grade.
- Qualification for promotion will be established by successfully passing or completing professional examinations or correspondence courses.

These examinations and courses are now being written. The project has been established at the Naval Gun Factory in Washington, D.C. and probably will not be completed until 1 July 1949 although a number of courses will be available in about 10 or 12 months.

So that Reservists may fulfill the requirements for advancement in rating a comprehensive training program has been set up. Under this program Reservists are being ordered to various Navy shore stations and activities for two weeks annual training. Many Reservists have also been ordered to the various Navy training schools. Quotas of Reserve trainees have been assigned to the majority of Navy training schools and Reservists may request annual training in their specialties.

Reserve cruises have proved popular for satisfying training requirements for promotion. First two-week cruise under the program was that of the USS Oregon City (CA 122) which sailed from Philadelphia, making liberty stops at New York City and the British resort island of Bermuda. Liberty in foreign ports has been worked into the cruise schedules whenever possible. During some of their training cruises, Reservists from the West Coast visited Mexico or Canada, while 8th ND Reservists sometimes made liberties in Puerto Rico. Cruises leaving New York and Norfolk often put in at the Panama Canal Zone to allow Reservists a break in the training program.

In addition to the 14-day cruises, Reservists participated in the Atlantic and Pacific Fleet maneuvers, filling billets side by side with regular Navy officers and men. Approximately 100 Reserve officers and 700 Reserve enlisted men joined the training cruise of Academy midshipmen to the British Isles and Scandinavia.

Reserve training ashore and at sea was more or less experimental during the first year of the organization's activation. As the Reserve goes into the second year, the training program has been revamped in the light of experience of the first year. Cruises have been scheduled through November.

Regular Navy personnel on ships and stations are more familiar with the objectives of the Reserve and are much more able to assist and guide in the training. Many Regulars, too, have found that Reserve trainees can contribute much to the activity at which they receive training. Aboard training ships, for example, Reserve technicians have often been successful in placing into operation equipment that was out of order but had not been repaired because of the lack of regular Navy specialist personnel.

The plan under which the Naval Reserve has gone forward during the past year is prescribed by the Naval ON CRUISES Reservists get instruction in the basic skills of being Navy sailors. Above, they learn to operate 20 mm. antiaircraft gun on forecastle of USS Albany.
Reserve Act of 1938 which divides the Naval Reserve into four basic components: Volunteer, Organized, Merchant Marine and Fleet Reserves.

- The Volunteer Reserve is composed of men and officers of the Reserve who are not members of other components. They are qualified or partially qualified for mobilization billets, but are not obligated to attend drills or to perform training duty.

- The Organized Reserve is composed of those Reservists who obligate themselves to attend weekly drills at the Reserve armory and take part in annual training. They are paid one day's base pay for each drill completed.

- The Merchant Marine Reserve is composed of those men who follow the sea as a profession or are employed in connection with the seafaring profession.

- The Fleet Reserve is composed of men and officers with prior service in the regular Navy who have enlisted or have been appointed as members of the Fleet Reserve. They are in a non-organized, no-drilling retainer status.

To assure that the Navy can be quickly and efficiently expanded in event of international trouble, many programs have evolved under the basic Reserve components. Much has been heard about the Air, Surface and Submarine Reserve programs; however, the programs in the Reserve are now almost as numerous as legs on a centipede and some have a significance for the security of the nation far exceeding the numbers of personnel participating.

The Electronic Warfare Reserve, an extensive program, has been set up with the mission of training specialists that will be necessary if the Navy is to fight effectively in the atomic age. Electronic Warfare in the Reserve includes CIC, ASW, Communications, and electronics (technical), and electronics as related to such subjects as guided missiles, infra-red and nuclear physics.

Among the other programs in the Reserve are Civil Engineer Corps, Medical Corps, Supply Corps, Naval Intelligence, Communications Supplementary Activity, Chaplain Corps, Ordnance, Naval Transportation Service and Aerology.

One of the most interesting of the new Reserve programs is photography. Personnel participating in the program will be members of the Organized Air and Surface Reserve components. Billets in the Organized Air Reserve total 175 for officers and 381 for photographer's mates. In the Organized Surface Reserve 669 billets are being established for photographer's mates. Photographic laboratories have been authorized for the 21 Naval Air Reserve stations.

As the Naval Reserve approached its first birthday, the list of programs and opportunities for civilian sailors continued to grow. The Reserve's first year of progress was saluted by all who are aware of its objectives.

JULY 1947
**BOOKS:**

**BASEBALL, ADVENTURE TRAVEL HAND IN HAND**

about the exciting career of the Iowa farm boy who rose from the sandlots to become the most valuable pitcher of the Cleveland Indians, and perhaps the greatest pitcher of a decade.

During the war Feller served with the Navy and saw action in the Pacific with Task Force 58. Of this experience he says that their first major Jap air attack was the most exciting 13 hours of his life and after such an experience the dangers of the Yankee Stadium seem trivial.

- **The Boston Red Sox** by Frederick G. Lieb; Putnam.

This is the third book the author has written about famous baseball clubs. The first two are *The St. Louis Cardinals* and *The Detroit Tigers*, both of which have already been distributed to ship and station libraries by BuPers.

- Back Bay baseball fans will find this book full of interesting history and entertaining anecdotes about their American League club, the Red Sox. Not many baseball clubs have had such a colorful history of triumphs and downsfalls as have the Boston Red Sox. After winning the flag and the World Championship in 1918, the Red Sox hit the down-hill trail, and scrubbed the bottom of the league in nine years out of eleven.

- During early great years of the Red Sox, such diamond stars as Babe Ruth, Tris Speaker, Joe Wood, Duffy Lewis, Harry Hooper and Everett Scott made their big league debut with the team. Later years found such well known names as Jimmy Collins, Buck Freeman, Lou Criger, and Larry Gardner on the Red Sox's roster.

- Hope, meanwhile, came to the Red Sox in 1933 when Tom Yawkey purchased the faltering baseball club. Yawkey spent several million dollars in building the Red Sox up to a first division club. Among such stars as Joe Cronin, Lefty Grove, Jimmy Foxx and Wes Ferrell. Although he came close, Yawkey didn't succeed in winning the pennant until 1946, when the Red Sox's farm system had developed such first-rate ball players as Ted Williams, Tex Hughson, Bobbie Doerr, Dave Ferris, Johnny Pesky, and Dom DiMaggio.

- **Best Sport Stories** (1947 edition), edited by Marsh & Ehre; Dutton.

Herein is presented a selection of the major sports events of the past year as covered by our leading sports writers. Prizes were offered in three categories: news-coverage stories, news-feature stories and magazine stories. The judges — Franklin P. Adams, John Chamberlain and Quentin Reynolds—confessed it was difficult to make a choice, for 1946 seemed to have been a banner year for sport stories.

- There are a great many more stories included of present baseball heroes. In football there are stories of such upsets as Princeton's victory over Pennsylvania, and Navy's near win over Army. Other sports such as racing, boxing, tennis and the like come in for their share of colorful events and personalities in this year's anthology.

- Besides 16 of the year's best sports pictures there is a review of the sports year, and a record of 1946 champions in all types of sports.

- Without Seeing the Dawn, by Stevan Javellana; Little, Brown & Co. is a well-written novel of Philippine life in a farming country and the tragedies brought upon its inhabitants by violence and occupation.

- The story opens upon pleasant everyday surroundings. Handsome young Carding is about to win the hand of Lucing and friends and family feel it will be a most suitable match. We learn a great deal about the customs, habits and feelings of the village folk. Life was not easy even before the Japanese invasion. Carding worked hard to establish a home for his wife and young family, but man and the elements both conspired against him.

- With the Japanese, however, comes real disaster to the village and nobody is safe. Having served in the Army, Carding hesitates to join the guerrilla forces for he feels the situation of the Philippine people is hopeless without help from the outside. His indecision is overcome when he learns of Lucing's experience at the hands of the Japanese, and the death of his son. As a guerrilla fighter he is a man to be feared. His hatred of collaboration is greater even than the bond of family, and Uncle Jaime who had returned to the village from America as a Japanese agent is not spared by Carding. The story ends dramatically with Carding's last visit to his wife and home before his small ragged battalion goes out to attack the town garrison.

- Doubtless much of this novel is based on the author's own experiences when Stevan Javel Nam after the Japanese occupation to his native island of Panay where he joined the Army.

- Book Depicts Life Of Wartime Waves

Two ex-Waves have compiled an informal pictorial history about the glamorous and not-so glamorous life of the wartime "sailor-girls." They are known as the Waves. Their book, *Serving, Serving,* by Eleanor Hart, is soon to be published by the Robert W. Kelly Publishing Corp, is a vivid and warm description about members of the Waves.

- The human drama, pathos and humor of the Waves are expertly described in witty verse and sparkling prose. The 88-page book is generously filled with entertaining pictures.
LIFESAVING is peacetime role of this vessel on weather watch in the Atlantic, ready to assist ships in distress.

HIGH SPEED LIFE SAVING

SAVING LIVES in a hurry—that's the job assigned the Search and Rescue agency, peacetime continuation of the Air-Sea Rescue agency that kept so many of our pilots flying during the war.

Search and Rescue, with the Coast Guard acting as its coordinating and directing force, is prepared to rush to the rescue of airplanes or ships in trouble anywhere in the world within a very short time of the receipt of a trouble call.

Planes and ships of the Navy, the Army and the Coast Guard are stationed at strategic bases along all our coasts and at outlying possessions ready to take to the air or water within minutes after receiving a distress signal. The bases are so located that no scene of tragedy is more than six or seven hours by plane from a rescue base.

In most cases rescue is only a few minutes from the distressed mariner or airman since the rescue bases are located to serve the areas where there is a large amount of overwater flying, as at a naval air training station, but the same rescue bases are called upon to serve all the transoceanic flights made by commercial airlines as well as the military.

In this long range concept the work of Search and Rescue is truly international, with rescue facilities similar to ours already established in many countries around the world. More and more facilities are being set up as international air travel increases and the need for high speed rescue work becomes more evident.

Around the North Atlantic ocean, for example, probably the most traveled overwater air routes in the world today, Search and Rescue bases equipped for long range overwater work are located or projected in the United States, Canada, Newfoundland, Greenland, Iceland, Norway, Great Britain, Bermuda, the Azores and Spain.

Further safety is provided by the establishment, since the war, of a network of "Ocean Station Vessels" spotted over the seas in locations designed to give the maximum of assistance to planes flying all the major overwater routes.

Thirteen of these vessels, under an agreement reached by the major nations interested in transatlantic aviation, eventually will be stationed all over the North Atlantic. Their primary purpose will be to send weather reports to all the interested countries and to provide radio navigational aids to transient aircraft, but they also will be available as havens in the event of trouble in the air or on the sea.

By the terms of the agreement, seven of these vessels will be supplied by the United States, one by the U.S. and Canada jointly, two by the United Kingdom, one by France, one by Belgium and the Netherlands, and one by the United Kingdom, Sweden and Norway jointly.

The U.S. Coast Guard will act as the coordinating agency for all search and rescue in the Atlantic, and prob-
NEWEST METHOD of air-sea rescue is demonstrated by helicopter which has plucked man from sea. The simulated rescue also tested new U-type harness.

ably will provide and man the ships furnished by the U.S. for the ocean station network.

In operation, Search and Rescue works like this: A radio distress call from any plane puts into action a great chain of radio direction finding stations on both sides of the Atlantic, all of which are continually "guarding" the distress frequencies. All of them able to receive the signal take a bearing on its point of origin.

All these bearings are immediately sent—by radio, telephone or telegraph—to the rescue coordinating center, where they are plotted on a large chart of the area which also shows not only all the permanent rescue facilities but also the position of all transient merchant vessels and planes.

The intersecting lines of bearing having given the position of the plane in trouble, the center can see at a glance which rescue facilities are closest to the scene and which merchant vessels might be in position to help.

Immediate messages flash to the permanent rescue facilities and their long range search planes and rescue boats are manned. Merchant vessels near the distressed plane are alerted.

If the plane indicates that it is forced to ditch, the planes and boats from the rescue facilities get under way immediately, and nearby merchant vessels are directed to proceed to the scene of the accident.

All this activity takes place within a few minutes of the receipt of the message, and rescue parties are frequently heading for the scene of a ditching before the plane in trouble is in the water.

With the location of the crash pinpointed exactly by the radio direction finding stations, and with rescue facilities operating so fast, it is a matter of only a few hours at most before the survivors in the water see a search plane circling above their heads and an even shorter time after that until the plane's radio brings surface boats to the scene to pick up the survivors.

Actually, ditching is almost unknown with modern long-range planes. Statisticians have figured that the probability of ditching on the flight from Gander, Newfoundland, to Foynes, Ireland, 1,850 miles, is only one in 33,000, or about one every four years at the present rate of crossing.

The greater part of the work of American Search and Rescue lies close in to the coasts of this country where military pilots in training and practice flights, which necessarily violate the best safety principles, have a much higher accident rate.

Near each of these training areas there is at least one base manned continuously by the Search and Rescue crews, which are standing by for immediate action any time training flights are in the air.

The basic principles of Search and Rescue function here in the same way they do in transoceanic flights, but generally action is even faster than it is on the long flight routes.

In one case, for instance—probably the record for lifesaving speed—the pilot who parachuted from his disabled plane was picked up and aboard a rescue boat in 90 seconds after he hit the water.

In this case—admittedly unusual—the rescue boat was standing by at sea in an area of heavy training operations, saw the accident, and just barely missed catching the pilot as he floated
During the war Air-Sea Rescue was a Navy function with the Coast Guard—as a wartime part of the Navy—manning most of the installations. Navy control of the agency was dropped in July 1946, after the 1 Jan 1946 return of the Coast Guard to the Treasury Department, but the Navy was ordered in Alnav 351-46 (NDB 15 July) to continue to provide rescue facilities as required, and to continue full cooperation with the Coast Guard and other agencies in Search and Rescue.

Air-Sea Rescue, although it had been discussed and tentative steps toward it taken long before the war, was in fact a war development. The need for some efficient system of saving the lives of fliers forced down at sea was clearly shown in the Battle for Britain, when the few pilots of the RAF, fighting their desperate battle against the Luftwaffe, were shot down or forced down by engine failure or into the English Channel.

The British solution was to station air picket boats all through the channel, and, by trial and error methods rather than any deliberate planning, to work up adequate communications.

The percentage of pilots returned to active duty from dunkings, and the morale factor when pilots learned they had an excellent chance of being rescued even if they did go down, were so apparent that Air-Sea Rescue quickly was promoted from a comparatively haphazard activity to a highly organized, scientific agency.

The first British Air-Sea Rescue unit had been formed in May 1940, and by September 1941 a deputy directorate of air-sea rescue was established as a branch of the office of the British Directorate General of Aircraft Safety.

The value of Search and Rescue is clearly visible in some of the statistics gathered about its operation during the war. In the last 21 months of the war, for instance, nearly one-third of all the carrier-based airmen forced to make emergency landings at sea were rescued within 15 minutes of the time they hit the water. Figures like that are a potent factor in keeping up the morale of pilots. A further breakdown of figures for this same period shows that of 1,229 flying personnel in difficulty (for whom Search and Rescue facilities were available) 30.9 per cent were rescued within 15 minutes, 33.7 within one hour, and 28.7 within 24 hours.

The Air-Sea Rescue unit of the Western Sea Frontier, operating off the West coast of the U.S., saved over 80 lives in one four-month period of operation, saving 98 per cent of the survivors of all plane crashes off that coast.

With the end of the war, Search and Rescue has broadened its work. The use of the helicopter for this type of work is an example of development that has been almost entirely postwar. It was used for rescue work to some degree before the close of hostilities but most of the development has been since that time.

Widespread attention of the public press has been given the use of helicopters in rescuing downed and injured fliers in several accidents in Newfoundland and northern America, and in their experimental operations
with the recent Navy Antarctic expedition. It's quite probable that further developments in the helicopter—improving weight-carrying and distance qualities—will result in its incorporation as standard equipment in all Search and Rescue bases.

Another field in which techniques are improving rapidly is that of communications—one of the most important factors in swift, efficient rescue. It's obvious that if no one knows a plane is going down, the best of Search and Rescue facilities can do the fliers no good, and that if Search and Rescue does know of a plane in trouble but can't contact its components, that knowledge does no good.

The end of the war found Search and Rescue with excellent communications facilities. Specialized electronic gear had been developed for the express purpose of transmitting a traceable distress signal from a plane in trouble, and wartime use of the direction-finding networks had developed their inter-communications systems to high efficiency.

In the words of the Air-Sea Rescue Bulletin, the official organ of the Agency, "Today it is a vast efficient network which includes...a well organized communications system utilizing radio, radar, racon and loran..."

Of course, the greatest change since the end of the war has been the establishment of the internationally-provided ocean station vessels as mid-ocean points of reference and rescue. Ocean stations have been used since the early days of the war—as a matter of fact probably their first use was shortly after Pearl Harbor when planes not really adequate for the task were forced to make the long hop from the west coast to Honolulu. Ships then were placed along that route and were found to be highly efficient in aiding fliers.

All wartime station vessels, though, were military projects and as such had fulfilled their usefulness with the end of the war. The subsequent establishment of these vessels as a permanent measure by international agreement is certainly some kind of milestone on the path of cooperation between nations.

A word about the use of the terms "Air-Sea Rescue" and "Search and Rescue" in this article: the first, Air-Sea Rescue, was conceived in war and applied to the rescue of survivors from incidents peculiar to military operations. After the close of the war, however, authorities and agencies connected with the work selected "Search and Rescue" as a more definitive term and recommended that it be defined as... "The act of finding and returning to safety the survivors from an emergency incident."

This term in its broader concept applies to survivors of accidents to both planes and ships, which is true of the work of the organization.

Its motto might be "Lifesaving—anytime, anywhere."

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**NAVY BUILDS WORLD'S LARGEST CRANE**

A new crane, so huge its operators will use two-way radio to talk with ground crews, is being completed at the Naval Shipyard, San Francisco. The 450-ton crane is the largest in the world.

BuDocks reports the gigantic hoist—er will have a lifting capacity 100 tons greater than the largest ground or floating crane equipment in existence, including the 350-ton floating crane acquired from the German Navy after World War II (see ALL HANDS, March 1947, p. 21).

Incidentally, BuDocks, in describing the new crane, uses long, or 2,240-pound, tons.

The new crane stands 182 feet over its dock, operates along a 730-foot overhead runway of the bridge type, and its twin lifting devices can operate singly or together. Singly, each has a capacity of 245 tons.

Perhaps the neatest part of the design is the crane's ability to overcome "tide loading" problems. Hoist brakes are so designed that if the crane must remain rigged for a time to a load fastened onto a ship, the hoists will slip and pay out enough cable to lessen the strain as soon as a falling tide has increased the load to 170 per cent of the crane's rated load.

Communications between the operators' cabs and ground crews will be carried on by two-way radios in the cabs and walkie-talkies on the ground. The cabs will be located in the supporting towers, and will be of sloping glass-sided construction, similar to airport control towers.

The crane will lift a capacity load (450 tons) 78 1/2 feet over the water, and a single unit will lift its 245 tons at 130 1/2 feet over the water. The main hooks will travel from 25 feet below to 160 feet above mean water level, and auxiliary hooks will operate 35 feet below and 191 feet above the water.

Combined weight of the twin cranes is 1,593 tons; of the runway structure, 5,700 tons.

**MarCorps Reservists To Receive Training**

About 1,300 MarCorps Volunteer Reservists will receive two weeks' training this summer, assignments to training schools being restricted to those who volunteer, the Marine Corps announced.

Reservists living in the eastern U.S. will train at Quantico, Va., and Camp Lejeune, N. C.; those living in the western U. S. will go to Camp Pendleton, Calif.

Training for captains and lieutenants calls for approximately 80 hours of instruction. Primarily a refresher course, subjects include infantry, artillery, communications, tanks, amphibious tractors, engineering, intelligence, motor transport, ordnance and quartermaster.

Training for majors and above will be confined to general infantry and staff subjects. Second lieutenants who have not served on active duty as commissioned officers will receive a basic indoctrination course.

Enlisted Reservists will train with Organized Reserve units.
IT TOOK a world war for the destroyer to be recognized as a fighting ship. Although this speedy little fighter had been in existence for years, it was one type of warship of which the public knew little and cared less. It had been modestly referred to as a "torpedo boat destroyer" by naval architects, but its compressed fighting power had not been fully developed and proven.

At the height of the German U-boat warfare in World War I it became evident that the destructive tin can would be the Allies’ main defense against the deadly subs. With speed as its ally, the fleeting tin can assisted greatly in breaking the back of the German submarine warfare. Patrolling, dropping depth charges, and escorting convoys from port to port, the destroyers made the seas generally unhealthy for the U-boats. Eventually the fighting spirit of the Huns deteriorated to such an extent that the effectiveness of their submarine warfare became nil.

The Kaiser had no fear about the U. S. entry into the war, and cared less about American naval power. As far as the Germans were concerned, our entry into World War I would not help the Allies win. They calculated that their intensive submarine campaign would finish the Allies about 1 July or 1 August 1917. There wasn’t much hope for victory in the Allies’ camp either. The fear that Germany would win the war if the U-boat warfare could not be stopped was expressed by the British Admiral Lord Jellicoe to Rear Admiral William S. Sims, U.S.N., when Sims went to England to establish closer relations with the Allied naval forces.

In the spring of 1917 it was realized that something would have to be done—and done fast—to drive the German subs from the seas. At this time the British were losing from 800,000 to 900,000 tons of shipping per month. Such was the situation when the first force of American destroyers arrived in Queenstown, Ireland.

The Eighth Destroyer Division was the first group of our destroyers to receive orders to join the Allied Fleet in Queenstown. Sailing under sealed orders from Boston on 24 April 1917, the division commander, Comdr. Joseph K. Taussig, U.S.N., knew only that he was going on an extended trip. Fifty miles out at sea he learned of the destination of his “extended trip.”

The secret orders were signed by Secretary of the Navy Josephus Daniels and ordered the destroyer division to proceed to Queenstown, Ireland, where they arrived on the morning of 4 May 1917. This force was composed of USS Wadsworth, flagship of Comdr. Taussig, U.S.N.

CHEVRONS for overseas service were displayed on the funnels of American ships participating in World War I.
ROUGH and rugged was the weather encountered by the flush deck tin cans when they were hunting and destroying the destructive U-boats of the Kaiser's fleet.

Conyngham, Porter, McDougal, Davis, and the Wainwright.

Although nothing had been released in the press by the English or Americans, word of the arrival of the American destroyers had somehow gotten around, and the American sailors were given a rousing welcome by the citizens of Queenstown.

Upon arrival, the division commander, Comdr. Taussig, reported to the British admiral commanding in Irish waters, Vice Admiral Sir Lewis Bayly. The gruff admiral, being a man of action and few words, bluntly asked Taussig when the American destroyers would be ready to go to sea.

There is no type of ship that is so chronically in need of overhauling after a sojourn at sea as the destroyer, and although well knowing that some of his ships could stand patching up, Comdr. Taussig promptly replied:

"We are ready now, sir!"

Naturally the admiral was pleased with the spirit indicated by the American, and he gave them four days for repairs and liberty before sending them out to sea.

For the first month or six weeks, our destroyers spent practically all their time on patrol duty in the waters around the Irish coast. On these patrol runs each destroyer was assigned an area of 30 square miles, and was required to keep within the allotted area unless, of course, it was pursuing an enemy submarine.

The patrol area around Queenstown was 25,000 square miles, and only about four or five British destroyers usually patrolled this area prior to the arrival of the first American destroyer flotilla. The American destroyers were built with the widest possible cruising radius, and because of this, British destroyers were withdrawn to operate chiefly in the home coastal waters of the British Isles.

Admiral Bayly's orders were for the American destroyers to comb the seas in constant search for treacherous U-boats for periods of six days, two days rest before returning to the job, and five days about once a month for general overhaul and boiler cleaning. The three imperative duties of the destroyers were, in order named: First, to destroy submarines; second, to convoy and protect merchant shipping; and third, to save the lives of the passengers and crews of torpedoed ships.

The second of our destroyer flotillas to reach Queenstown consisted of six ships and arrived on 17 May 1917. Thereafter, until the first week in July a new destroyer division arrived every week to take part in combating the U-boat warfare. By 5 July 34 American destroyers had arrived in European waters. To keep this force in shape and in constant readiness, we had sent over two destroyer tenders, uss Melville and uss Dixie.

At the time the first group of American destroyers arrived in Ireland, Germany's submarine campaign had reached its peak. The situation was precarious. Ships were being sunk faster than they could be replaced, and our side's lines of communication were being cut. No longer did the Allies rule the sea. That week, as the result of U-boat warfare, 240,000 tons of Allied shipping had been sunk, and if the destruction had kept up at that rate, an early German victory would have been imminent. The use of the convoy system had been thought of, but was not immediately placed into effect.

The adoption of the convoy system to fight the menace of submarine warfare was nothing new when used in World War I. As early as the 13th century, merchant ships of the Hanseatic League had used the convoy system in order to protect their shipping against the pirates that lurked constantly in the Baltic Sea.

However, the reason for Britain's not adapting the convoy system earlier was because of the opposition from the skippers of the merchant ships. They strongly contended that a group of merchant ships could not maneuver as quickly and effectively as could naval ships to which convoy...
maneuvering was second nature. They argued that the Allies would lose more ships by collisions than by the U-boat destruction.

When the situation became desperate it was finally decided to have a trial convoy sail from Gibraltar to England, and the success of this convoy convinced the British Admiralty and merchantmen that the adaptation of the convoy system, coupled with the effectiveness of the destroyers, was their long-awaited answer to combat and destroy the submarine menace. By using the destroyer and the convoy system the world was saved from the terrors that would have been inflicted upon it had the submarine warfare at sea brought about a victory for the Kaiser and his henchmen.

The convoy system was formally adopted in the latter part of May, but was not effectively put into use until August or September 1917.

The destroyers' job in escorting convoys was of tremendous importance. Unlike what most people thought, the Germans did not destroy and sink ships because of the material and manpower carried aboard their victims. Their paramount objective in destroying Allied ships was the tonnage of shipping. By destroying more tonnage than we could build, they would eventually cut our lines of communications and could have forced the Allies into an early defeat.

Thus, the job of our destroyers was of tremendous magnitude. To say that our tin can destroyers did their job is an understatement—4.0 plus is a far better description.

To seek out and find the U-boats was a tough job for our tin cans of World War I. Yet, without the aid of such highly developed instruments as radar and sound gear, our destroyers went out and made 258 attacks on the enemy subs.

One of the quickest and most effective encounters with a U-boat was fought by USS Fanning and USS Nicholson on 17 November 1917 while escorting a convoy into a British port. At 1610, the lookout of the Fanning spotted a tiny periscope close aboard a British merchant ship, about 400 yards away. With full speed ahead, the Fanning bore down on the U-boat, and when directly over it dropped a depth charge that caused such a concussion it made the sub practically unmanageable by wrecking the motors, jamming the diving rudders, and breaking the oil leads.

Leaving her station, the Nicholson followed the Fanning in attacking, and while approaching, the conning tower appeared. While dropping a depth charge alongside the sub, the Nicholson fired her stern gun. The sub's bow shot up in the air, plainly revealing its torpedo tubes. She was badly damaged and began settling by the stern. It looked very much like she was finished and sinking. However, the Germans blew the ballast tanks, and in escaping the horrible death that awaited them below, the sub rose to the top.

It was the U-58. The Fanning opened fire immediately with her forward gun. As the third shot was fired the hatch on the conning tower opened, and out popped the German skipper closely followed by his crew who, upon reaching the deck shouted in unison: "Kamerad! kamerad! kamerad!"

The short battle had ended at 1628, only 18 minutes after the first contact with the German sub. The Fanning cautiously approached the defeated U-boat, and the Nicholson stood by with her 4-inch guns trained upon the unhappy Germans, ready to blast them out of the water at the first sign of a false move. While preparations were made to take the crippled submarine in tow, two of her crew disappeared below to perform a duty that was so characteristic of defeated German sailors. They opened the seacocks and scuttled their ship.

The submarine sank, the Germans jumped into the water and swam for the Fanning. Heaving lines were thrown to them, and four officers and 25 men were made prisoners.

Unlike the treatment that the Germans usually gave to their prisoners aboard USS Fanning. Germans scuttled effective sub battles of World War I.

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of war, the tin can sailors gave their prisoners plenty of hot coffee, sandwiches and cigarettes, an item on the hard-to-get list in the Fatherland.

The Jacob Jones was the first American destroyer to be sunk in World War I. (Ironically enough, her namesake (DD 130) suffered the same fate, being the first destroyer sunk in World War II.) The "Jake" was proceeding alone on 6 December 1917 from Brest to Queenstown when a lurking U-boat fired a torpedo which struck the fuel-oil tanks and exploded. The ship settled aft immediately, and desperate attempts were made to put the depth charges on "safe," but in vain. Within eight minutes the ship went down, and as it slipped into its watery grave the depth charges exploded, killing many men in the vicinity.

One of the most well-remembered men among the swaggering, go-get-'em tin can sailors of World War I was Gunner's Mate Osmond K. Ingram, who served in uss Cassin.

On patrol duty on 15 October 1917, the Cassin sighted a submarine about four miles away. In accordance with well-established tin can tradition, the Cassin bore down upon the enemy with full speed. However, when about 400 yards away from its objective the Cassin spotted a deadly torpedo heading straight for midship.

Ingram saw the onrushing missile, and realized that if the torpedo should hit the stern of the ship it would set off and explode the many ashcans (depth charges) stowed about the after deck.

Quickly leaving his station at the stern gun he ran aft and began stripping the depth charges and releasing them overboard. When the torpedo struck the ship Ingram was blown to pieces, but he had helped to save his ship.

Although the Cassin could only maneuver with the aid of her engines, she zigzagged to and fro to avoid being struck a second time. In about an hour, the U-boat skipper brought his ship to surface, and was promptly met by a salvo from the stricken ship. That proved to be enough for the Hun and he disappeared safely into Neptune's domain.

The part played by the destroyers in the first global war remains unchallenged. Once the ugly duckling of the Navy, the destructive tin can became a hero of World War I. Never before in the history of naval warfare had one group of ships been called upon to perform so many diversified duties as had the destroyer.

The magnificent striking power possessed by the tin cans was well explained when a British naval officer commented to an American that he preferred their destroyers to ours.

"Yours seem to me rather feminine in appearance," said the Briton.

"Yes," replied the American, "that's so, but you must remember what Kipling says, 'The female of the species is more deadly than the male.'"

OKLAHOMA SINKS ON LAST VOYAGE

Some 3,000 blue Pacific fathoms closed over the hull of the old uss Oklahoma, and the battleship that won renown at Pearl Harbor found an honorable resting place. The hull sank 540 miles northeast of Pearl Harbor, while she was under tow to a West Coast junkyard.

Oklahoma was commissioned in 1916, sister ship of the Nevada. They were the first exclusively oil-burning battleships. The Oklahoma was equipped with reciprocating engines, the Nevada turbines.

Jap torpedoes sent Oklahoma to the bottom of Pearl Harbor 7 Dec 1941. The Navy planned originally to raise her and fit her to fight again, as was done with the Nevada, Maryland, Tennessee, West Virginia, Pennsylvania and California. But the Oklahoma, it turned out, was beyond economic repair.

She rode out the war at a Pearl Harbor dock, reminder to the grim ships that daily slipped in and out of that bane of the infamy of Pearl Harbor Day.

Stripped of guns and all superstructure but turrets, Oklahoma set out from Pearl under tow, her hull apparently watertight. She began to list heavily one afternoon, six days out, and she went down like a stone that night. No one was aboard the hulk at the end.

An unscheduled test of the durability of U. S. submarines occurred off New London, Conn., when uss Torsk (SS 423), in a shallow dive, was run over by uss Johnston (DD 821) while both vessels were on routine maneuvers.

Torsk's conning tower punched a very small hole in the Johnston's hull and the submarine sustained some damage. There were no personnel casualties and both vessels were able to return to port under their own power, Torsk to New London and Johnston to Newport, R. I.
DECORATIONS, MEDALS AND RIBBONS

A summary of the regulations governing the issuance and wearing of awards now designated for naval personnel

(For specific instructions on individual medals, see BuPers Manual.)

Since the Government presented a medal to George Washington in 1776, to commemorate the evacuation of Boston by the British, decorations and ribbons have become firmly established in U.S. military tradition.

Decorations, medals and ribbons represent the thanks of the nation for services rendered in its honor. They commemorate entire wars, single campaigns, individual action and group and personal heroism.

The wearing of decorations upon the uniform is a privilege and honor reserved to the military man. Like the uniform, they are worn with pride. And, like the uniform, they must be worn correctly to have true meaning.

In these pages will be found a summary of the existing U.S. medals, decorations and ribbons, together with some foreign decorations, which may be awarded to naval personnel. Significance of the decorations is defined, and general regulations governing their award are stated. Included, also, is a transcript of the new Chapter XII, Uniform Regulations, which outlines in detail the proper wearing of decorations, medals and ribbons. There is, too, a full-color picture of the awards made to naval personnel, in the order of their precedence and appearing as they should when worn.

MEDAL OF HONOR

AWARDED TO: Any person who, while in the naval service of the United States, shall, in action involving actual combat with the enemy, or in the line of his profession, distinguish himself conspicuously by gallantry and intrepidity at the risk of his life above and beyond the call of duty and without detriment to the mission. Awarded for combat action only.

TIME LIMITS FOR RECOMMENDATIONS OR AWARDS: Must be issued within 5 years from date of distinguished act, and recommended within 3 years of act or service.

GRATUITY: $2 per month from date of distinguished act—to enlisted men only.

AUTHORIZED BY: Act of 4 Feb 1919.

Distinguished Service Medal

(Width of actual medal: 1½ inches)


LEGION OF MERIT

AWARDED TO: Personnel of the armed forces of the United States and the Philippines; and personnel of the armed forces of friendly foreign na-
tions who, since 8 Sept 1939, shall have distinguished themselves by exceptionally meritorious conduct in the performance of outstanding services. For United States Armed Forces, the Legion of Merit is awarded without reference to degree, and for this purpose the medal and ribbon of the fourth degree is used. Others are awarded the Legion of Merit in four different degrees—Chief Commander, Commander, Officer, and Legionnaire. Awarded for combat or noncombat action.

Gratuity: No gratuity provided.


DISTINGUISHED FLYING CROSS

Awarded to: Any person who, while serving in any capacity while serving with the Air Corps of the Army, National Guard and Organized Reserves, or with United States Navy, Marine Corps, or Coast Guard, subsequent to 6 Apr 1917, has distinguished himself by heroism or extraordinary achievement while participating in an aerial flight. Members of military, naval, or air forces of foreign governments while serving with the United States are also eligible. Awarded for combat or noncombat action.

Time limits for recommendations or awards: Must be issued within 5 years from date of distinguished act or service, and be recommended within 3 years of act or service, except when awarded in lieu of a letter of commendation previously awarded for heroism.

Gratuity: $2 per month from date of distinguished act, subsequent to 6 Dec 1941. Retroactive cases to be decided later.


BRONZE STAR MEDAL

Awarded to: Any person who, while serving in any capacity with the Army, Navy, Marine Corps, or Coast Guard of the United States on or after 7 Dec 1941, distinguishes himself by heroism or meritorious achievement or services not involving participation in aerial flights in connection with military or naval operations against the enemy of the United States.

Gratuity: No gratuity authorized.

Authorized by: Executive Order No. 9419 of 4 Feb 1944.

AIR MEDAL

Awarded to: Any person who, while serving with Army, Navy, Marine Corps, or Coast Guard of the United States, in any capacity, subsequent to 8 Sept 1939, distinguishes himself by meritorious achievement while participating in an aerial flight. Awarded for combat or noncombat action.

Gratuity: No gratuity authorized.


COMMENDATION RIBBON

All personnel of the Navy, Marine Corps, and Coast Guard who received an individual Letter of Commendation signed by the Secretary of the Navy, Commander-in-Chief United States Fleet, Commander-in-Chief Pacific Fleet, or Commander-in-Chief Atlantic Fleet for an act of heroism or services performed between 6 Dec 1941 and 11 Jan 1944 are authorized to wear the Commendation Ribbon. All personnel of the above services who subsequent to 11 Jan 1944 shall have received such a commendation signed by the Secretary of the Navy or other delegated authorities, are authorized to wear the Commendation Ribbon, provided such letter of commendation contains in the text such authorization, signifying the desire of the issuing officer to accord the privilege.

Gratuity: No gratuity authorized.

Authorized by: Alnav 11 of 11 Jan 1944.

PURPLE HEART MEDAL

Awarded to: Persons wounded in action against the enemy of the United States, while serving with the Navy, Marine Corps, or Coast Guard of the United States, or as a result of act of such enemy, if wound necessitated treatment by medical officer. Also awarded posthumously to the next of kin of service personnel killed in action or who die as a direct result of wounds received in action against an enemy of the United States, or as a result of an act of such enemy. For the purpose of awarding the Purple Heart, a wound is defined as an injury to any part of the body from an outside force, element, or agent sustained as the result of a hostile act of the enemy or while in the face of the enemy. Awarded for combat action only.

Gratuity: No gratuity authorized.


SPECIALY MERITORIOUS MEDAL

No longer issued

Awarded to: Officers and men of the Navy and Marine Corps who rendered specially meritorious service other than in battle, during the War with Spain. Awarded for noncombat action only.

Gratuity: No gratuity authorized.

Authorized by: Act of 3 Mar 1901.

PRESIDENTIAL UNIT CITATION

Awarded to: Any ship, aircraft or
NAVAL UNIT COMMENDATION

Awarded by the Secretary of the Navy to any ships, aircraft, detachment or other unit in the Naval service of the United States for outstanding performance in action against the enemy, but not sufficient to justify the award of the Presidential Unit Citation; or for extremely meritorious service not in combat, but in support of military operations.


LIFE SAVING MEDALS

Awarded by the Treasury Department

Gold Life-saving Medals may be awarded to persons who, in extreme and heroic daring, have endangered their lives in saving or endeavoring to save lives from the perils of the sea in waters over which the United States has jurisdiction, or upon American vessels.

Silver Life-saving Medals may be awarded to those persons who, in cases not sufficiently distinguished to deserve the gold medal, have endangered the lives in saving or endeavoring to save lives from the perils of the sea in waters over which the United States has jurisdiction, or upon American vessels.

EVIDENCE REQUIRED: The saving of life or giving of succor does not in itself entitle a person to a medal. The medals can be given in only those instances in which exceptional bravery has been displayed or in which unusual effort or some great personal sacrifice has been made. The saving of persons from drowning in waters wholly within a State and not forming navigable waters of the United States or in small inland streams, ponds, pools, etc., does not entitle rescue to medals.

EVIDENCE REQUIRED: Satisfactory evidence of the services performed must be filed in each case. This evidence should be in the form of affidavits made by eyewitnesses of good repute and standing testifying of their own knowledge. The opinion of witnesses that the person for whom an award is sought impelled his life or made signal exertions is not sufficient, but the affidavits must set forth in detail all facts and occurrences tending to show clearly in what manner and to what extent life was risked or signal exertions made, so that the Department may judge for itself as to the degree of merit involved. The precise locality, whether within the waters over which the United States has jurisdiction or upon an American vessel, the date, time of day, nature of the weather, condition of the sea, the names of all persons present when practicable and all persons rendering assistance, and every pertinent circumstance should be stated.

To whom Recommendations are Addressed: Recommendations for life-saving medals to be awarded under the provisions of these regulations will be addressed to the Secretary of the Navy, who will take appropriate measures to cause their transmission to the Secretary of the Treasury. Recommendations and affidavits to be submitted in duplicate; the original to be forwarded by the Navy Department to the Secretary of the Treasury, and copy to be retained for the Navy Department files.

NAVAL RESERVE SPECIAL COMMENDATION RIBBON

This ribbon is awarded to those officers of the Organized Reserve who have officially commended in a meritorious manner for a period of 4 years between 1 Jan 1930 and 31 Dec 1941, an organized unit or division (not part of a battalion) of the Navy Reserve, or an organized battalion or squadron of the Marine Corps Reserve, and have had a total service in the Reserve of not less than 10 years.

AUTHORIZED BY: Alnav 180 of 16 Apr 1946.

GOOD CONDUCT MEDALS

Good Conduct Medals and pins will be issued by the Bureau of Naval Personnel. A medal will be issued as the first award. A pin, to be worn on the suspension ribbon of the medal will be issued for each subsequent award. A bronze star three-sixteenths (3/16) of an inch in diameter shall be worn on the ribbon bar of the medal for each pin awarded. The wearing of the ribbon bar and of bronze stars thereon will be authorized by commanding officers upon fulfillment of the necessary requirements, appropriate entries to that effect will be made on page nine of the service record, and recommendations for issuance of the medal or pin will be forwarded to the Bureau.

1. Eligibility requirements for active service terminating on or after 15 Aug 1945:
   (a) Service—Regular Navy.
      (1) For first enlistment or minority enlistment, and if extended for the (2) years, the last four (4) years in lieu thereof, may be considered provided first period of service would have terminated with an honorable discharge.
      (2) For second or subsequent enlistment or extensions of 3 or 4 years.
      (3) For a total of four (4) years served in extension of an enlistment.
   (4) In a six (6) year enlistment, for the first three (3) years and also for remaining period of the enlistment, provided enlistment terminates with an honorable discharge.
      (5) Service in extensions of one (1) or two (2) years (except as indicated in (1) and (3) above) or for enlistments terminated prior to expiration (except when discharged for convenience of the Government within 3 months of expiration of enlistments) will not be considered for good conduct awards.
   (b) Conduct—All classes.
      Within any one of the above periods, a clear record (no offense or qualifying remarks entered in service record), and with a final average of 3.5 in proficiency in rating. No person shall be deprived of a medal or pin because of disciplinary action taken prior or subsequent to one of the above periods, except by conviction for an offense committed in a prior enlistment in which a medal or pin had been previously held to have been earned but not bestowed.

3. For service terminating prior to 1 July 1931, good conduct awards will be made in accordance with the requirements as to marks and recommendations in effect at the time of the period of service under consideration and in accordance with service requirements as follow:
   (a) Prior to 3 Mar 1899; for second
enlistment under continuous service.

(b) From 3 Mar 1899 to 28 Sept 1914, both dates inclusive; for eight (8) years' continuous service. From 27 Aug 1912 to 29 Sept 1914, first enlistment was terminated with honorable discharge by reason of expiration of enlistment. Continuous service is not required.

(2) For a second enlistment changed to duration of war; and for an extension of four (4) years (or extensions aggregating four (4) years) changed to duration of war under AlNav 196 of 11 July 1919, provided that a prior enlistment shall have been terminated with honorable discharge, and further provided that said extension shall have been an extension of an enlistment ending between 3 Feb 1917 and 11 Nov 1918.

(3) For honorable discharge from not less than 2 years service in the Regular Navy, following transfer from the United States Naval Reserve, under 11 July 1916, for the purpose of completion in the Regular Navy of the period of enrollment, provided that a prior enlistment shall have been terminated with honorable discharge. Continuous service is not required.

(4) For an extension of four (4) years or extensions aggregating four (4) years, provided basic enlistment would have been terminated with honorable discharge.

(d) For service terminating on or after 1 July 1921:

(1) For first enlistment or for minority enlistment, provided the enlistment is extended or upon reenlistment within three (3) months.

(2) For first enlistment if honorably discharged from service begun in the Naval Reserve Force, and continued in the Regular Navy by transfer, provided that the service in the Navy is of not less than 2 years duration and that reenlistment is under continuous service.

(3) For a second or subsequent enlistment, previous enlistment having terminated with honorable discharge. Continuous service is not necessary.

(4) Upon discharge from an extension of four (4) years (or a total of four years in a first or other enlistment, provided that basic enlistment would have terminated with a honorable discharge.

(5) For a constructive enlistment of four (4) years (or three (3) years and nine (9) months) active duty in the Regular Navy and continued in the Naval Reserve (classes F-3, F-4, or F-5), or where a retired man is recalled and completes not less than three (3) years and nine (9) months active duty.

(e) Good Conduct awards are made to those who enlisted or who reenlisted on or after 7 Apr 1917; upon the date of the execution of oath of first permanent commission or warrant in the Navy of those officers who shall have served a total of not less than three (3) years and nine (9) months in enlisted and either commissioned or warrant officers.

AUTHORIZED BY: Directive of SecNav, 17 Feb 1870.

NAVAL RESERVE MEDAL

The Naval Reserve Medal may be awarded by the Chief of Naval Personnel to any officer or enlisted man of the Naval Reserve who completes, or has completed, 10 years' honorable service in the Naval Reserve, Naval Reserve Force, or Naval Volunteers, or federally recognized Naval Militia in an active-duty or inactive-duty status; and for each additional 10 years of such honorable service, a bronze star may be worn on the ribbon.

In time of war or national emergency, members of the Naval Reserve shall not become eligible for award of a Naval Reserve Medal until they report for active duty.

Application for the medal shall be submitted via the commanding officer if the applicant is on active duty; otherwise application may be made directly to the Chief of Naval Personnel. The application, in letter form, must state the period or periods of service upon which the application for the medal and the authority to wear the bronze star (if entitled) is based.

The commanding officer shall state in his forwarding endorsement whether or not the applicant's service has been honorable in his present assignment.

Present holders of the Naval Reserve Medal are authorized to wear bronze stars, to which entitled, without specific authorization.

AUTHORIZED BY: SecNav, 12 Sept 1938.

MEDAL COMMEMORATING THE BATTLE OF MANILA BAY (DEWEY MEDAL)

This medal is issued to the officers and men of the ships of the Asiatic Squadron of the United States Navy under the command of Commodore George Dewey on 1 May 1898. These ships are listed in change 13 of Part A, Chapter 1, of the Bureau of Naval Personnel Manual of 1925. (Act of 3 June 1898.)

MEDAL COMMEMORATING NAVAL ENGAGEMENTS IN THE WEST INDIES (SAMPSON MEDAL)

This medal is issued to officers and men of the Navy and Marine Corps who participated in the naval and other engagements in the waters of the West Indies or on the shores of Cuba during the War with Spain, deemed by the Secretary of the Navy to be of sufficient importance to deserve commemoration. (Act of 3 Mar 1901.)

PEARY POLAR EXPEDITION MEDAL (1908-1909)

This medal was established for award to certain individuals in recognition of their efforts and services as members of the Peary Polar Expedition of 1908-1909, in the field of science and for the cause of Polar exploration by aiding in the discovery of the North Pole by Admiral Peary.

AUTHORIZED BY: Act of Congress approved 28 Jan 1944.

MEDAL COMMEMORATING THE FIRST TRANSATLANTIC FLIGHT IN THE U. S. NAVAL FLYING BOAT "NC-4" IN MAY 1919

This medal was established for award to members of the NC-4 for the extraordinary achievement in making the first successful transatlantic flight in the United States naval flying boat NC-4 in May 1919. (Act of 9 Feb 1929.)

MEDAL COMMEMORATING THE BYRD ANTARCTIC EXPEDITION OF 1928-30

This medal was established for award to the officers and men of the Byrd Antarctic Expedition to express the high admiration in which the Congress and the American people hold their heroic and undaunted services in connection with the scientific investigations and extraordinary aerial explorations of the Antarctic Continent. (Act of 23 May 1930.)

MEDAL COMMEMORATING THE SECOND BYRD ANTARCTIC EXPEDITION OF 1933-35

This medal was established for award to the deserving personnel of the Second Byrd Antarctic Expedition that spent the winter night at Little America or who commanded one of the expedition ships throughout the expedition, to express the high admiration in which the Congress and the American people hold their heroic and undaunted accomplishments for science, unequaled in the history of Polar exploration. (Act of 2 June 1936.)

UNITED STATES ANTARCTIC EXPEDITION MEDAL (1939-41)

This medal was established for award to the members of the United States Antarctic Expedition of 1939-41 in recognition of their valuable services to the Nation in the field of Polar exploration and science.


SERVICE MEDALS

CIVIL WAR MEDAL

This medal is issued to officers and enlisted men of the Navy who served in the Navy during the Civil War, between 15 Apr 1861 and 9 Apr 1865.

EXPEDITIONARY MEDAL (Navy and Marine Corps, initial award 1874)

The medal will be awarded to the officer and enlisted men of the Navy and Marine Corps who shall have actually landed on foreign territory
and engaged in operations against armed opposition, or operated under circumstances which, after full consideration, shall be deemed to merit special recognition and for which service no campaign medal has been awarded.

No person in the Navy or Marine Corps service is entitled to more than one Expeditionary Medal (either Navy or Marine Corps). Participation in more than one expedition will be recognized by the issue of bronze stars (one star for each expedition in excess of one), to be worn on the ribbon of the Expeditionary Medal.

All officers and men of the Navy and Marine Corps who, under the above-mentioned conditions, took part in certain authorized operations listed in the Bureau of Naval Personnel Manual between the dates designated, may submit to the Chief of Naval Personnel or the Commandant, United States Marine Corps, respectively, through official channels, applications for the above medal. The applications should include the names and dates of the expeditions and a statement to the effect that the applicant actually served ashore as a member of a landing party during the period for which the medal is claimed.

Naval and Marine Corps personnel who served in the defense of Wake Island 7 Dec to 22 Dec 1941, will wear a Silver "W" on the service ribbon of the appropriate Expeditionary Medal.

SPANISH CAMPAIGN MEDAL
This medal is issued to all persons who were in the naval service between 20 Apr 1898 and 10 Dec 1898.

PHILIPPINE CAMPAIGN MEDAL
This medal is issued to officers and enlisted men of the Navy who served in the Navy in Philippine waters during the period 4 Feb 1899 and 15 Sept 1906 and were attached to certain vessels between designated dates.

CHINA RELIEF EXPEDITION (1900-1901)
This medal is issued to officers and enlisted men of the Navy who served in the Navy in Chinese waters during the period 5 Apr 1900 to 27 May 1901 and were attached to certain vessels between designated dates.

CUBAN PACIFICATION MEDAL
This medal is issued to all officers and enlisted men of the Navy who served in Cuba during the period 12 Sept 1906 to 1 Apr 1909, or who were attached to certain vessels between designated dates.

NICARAGUAN CAMPAIGN MEDAL (1912)
This medal is issued to officers and enlisted men of the Navy and Marine Corps who served in Nicaragua or on board certain vessels during the period 29 July to 14 Nov 1912.

MEXICAN SERVICE MEDAL
This medal is issued to all officers and enlisted men of the Navy and Marine Corps who served on shore at Vera Cruz from 21 Apr to 23 Apr 1914 or on board certain vessels between designated dates.

HAITIAN CAMPAIGN MEDAL (1915)
This medal is issued to any officer or enlisted man of the Navy or Marine Corps who served in Haiti during the period 9 July to 6 Dec 1915, or any part of such period; also officers and enlisted men who were attached to certain vessels between designated dates.

DOMINICAN CAMPAIGN MEDAL
This medal is issued to commemorate the services performed by the personnel of the Navy and Marine Corps during the operations in Santo Domingo from 5 May to 4 Dec 1916; also the officers and enlisted men who were attached to certain vessels between designated dates.

VICTORY MEDAL (World War I)
This medal is issued to all persons in the naval service who served on active duty between 6 Apr 1917 and 11 Nov 1918 who served in the naval service on or after 12 Nov 1918, and prior to 30 Mar 1920, and served not less than 10 days on shore in northern Russia or Siberia or who were attached to one of the following vessels: Albany, Brooklyn, Des Moines, Eagle No. 1, Eagle No. 2, Eagle No. 3, New Orleans, Sacramento, South Dakota, or Yankton.

A service clasp with the duty inscribed thereon, to be worn on the ribbon of the medal, will be authorized for each person who performed certain duties between designated dates. A bronze star, three-sixteenths of an inch in diameter, will be placed on the service ribbon in lieu of clasp authorized. When any person has been commended as the result of the recommendation of the board of awards by the Secretary of the Navy for performance of duty not justifying the award of a Medal of Honor, a Distinquished Service Medal, or a Navy Cross, he shall wear a silver star for each such citation.

A bronze Maltese cross, three-sixteenths of an inch in diameter, will be placed on the service ribbon for those officers and men of the Marine Corps and anyone of the United States Navy, who were attached to the American Expeditionary Forces in France any time between 6 Apr 1917 and 11 Nov 1918, and who are not entitled to any clasp.

ARMY OF OCCUPATION OF GERMANY MEDAL (1918-23)
The act of 21 Nov 1941 provides: "That the Secretary of War is hereby authorized and directed to procure and issue Army of Occupation of Germany Medal of appropriate design, including suitable appurtenances, to be issued to each officer and enlisted man of the armed forces, or to the nearest of kin surviving of those deceased, who served in Germany or Austria-Hungary during the period of occupation at any time during the inclusive period from 12 Nov 1918 to 11 July 1923: Provided, That such medals and appurtenances shall not be issued in cases where the persons, during or subsequent to such service, were dismissed or discharged other than honorably from the service, or deserted."

Qualification for the Army of Occupation of Germany Medal is service ashore in Germany or Austria-Hungary between 12 Nov 1918 and 11 July 1923. A member of the naval service attached to and serving on board a vessel of the United States Navy in a port of Germany or Austria-Hungary is not entitled to this medal unless he was detached from the ship for temporary duty ashore by competent authority.

HAITIAN CAMPAIGN MEDAL (1919-20)
This medal will be issued to the officers and men of the Navy and Marine Corps who participated in the operations in Haiti from 1 Apr 1919 to 15 June 1920, and any officer or enlisted man of the Navy or Marine Corps who served in Haiti during this period is entitled to this medal, as are also the officers and enlisted men who were attached to certain vessels between designated dates.

SECOND NICARAGUAN CAMPAIGN MEDAL
This medal is issued to commemorate the services performed by the personnel of the Navy and Marine Corps during the operations in Nicaragua between 27 Aug 1926 and 2 Jan 1928.

The award will be made to the officers and enlisted men of the Navy and Marine Corps who served on shore in Nicaragua between the dates mentioned, and to the officers and enlisted men who were attached to and serving on board the vessels listed in the Bureau of Naval Personnel Manual between the dates designated.

YANGTZE SERVICE MEDAL
This medal is issued to commemorate the services performed by the personnel of the Navy and Marine Corps who served on shore in China or in the valley of the Yangtze River in a landing force during the periods between 3 Sept 1926 and 21 Oct 1927; and from 1 Mar 1930 to 31 Dec 1932; and also by the officers and enlisted men who were attached to the vessels listed in the Bureau of Naval Personnel Manual between the dates designated.

CHINA SERVICE MEDAL
This medal is issued to commemorate the services performed by the personnel of the Navy and Marine Corps during operations in China from 7 July 1937 to 3 April 1943. The award will be made to the officers and enlisted men who participated in...
these operations and to the officers and enlisted serving on board the vessels listed in the Bureau of Naval Personnel Manual between the dates designated. The period of eligibility for this medal has been extended to include service in China from 2 Sept 1945 to a date to be determined later. Ships and units eligible under the extension will be published in a forthcoming General Order.

**AMERICAN DEFENSE SERVICE MEDAL**

This medal will be awarded to all persons in the naval service who served on active duty between 8 Sept 1939 and 7 Dec 1941, both dates inclusive.

Naval Reserve personnel on training duty under orders must have served at least 10 days in such duty. Persons ordered to active duty for physical examination and subsequently disqualified are not entitled to this award.

A service clasp, “Fleet” or “Base,” is authorized to be worn on the ribbon of the medal by each person who performed duties as set forth below. No person is entitled to more than one such clasp.

(a) Fleet.—For service on the high seas while regularly attached to any vessel or aircraft squadron of the Atlantic, Pacific, or Asiatic Fleets; to include vessels of the Naval Transportation Service and vessels operating directly under the Chief of Naval Operations.

Reserve officers ordered to ships of the fleet for training duty (cruise) and officers serving on board ships for temporary additional duty from shore stations are not considered “regularly attached” and are not entitled to the fleet clasp.

(b) Base.—For service on shore at bases and naval stations outside the continental limits of the United States.

Duty in Alaska is considered outside the continental limits of the United States.

A bronze star, three-sixteenths of an inch in diameter, will be worn on the service ribbon in lieu of any clasp authorized.

A bronze “A” will be worn on the service ribbon by personnel of vessels attached to and operating with the Atlantic Fleet in actual or potential belligerent contact with the Axis forces at any time between 22 June 1941 and 7 Dec 1941. See list of vessels with dates eligible in the Bureau of Naval Personnel Manual.

**AREA CAMPAIGN MEDALS**

American, European-African-Middle Eastern and Asiatic-Pacific campaign medals

These medals may be awarded to members of the land and naval forces of the United States, including the Women’s Reserve of the United States Naval Reserve, and to members of the Women’s Army Auxiliary Corps whose service during periods designated below under the appropriate medals meets the requirements set forth in the Bureau of Naval Personnel Manual.

For the purposes of this order, the Territory of Alaska shall be considered as outside the continental limits of the United States.

The geographical definitions of the respective areas are defined as follow:

**American Area**

(7 Dec 1941 to 2 Mar 1946, both dates inclusive)

*East Boundary*: From the North Pole, south along the 75th meridian west longitude to the 77th parallel north latitude, thence southeast through Davis Strait to the intersection of the 40th parallel north latitude, and the 35th meridian west longitude, thence south along that meridian to the 10th parallel north latitude, thence northeast to the intersection of the Equator and the 20th meridian west longitude, thence along the 20th meridian west longitude to the South Pole.

**East Boundary**: Coincident with the east boundary of the American area.

**European-African-Middle Eastern Area**

(7 Dec 1941 to 2 Mar 1946, both dates inclusive)

*East Boundary*: From the North Pole, south along the 60th meridian east longitude to its intersection with the eastern border of Iran, thence south along that border to the Gulf of Oman and the intersection of the 60th meridian east longitude, thence south along the 60th meridian east longitude to the South Pole.

*West Boundary*: Coincident with the west boundary of the American area.

**Asiatic-Pacific Area**

(7 Dec 1941 to 2 Mar 1946, both dates inclusive)

*East Boundary*: From the North Pole, south along the 60th meridian east longitude to its intersection with the eastern border of China, thence south along that border to the South China Sea and the intersection of the 180th meridian east longitude, thence south along that meridian to the South Pole.

*West Boundary*: Coincident with the west boundary of the European-African-Middle Eastern area.

**WORLD WAR II VICTORY MEDAL**

This medal may be awarded to members of the armed forces of the United States or of the Government of the Philippine Islands who served on active duty in World War II at any time between 7 Dec 1941 and 31 Dec 1946, both dates inclusive.

**NAVAL OCCUPATION SERVICE MEDAL**

This medal may be issued to personnel of the Navy, Marine Corps, and Coast Guard who shall have participated in the occupation of certain territories of the enemies of the United States during World War II. Regulations governing this award relative to areas, organizations, units, ships, and personal eligibility will be promulgated in a Navy Department General Order at a later date.

**PHILIPPINE DEFENSE RIBBON**

This ribbon was established by the Philippine Commonwealth and authorized to members of the Armed Forces of the United States who participated in the operations in the pre-
**AWARDS AWARDED TO NAVAL PERSONNEL**

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<td>Gold star ribbon with blue stripes.</td>
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<tr>
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**UPON RIBBONS**

- **A**: Star worn on American Defense Service Medal as prescribed.
- **W**: 3/8" Bronze letter W worn on Navy Expeditionary Medal for Wake Island.
- **V**: 1/4" Bronze letter V worn for combat award of Legion of Merit and Bronze Star Medal.
- **3/16" Bronze Maltese Cross**: Worn on WWI Victory Medal by Medical Corps for service in France.
cribed Philippine area resulting in the liberation of the Philippines during the period 17 Oct 1944 to 3 Sept 1945.

PHILIPPINE INDEPENDENCE RIBBON
This ribbon was established by the President of the Philippine Republic and authorized to members of the Armed Forces of the United States who were on active duty status in the Philippine Territory on 4 July 1946.

GUNNERY MEDALS
EDWARD TRENCHARD MEDAL
This medal is awarded annually on 1 July to the set of three turret pointers attaining the highest merit for turret guns at short-range battle practice.

KNOX GUN-POINTER MEDAL
The Knox gun-pointer medals are awarded annually by the Knox Trophy Foundation to the set of gun pointers making the highest merit for guns at short-range battle practice.

SMALL ARMS MEDALS AND BADGES
NAVY DISTINGUISHED MARKSMAN GOLD BADGE
This badge is awarded to individuals who have won three medals in either or both the national rifle matches, or who have won two medals in the national rifle matches and a place medal in either force or fleet rifle match.

NAVY DISTINGUISHED PISTOL SHOT'S GOLD BADGE
This badge is awarded for similar accomplishments as above in equivalent pistol matches.

NAVY EXPERT RIFLEMAN'S MEDAL
This medal is awarded for attaining qualification as expert with either the rifle or carbine in prescribed courses.

NAVY EXPERT PISTOL SHOT'S MEDAL
This medal is awarded for attaining qualification as expert with either the .45 caliber pistol or .38 caliber revolver in prescribed courses.

(Note: — Detailed regulations for the above four awards will be found in Ch. 19 of the Landing Force Manual, as will regulations for the Fleet Rifleman's and Fleet Pistol Shot's Badges, which do not have equivalent ribbons.)

MARINE CORPS AWARDS
In Addition to Navy Awards
U.S. MARINE CORPS BREVET MEDAL
(No longer awarded)
This medal was awarded to the holder of a commission issued by the President and conferred by the Senate for distinguished service in the presence of the enemy. It was prescribed by the Secretary of the Navy on 7 June 1921, and ranks immediately after the Congressional Medal of Honor. Brevet commissions were conferred upon 23 Marine Corps officers in the Civil War, Spanish-American War, Philippine Insurrection, and the Boxer hostilities of 1900.

MARINE CORPS GOOD CONDUCT MEDAL
Effective 10 Dec 1945, and retroactive to current service-record books as of that date, the following regulations will govern the awarding of Good Conduct Medals and bars:
(1) Service—Same as for the Navy.
(2) Conduct Requirements—Same as for Navy except that applicant is allowed two commanding officers' punishments, and markings in service record book not considered under requirement for award.

NOTE: By the term “current Service-Record Book” is meant the books still open and includes the period of service covered by that book only. Entries of previous service in this book are not considered.

ORGANIZED MARINE CORPS RESERVE MEDAL
To be eligible, one must attend with an organized unit of the reserve for 14 days annual field training period each year for 4 consecutive years; must attend at least 38 drills yearly for 4 consecutive years, and in the case of officers, must have received no unsatisfactory fitness reports, or, in the case of enlisted men, must be awarded a final average service record marking of 4.5 or over upon discharge. (The medal was authorized by the Secretary of the Navy on 19 Feb 1939.)

MARINE CORPS RESERVE RIBBON
This ribbon is awarded to any member of the Marine Corps Reserve who has served 10 years honorably in any Class or combination of Classes of the Marine Corps Reserve, and whose subsequent service, if any, is satisfactory, except as noted below:

Service on active duty, except training duty, and service by which a Reservist qualifies or has qualified for the Organized Marine Corps Reserve Medal, may not be counted in computing the ten years required to qualify for the Marine Corps Reserve Ribbon.

No person will be eligible for this award who was a member of the Marine Corps Reserve in time of war and who did not serve on active duty during the course of the war.

For each additional award for ten years of such honorable service, a bronze star may be worn on the Marine Corps Reserve Ribbon.

COAST GUARD AWARDS
In addition to Navy Awards
Medals and devices worn by Coast Guard personnel are awarded in accordance with Coast Guard regulations.

FOREIGN DECORATIONS
Awards tendered to personnel by foreign governments must be approved by existing law and the Navy Department before final acceptance.

MEDAL OF HONOR ROLL
Public Act No. 56, approved 27 Apr 1916, established in the War Department and in the Navy Department, respectively, a roll, designated as “the Army and Navy Medal of Honor Roll.”

Upon written application made to the Secretary of the proper department, and subject to the conditions and requirements hereinafter contained, the name of each surviving person who has served in the military or naval service of the United States in any war, who has attained or shall attain the age of 65 years, who has not been a member of the Marine Corps Reserve, and who has been awarded a medal of honor for having in action involving actual conflict with an enemy distinguished himself conspicuously by gallantry or intrepidity, at the risk of his life, above and beyond the call of duty, and who was honorably discharged from service by muster out, resignation, or otherwise, shall be, by the Secretary of the proper department, entered and recorded on said Roll.

(Note: Personnel placed on the referred to roll of the Navy are considered as members of the Naval Service.) Applications for entry on said roll shall be made in such form and under such regulations as shall be prescribed by the War Department and Navy Department, respectively, and proper blanks and instructions shall be furnished by the proper Secretary, furnished without charge upon request made by any person claiming the benefits of this act.

It shall be the duty of the Secretary of War and of the Secretary of the Navy to carry this act into effect and to decide whether each applicant, under this act, in his department is entitled to the benefit of this act. If the official award of the Medal of Honor to the applicant, or the official notice to him thereof, shall appear to show that the Medal of Honor was awarded to the applicant by the proper Secretary, furnished without charge upon request made by any person claiming the benefits of this act.

Awards tendered to personnel by foreign governments must be approved by existing law and the Navy Department before final acceptance. In the absence of proper authority, wherein such would cause embarrass-ment to the proper department, such award may be accepted subject to approval by an Act of Congress and should be forwarded to the Bureau of Naval Personnel for disposition until acceptance becomes legal.
WEARING OF DECORATIONS, MEDALS, 
BADGES AND RIBBONS

12-1. GENERAL.—In accordance with 
the instructions contained in the 
Bureau of Naval Personnel Manual, 
certain decorations, medals, and 
badges are authorized for the U. S. 
Navy. In addition, other decorations, 
medals, and badges may be worn as 
authorized herein. Temporarily only the 
ribbon bars of decorations, medals, 
and badges listed herein are author-
ized for wear on the naval uniform, 
even as noted in Art. 12-2 (b).

(a) DESCRIPTION OF RIBBONS.—Rib-
bons of decorations, medals, and 
badges shall be made in ½” lengths of 
the same ribbon that supports the 
decoration, medal, or badge, with 
sufficient stiffening to keep them from 
wrinkling. These ribbons shall be 
exact replicas of the ribbons that sup-
sport the decorations, medals, or 
badges. Ribbons may be sewed to uniforms 
with artificial protective coverings.
(b) MANNER OF WEARING ON UN-
iforms.—All ribbons of decorations, 
medals, and badges to which an indi-
vidual is entitled shall be worn in 
horizontal rows of three each with-
out intervals, if that number or more 
be possessed. If not in multiples 
of three, the upper row shall contain the lesser number, the center of this row 
to be over the center of the one below it. Ribbons may be sewed to uniforms 
or arranged on a bar or bars to be 
attached to uniforms. They shall be 
performed while in the Army, Marine Corps, Coast Guard, or other 
branch of the Government, if not 
including in the following, should be 
fixed in the order specified by the re-
spective services. In all cases of rela-
tive priority Navy decorations, med-
als, or badges shall take precedence. 
If awarded for war or campaign serv-
ice, they should be worn to conform 
with the chronological sequence as set 
fourth in the following list, but if for 
other meritorious conduct or service 
proficiency, they should be worn to 
conform with the general plan as set 
fourth in these regulations and, as far 
as consistent, with the order specified by 
their respective services. No dec-

corations, medals, badges, or ribbons 
other than those authorized in this 
chapter, or those which may here-
after be authorized, shall be worn.

Medal of Honor
Marine Corps Brevet Medal
Navy Cross
Distinguished Service Cross
Distinguished Service Medal
Silver Star Medal
Legion of Merit
Distinguished Flying Cross
Navy and Marine Corps Medal
Soldier’s Medal
Bronze Star Medal
Air Medal
Commendation Ribbon
Purple Heart
Specially Meritorious Medal 
(no longer awarded)
Presidential Unit Citation
Distinguished Unit Emblem 
(worn by naval personnel on 
left breast with other awards)
Navy Unit Commendation
Gold Life Saving Medal 
(old and new)
Silver Life Saving Medal 
(old and new)
Reserve Special Commendation 
Ribbon
Navy Good Conduct Medal
Marine Corps Good Conduct 
Medal
Army Good Conduct Medal
Coast Guard Good Conduct 
Medal
Naval Reserve Medal

GALLANTLY

March 1950
Organized Marine Corps Reserve Medal
Marine Corps Reserve Medal
Dewey Medal
Samson Medal
Peary Polar Expedition Medal
NC-4 Medal
Byrd Antarctic Expedition Medal (1928-30)
Second Byrd Antarctic Expedition Medal (1933-35)
U.S. Antarctic Expedition Medal (1939-41)
Civil War Campaign Medal
Indian Campaign Medal
Expeditionary Medal
Spanish Campaign Medal
Spanish War Service Medal
Army of Puerto Rican Occupation
Army of Cuban Occupation
Philippine Campaign Medal
Philippine Congressional Medal
China Relief Expedition Medal
China Campaign Medal
Cuban Pacification Medal
Army of Cuban Pacification Medal
Nicaraguan Campaign Medal (1912)
Mexican Service Medal
Haitian Campaign Medal (1915)
Mexican Border Service Medal
Dominican Campaign Medal
Victory Medal—World War I
Army of Occupation of Germany Medal (1918-23)
Haitian Campaign Medal (1919-20)
Second Nicaraguan Campaign Medal
Yangtze Service Medal
China Service Medal
American Defense Service Medal
Area Campaign Medals
(worn in order earned):
(1) American Area Campaign Medal
(2) European-African-Middle Eastern Area Campaign Medal
(3) Asiatic-Pacific Area Campaign Medal
Victory Medal—World War II
Navy Occupation Service Medal
Army of Occupation Medal
Philippine Defense Ribbon
Philippine Liberation Ribbon
Philippine Independence Ribbon
Admiral Trenchard Section, Navy League, Turret-Gun-Pointer Medal
Knox Trophy Gun-Pointer Medal
Bailey Medal
Merchant Marine Distinguished Service Medal
Merchant Marine Meritorious Service Medal
Merchant Marine Gallant Ship Unit Citation
Merchant Marine Mariners Medal
Merchant Marine Combat Bar
Merchant Marine Defense Bar
Merchant Marine War Zone Bars (worn in order earned):
(1) Atlantic War Zone
(2) Mediterranean Middle-East War Zone
(3) Pacific War Zone
(b) The following order is prescribed for medals or badges for excellence in small arms firing. When ribbons are prescribed, any of these medals or badges not having a ribbon may be worn 3/4" below the center of the bottom row of ribbons.
(1) Expert team rifleman's medal (no longer issued)
(2) Expert rifleman's bar (no longer issued)
(3) Sharpshooter's medal (no longer issued)
(4) Expert pistol shot's pin (no longer issued)
(5) Navy, Marine Corps, and Coast Guard distinguished marksmen's medal
(6) Navy, Marine Corps, and Coast Guard distinguished pistol shot's medal
(7) Fleet rifleman's badge
(8) Fleet pistol shot's badge
(9) Navy and Coast Guard expert rifleman's medal (not worn if (5) is held)
(10) Marine Corps expert rifleman's badge (not worn if (6) is held)
(11) Navy and Coast Guard expert pistol shot's medal (not worn if (6) is held)
(12) Marine Corps expert pistol shot's badge (not worn if (6) is held) (no longer issued)

12-3. Badges (Optional).—The wearing of the following medals or badges (or their ribbons) for excellence in small arms is optional with the holder, but if any of these are worn, none of the ribbons of the decorations, medals, or badges listed in Art. 12-2 shall be worn at the same time.
(a) Marine Corps sharpshooter's badge
(b) Marine Corps marksman's badge
(c) Marine Corps rifle competition badge
(d) U. S. Fleet, Fleet and Force rifle match "place" medal
(e) Marine Corps division rifle competition badge
(f) Marine Corps pistol competition badge
(g) U. S. Fleet, Fleet and Force pistol match "place" medal
(h) Marine Corps division pistol competition badge
(i) Lauchheimer trophy badge
(j) Medals won by winning teams in Fleet and Force rifle and pistol matches
(k) Medals won in the national matches
(l) Short-range battle-practice medal for midshipmen
(m) Medal for Naval Reserve Officers' Training Corps
(n) Marine Corps Basic Badge for (for infantry weapons other than rifles) has the following bars fastened between the holding pin and medallion of basic badge:
(1) EX—Bayonet (no longer issued)
(2) EX or SS—Pistol (38 and 45 cal.)
(3) EX or SS—Auto. rifle
(4) EX or SS—Sub-machine gun
(5) EX or SS—Machine gun (no longer issued)
(6) EX or SS—Thompson sub-machine gun (no longer issued)
(7) EX or SS—Howitzer (no longer issued)
(8) EX or SS—L Arty. (no longer issued)
(9) EX or SS—Defense Arty. (no longer issued)
(10) EX or SS—Carbine
(o) Marine Corps Expert Rifleman's Requalification Bar (worn with Expert Rifleman's Badge)

12-4. Badges of Military Societies, Veterans' Organizations, and Miscellaneous Civilian Organizations:
(a) An Act of Congress permits officers and enlisted men of the Army, Navy, and Marine Corps who are members in their own right of military societies commemorative of wars of the United States (including the Revolutionary War, War of 1812, Mexican War, Civil War, Spanish-American War and the incident insurrection in the Philippines, the China Relief Expedition of 1900, and World War I) to wear the distinctive medals or badges adopted by those societies on all ceremonial occasions. Persons who by right of inheritance and election are members of these societies are members thereof in their own right.
(b) Officers and enlisted men who are members of the societies mentioned in (a) above, or of those listed below may wear the medals or badges adopted by those societies with the decorations, medals, and badges listed in Art. 12-2 while actually attending meetings or conventions or while participating in parades or other ceremonies as members of such organizations. These medals or badges shall be worn after those listed in Art. 12-2.
(1) Regular Army and Navy Union and the Army and Navy Union of the United States.
(2) Corps and division badges of the Civil and Spanish-American Wars.
(3) American Legion, Veterans of Foreign Wars, and other officially recognized veterans' societies.
(4) Medical or scientific societies (including awards of such societies).
12-5. Foreign Decorations:
(a) When authorized by law the wearing of ribbons of foreign decorations or service medals is optional, except as otherwise prescribed below. They shall be worn on the same occasions as prescribed for ribbons of American decorations, service medals, or badges, respectively, and shall be
arranged in the order of the date of receipt, after all ribbons of American decorations, service medals, and service badges, except that when one individual possesses two or more decorations from the same foreign country, the order of precedence of those particular decorations shall be determined by the rules of the country concerned.

(b) So far as may be consistent with the above, ribbons of foreign decorations and medals will be worn as nearly as practicable in accordance with the regulations of the country concerned.

(c) A person who has received a decoration from the government of a foreign country will wear the ribbon of the decoration as a courtesy to that country when attending any public function in any country in the house of, or in honor of, a public official or other distinguished subject of the country whose decoration he possesses. The ribbon of a foreign decoration or service medal will not be worn alone; the ribbon of at least one American decoration, medal, or badge must be worn with a foreign award.

12-6. FOURRAGÈRE.—Officers and chief petty officers entitled to the Fourragère may wear it on all navy uniform coats whenever the ribbons of decorations, medals, or badges are authorized to be worn. Other enlisted men entitled thereto may wear the Fourragère on all jumpers whenever the ribbons of decorations, medals, or badges are authorized to be worn. In order to attach the Fourragère to the naval uniform, a button may be sewed to the left shoulder of the coat or jumper under the collar. The Fourragère, if worn, shall be attached to the left shoulder and under aiguillettes, if they are worn. The left arm shall pass through the Fourragère and the small button shall engage the button under the collar, with the metal pencil hanging to the front.

12-7. INSIGNIA TO BE WORN UPON RIBBONS.—Insignia are authorized to be worn upon ribbons as follows:

(a) GOLD, BRONZE, AND SILVER STARS:

(1) If an individual already holds any one of the Navy decorations listed in Art. 12-2 (a) above and is awarded a second or subsequent Navy decoration, to be worn upon the suspension ribbon of the first award when ribbons only are worn. In lieu of five such stars upon one ribbon, one silver star of the same dimension shall be worn. In the event a second or subsequent award is an Army decoration, an oak leaf cluster, issued by the War Department, shall be worn in lieu of a gold star. (Gold stars, presented in lieu of additional stars on the same ribbon, shall be centered upon the ribbon bar of the first award when ribbons only are worn. In lieu of five such stars on one ribbon, one silver star of the same dimension shall be worn. In the event a second or subsequent award is a Bronze Star, a Combat Distinguishing Device, a battle ribbon of the American Defense Service Medal. Such letter shall be 3/8" in height and shall be centered on the ribbon. When the "A" is worn, no star shall be worn upon the ribbon.

(b) SILVER LETTER "W".— Certain personnel who served in the defense of Wake Island are authorized to wear a silver letter "W" on the ribbon of the Navy Expeditionary Medal. Such letter shall be 3/8" in height and shall be centered on the ribbon.

(c) BRONZE LETTER "A".—In accordance with the Bureau of Naval Personnel Manual certain personnel are entitled to wear a bronze letter "A" in lieu of a bronze star on the service ribbon of the American Defense Service Medal. Such letter shall be 3/8" in height and shall be centered on the ribbon. When the "A" is worn, no star shall be worn upon the ribbon.

(d) COMBAT DISTINGUISHING DEVICE, BRONZE LETTER "V".—Personnel who have been awarded the Legion of Merit, the Bronze Star, or the Commendation Ribbon for acts or services involving direct participation in combat operations are authorized to wear a Combat Distinguishing Device. With the bronze block letter "V," 1/4" in height, in the center of the ribbon. Only one "V" may be worn upon a single ribbon. Gold or silver stars indicating more than one award of the same decoration shall be arranged symmetrically, the first star to the wearer's right of the "V," the second to the left, etc.

(e) CLASPS, SILVER STAR, AND MALTESE CROSS (VICTORY MEDAL, WORLD WAR I).—Service clasps and battle clasps are authorized for wear on the ribbon of the Victory Medal, World War I, only. Personnel who are entitled to such clasps will wear a silver star on the service ribbon of the Victory Medal, World War I, when medals are prescribed. When any person has been commended by the Secretary of the Navy as a result of the recommendation of the Board of Awards, for performance of duty during World War I not justifying the award of a Medal of Honor, a Distinguished Service Cross, or a Navy Cross, he shall wear a silver star, of a size to be inscribed in a circle 3/8" in diameter, on the service ribbon of the Victory Medal, World War I, for each such action. When a Maltese cross is placed on the service ribbon for those officers and men of the Medical Corps who were attached to the American Expeditionary Forces in France any time between 6 April 1917 and 11 November 1918, and who are not entitled to any battle clasp provided for by General Order No. 83, War Department, 30 June 1919.
### TABLE OF NAVAL DECORATIONS AND RIBBONS—REGULATIONS FOR Y 1947

<table>
<thead>
<tr>
<th>Name of medal and ribbon</th>
<th>Authorized by:</th>
<th>Awarded to</th>
<th>Award fee:</th>
<th>Time limits for recommendations or awards</th>
<th>Gratuity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Medal of Honor.</td>
<td>Act of 21 Dec. 1862; set of: May 26, 1915; act of 3 Mar 1915; act of 4 Feb 1917; act of 7 Aug 1917 which superseded earlier acts.</td>
<td>Any person who, while in the naval service of the United States shall, in action involving actual conflict with the enemy, distinguish himself conspicuously by gallantry and intrepidity at the risk of his life above and beyond the call of duty and without detriment to the mission.</td>
<td>Combat or noncombat.</td>
<td>Must be issued within 5 years from date of distinguished act, or recommended within 5 years of act, or service.</td>
<td>$2 per month from date of distinguished act, or to enlisted men only.</td>
</tr>
<tr>
<td>Medal of Honor. (1917-19) (no longer issued)</td>
<td>Act of 4 Feb 1919.</td>
<td>Any person who, while in the naval service of the United States shall, in action involving actual conflict with the enemy, distinguish himself conspicuously by gallantry and intrepidity at the risk of his life above and beyond the call of duty and without detriment to the mission.</td>
<td>Combat only.</td>
<td>Must be issued within 5 years from date of distinguished act, or service, or recommended within 5 years of act, or service, except when awarded in cases previously submitted and turned down for Medal of Honor, DSC, or Navy Cross.</td>
<td>$2 per month from date of distinguished act, or for enlisted men only, since 4 Dec 1941.</td>
</tr>
<tr>
<td>Navy Cross.</td>
<td>Act of 4 Feb 1919; act of 7 Aug 1919;</td>
<td>Any person serving with the naval service of the United States who distinguishes himself by extraordinary heroism in connection with military operations against an armed enemy.</td>
<td>Combat or noncombat.</td>
<td>Must be issued within 5 years from date of distinguished act, or service, or recommended within 5 years of act, or service.</td>
<td>$2 per month from date of distinguished act, or for enlisted men only.</td>
</tr>
<tr>
<td>Distinguished Service Medal.</td>
<td>Act of 4 Feb 1919; act of 7 Aug 1919; act of 20 Mar 1942.</td>
<td>Any person who, while serving in any capacity with the Navy of the United States since 6 Aug 1917, has distinguished himself by exceptionally meritorious service to the Government in a duty of great responsibility.</td>
<td>Combat or noncombat.</td>
<td>Must be issued within 5 years from date of distinguished act or service, or recommended within 5 years, except when awarded in cases previously submitted and turned down for Medal of Honor, DSC, or Navy Cross.</td>
<td>No gratuity provided.</td>
</tr>
<tr>
<td>Silver Star Medal.</td>
<td>Act of 7 Aug 1942.</td>
<td>Any person who, while serving in any capacity with the Navy of the United States since 6 Dec 1941, has distinguished himself conspicuously by gallantry and intrepidity in action, not sufficient to justify the award of Medal of Honor or Navy Cross; also cases of persons previously submitted, recommended for Medal of Honor or Navy Cross or Distinguished Service Medal, and who were turned down, may be reconsidered, all cases to be considered on records now in Navy Department.</td>
<td>Combat or noncombat.</td>
<td>Must be issued within 5 years from date of distinguished act or service, or recommended within 5 years of act, or service.</td>
<td>No gratuity for service prior to 7 Dec 1941.</td>
</tr>
<tr>
<td>Legion of Merit.</td>
<td>Act of 20 July 1942; Executive Order No. 9398 of 26 Oct 1942.</td>
<td>Personal of the armed forces of the United States and the Philippines: and personnel of the armed forces of friendly foreign nations who, since 8 Sept 1939, shall have distinguished themselves by exceptionally meritorious conduct in the performance of outstanding services.</td>
<td>Noncombat only.</td>
<td>Must be issued within 5 years from date of distinguished act or service, or recommended within 5 years, except when awarded in cases previously submitted and turned down for Medal of Honor, DSC, or Navy Cross.</td>
<td>No gratuity authorized.</td>
</tr>
<tr>
<td>Distinguished Flying Cross.</td>
<td>Act of 2 July 1926; Executive Order No. 6578 of 24 Jun 1927; Executive Order No. 7984 of 8 Jan 1938.</td>
<td>Any person who, while serving in any capacity with the Air Corps of the Army, National Guard, and Organized Reserves, or with U.S. Naval Reserve, Marine Corps or Coast Guard, subsequent to 6 Apr 1917, has distinguished himself by heroism or extraordinary achievement while participating in aerial flight. Complement of officers and men of the armed forces of foreign governments, while serving with the United States.</td>
<td>Combat or noncombat.</td>
<td>Must be issued within 5 years from date of distinguished act or service, or recommended within 5 years of act, or service.</td>
<td>No gratuity for service prior to 7 Dec 1941.</td>
</tr>
<tr>
<td>Navy and Marine Corps Medal.</td>
<td>Act of 7 Aug 1942.</td>
<td>Any person who, while serving in any capacity with the U.S. Navy or Marine Corps, including Reserves, shall have since 6 Dec 1941, distinguished himself by heroism or meritorious achievement in the performance of outstanding services.</td>
<td>Noncombat only.</td>
<td>Must be issued within 5 years from date of distinguished act or service, or recommended within 5 years of act, or service.</td>
<td>No gratuity for service prior to 7 Dec 1941.</td>
</tr>
<tr>
<td>Bronze Star Medal.</td>
<td>Executive Order No. 9149 of 4 Feb 1944.</td>
<td>Any person serving with Army, Marine Corps or Coast Guard on or after 7 Dec 1941 who distinguishes himself by heroism or meritorious achievement in the performance of outstanding services.</td>
<td>Noncombat only.</td>
<td>Must be issued within 5 years from date of distinguished act or service, or recommended within 5 years of act, or service.</td>
<td>No gratuity for service prior to 7 Dec 1941.</td>
</tr>
<tr>
<td>Air Medal.</td>
<td>Executive Order No. 9128 of 13 May 1942; Gen. Order No. 17 of 27 June 1942.</td>
<td>Any person who, while serving with Army, Marine Corps, or Coast Guard of the United States in any capacity subsequent to 8 Sept 1939, distinguished himself by meritorious achievement while participating in armed flight.</td>
<td>Noncombat only.</td>
<td>Must be issued within 5 years from date of distinguished act or service, or recommended within 5 years of act, or service.</td>
<td>No gratuity for service prior to 7 Dec 1941.</td>
</tr>
<tr>
<td>Commendation Ribbon.</td>
<td>Alman 11-14, 15 Jan 1944.</td>
<td>All personnel of Navy, Marine Corps and Coast Guard who receive an individual letter of commendation signed by SecNav, CominCh CinPac or CinLant, or a Fleet Commander of rank of Vice Admiral or above, for an act of heroism or service performed since 6 Dec 1941 (but ribbon may not be worn for letters received after 21 Jan 1944 unless text so authorizes, or for any letters from Fleet Commanders prior to 15 Sept 1944).</td>
<td>Noncombat only.</td>
<td>Must be issued within 5 years from date of distinguished act or service, or recommended within 5 years of act, or service.</td>
<td>No gratuity for service prior to 7 Dec 1941.</td>
</tr>
<tr>
<td>Purple Heart.</td>
<td>Executive Order No. 9217 of 3 Dec 1942; Gen. Order No. 1 of 21 Jan 1941.</td>
<td>Person wounded in action against the enemy of the United States while serving with the Navy, Marine Corps, or Coast Guard of the United States or as result of act of such enemy, if wound necessitated treatment by medical officer. Also to next of kin of persons killed in action.</td>
<td>Combat only.</td>
<td>Must be issued within 5 years from date of distinguished act or service, or recommended within 5 years of act, or service.</td>
<td>No gratuity for service prior to 7 Dec 1941.</td>
</tr>
<tr>
<td>Specially Meritorious Medal. War with Spain (no longer issued).</td>
<td>Act of 3 Mar 1898.</td>
<td>Officers and men of the Navy and Marine Corps who rendered specially meritorious service, other than in battle, during the War with Spain.</td>
<td>Noncombat only.</td>
<td>Must be issued within 5 years from date of distinguished act or service, or recommended within 5 years of act, or service.</td>
<td>No gratuity for service prior to 7 Dec 1941.</td>
</tr>
<tr>
<td>Presidential Unit Citation.</td>
<td>Executive Order No. 1016 of 13 Dec 1943; General Order 187 of 2 Feb 1944.</td>
<td>Any ship, aircraft, or naval unit, any marine aircraft detachment or higher unit for outstanding performances in action on or after 16 Oct 1941.</td>
<td>Combat only.</td>
<td>Must be issued within 5 years from date of distinguished act or service, or recommended within 5 years of act, or service.</td>
<td>No gratuity for service prior to 7 Dec 1941.</td>
</tr>
<tr>
<td>Navy Unit Commendation.</td>
<td>Act of 22 of 5 Feb 1944.</td>
<td>Any ship, aircraft detachment, or other unit in the naval service of the U.S., for outstanding heroism in action against the enemy, but not sufficient to justify the award of a Presidential Unit Citation; or for extremely meritorious service not in combat, but in support of military operations. (Authorized by SecNav only.)</td>
<td>Combat or noncombat.</td>
<td>Must be issued within 5 years from date of distinguished act or service, or recommended within 5 years of act, or service.</td>
<td>No gratuity for service prior to 7 Dec 1941.</td>
</tr>
</tbody>
</table>

Note.—A gold star is awarded in lieu of a second award of the same decoration. Each additional award, which carries a gratuity, shall entitle the recipient to further additional pay at the rate of $2 per month from date of the distinguished act or service for which the award is made, and such additional pay shall continue throughout his active service, whether such service shall or shall not be continuous.
**Honorable Discharge**

Sir: Is a man eligible for an honorable discharge if he had two summary court martial trials during the first year of his first enlistment?—M. L. S., SI, USN.

- No, unless (1) BuPers approves his CO's recommendation for an honorable discharge; (2) he has been awarded a Medal of Honor, has been decorated for heroism or distinguished service or has received a letter of commendation from SecNav; or (3) he is discharged as a result of disability received in action against an enemy. (See Section 1, Chapter 9, Part D, of BuPers Manual). If he is not eligible for an honorable discharge under one of these conditions, he may receive a discharge under honorable conditions. One SCM count is made to effect such a discharge. The rating of a man earns depends upon his entire record.—ED.

**No Rate for PBX Operators**

Sir: Is there a rate for PBX operators? I know that Waves doing that work hold the rate of SPXSB. Can I strike for that rate?—H. R. G., SI, USN.

- No. The SPXSB rating was established primarily for Class V-16 personnel. Regular Navy WAVES are not eligible for advancement in this rating group (see BuPers Ctr, Ltr, 191-46 (NDB, 13 Aug 1946)). SPXSB is not included in the new rating structure for the regular Navy.—ED.

**More Poetry than Truth**

Sir: I have recently heard of an Alman which states that all men who enlisted for a period of four years or for a minority cruise when they were 17 can be discharged two years after the date of their enlistment. Is there any truth to this?—K. E. L., SI, USN.

- Pure scuttlebutt.—Ed.

**Longevity and Drill Pay**

Sir: Are members of the Naval Reserve, Class O1, entitled to longevity on their weekly drill pay?—P. J. M., QM1, USN.

- No. Although longevity credit is earned while on the Reserve, it is paid to members only when they perform annual training duty.—ED.

**No Waves on Guam**

Sir: We have a man aboard this ship who swears he knew some Waves on Guam during the last year of World War II. Is that possible?—H. E. J., BM1, USN.

- No. Waves served overseas only in Com 14 (Hawaiian area) on permanent duty. Approximately 4,906 Waves served in that area during the war. In addition, some were assigned temporary duty in the Americas, Their, and Bermuda, Panama, Puerto Rico, Alaska and the Aleutians. Your friend did not know any Waves on Guam.—ED.

**No Mustering Out Pay**

Sir: I went into the Fleet Reserve in 1945 and was placed on the inactive list in November 1946. (1) Am I entitled to mustering out pay? (2) If not, is there a bill pending which would modify this?—J. L., CFC, USN.

- (1) No. Mustering out payment is not made to any member of the armed forces who, at the time of discharge or relief from active service, is transferred or returned to the retired list with retirement pay or in a status in which he receives retirement pay. It has been held by the Comptroller General that retaining pay is a form of retirement pay. Consequently, members of the Navy who are transferred to the Fleet Reserve and who are entitled to retaining pay are in a status in which they are ineligible to receive MOP. (2) No.—Ed.

**Advancement in Rate**

Sir: I have 14 months in the Navy and have been SI for only four months. Is there a directive in effect at this time that authorizes my CO to rate me Y3 due to the lack of yeomen aboard ship?—P. D. C., SI, USN.

- No. You must serve six months as SI before being eligible for advancement to Y3. See BuPers Ctr, Ltr, 191-46 (NDB, 31 Aug 1946).—Ed.

**Up From the Ranks**

Sir: There are hundreds of petty officers, firemen and seamen with an eye on the future who would welcome an intensive course of study to prepare themselves for a permanent commission in the regular Navy. How about something like this: A small group of regular Navy enlisted men, ages ranging from 20 to 23 (inclusive) with a minimum of 11 years of school, would be carefully selected from the Navy Reserve. These appointees would then be sent to a prep school (similar to that for Annapolis) and at the end of one year's study, those selected for further training would be split into groups and sent to sea on combatant ships of the Fleet. Three years would then be spent at sea in periods ranging from six to nine months in each department on board ship.

At the end of the four-year period, those remaining in the class would be returned to school for about six weeks of review in academic work, upon completion of which they would appear before a selection board to determine their fitness for a permanent commission in the regular Navy.

This plan would be open to all naval personnel and would furnish the naval service with a steady flow of versatile, capable officers from the ranks.—C. R. L., Y1, USN.

- Your plan looks fine, but somebody beat you to it. The Navy has long recognized the desirability of procuring a percentage of its officers from the ranks. In fact, that's what it's doing now under the Holloway Plan. Navy enlisted men selected by service-wide competitive examination at navel and marine ranks are undergoing selection at Great Lakes Training Station for the NROTC and NACP programs. The Holloway Plan is an extension of the Naval Reserve Officers Training Corps and the Naval Advancement Plan. HANDS, May 1947, p. 50 and June 1947, p. 49.—Ed.

**Likes Bell Bottoms**

Sir: Why the frowning on tailor-made blues? I think if a man thinks well enough of the uniform to wear one, he certainly should be allowed to wear it instead of going ashore disguised in civilian clothes as plenty of the fellows do.

For the past year we've heard a lot about the new uniforms, and we want any changes. We like the uniform as it is, except we do want bell-bottom trousers back and a nice cloth (such as tailor-mades) that does not pick up dirt as easily.—R. G., SI, USN.

- The Navy "frowns" on tailor-mades for the simple reason that they're non-uniform, which means that they're non-uniform. In your other comments it may be said that the uniform is still under discussion by the Navy Department, that among the features being discussed is the material of all naval uniforms, and that suggestions from the Fleet still are welcomed.—Ed.

**PHILIPPINE SEA**

PHILIPPINE SEA was named after battle in which attempts to reinforce Marianas were defeated.
SIR: In regard to "Army Time, Navy Retirement" (All Hands, May 1947, p. 29), you say that service in the Army cannot be counted on 20-year transfer to the Fleet Reserve. I did two hitch's in the Army and I figure it all counts on 20 in accordance with Public Law 720. 79th Congress, which was promulgated in Allnav 457-46 (NDB, 15 Aug 1946). How about this?-P. L. G., Cy, usn.

- You're right. Active Army time can be counted on transfer to the Fleet Reserve after 20 years active Federal service paid and only under Public Law 720. It cannot be counted on transfer to Class F-5. Active Army time served can be counted on 30-year retirement direct to the retired list.-En.

\**The Naval Reservist**

SIR: I have seen copies of a paper called The Naval Reservist and have been wondering what it is and how I can get a copy. I am a member of the Volunteer Reserve.-D. S. C., F1, usns (Inactive).

- The Naval Reservist is published monthly by BuPers and contains news of interest to members of the Naval Reserve. Requests from enlisted personnel to be put on the mailing list of the Reservist should be mailed to their District Commandant. Officers should send their requests to BuPers (Attn: Pers 823). There is no charge for the publication.-En.

\**Must Fulfill Requirements**

SIR: Is a graduate of a Class A school entitled to S1 automatically upon reaching a duty station, or does he have to take the regular S1 test?-R. P. S., SM2, usnr.

- No. There has been no change in the requirements for transfer to Class F-5. It does, however, count for purposes of transfer to the Fleet Reserve, Class F-5. It does, however, count for longevity and towards retirement from the Fleet Reserve in an inactive duty status.-En.

\**Counting Time Served**

SIR: I first enlisted in the Navy in August 1928 and was transferred to the Fleet Reserve, Class F-2, in May 1932. In June 1935 I returned to active duty and have served continuously since. My current enlistment expires in October 1948. Can I count the time served in Class F-2 for transfer to the Fleet Reserve, Class F-7?-R. P. B., CBM, usns.

- No. Class F-2 time does not count for purposes of transfer to the Fleet Reserve, Class F-5. Class F-7 time does not count for purposes of transfer to the Fleet Reserve, Class F-5. It does, however, count for longevity and towards retirement from the Fleet Reserve in an inactive duty status.-En.

\**Officers' Raincapes**

SIR: In All Hands, May 1947, p. 56, the statement is made that, "Dress uniforms, the boat cloak and the raincape were not included in the new chapter 11, inasmuch as the boat cloak and the raincape could not be counted on for wear during the old regulation uniform. I was of the opinion that the new uniform was being issued. Am I correct?-D. J. A., SM2, usnr.


\**Can't Buy a .45**

SIR: Is it possible at the present time to purchase the service model Colt .45 automatic pistol from the Government?-C. E. B., Ens., usns (Inactive).

- Yes. BuPers Manual, Art. D-3104 (4), provides for discharge within three months of expiration of enlistment when such discharge would be for the convenience of the Government. This applies to two-year enlistments as well as to enlistments for a longer term.-En.

\**NROTC-NACP Exams**

SIR: I took the NROTC examination on 18 January as did an officer as yet I have not been notified whether I passed or not. When and how will I be notified?-H. G. J., F1, USN.

- BuPers Circ. Ltr. 76-47 (NDB, 30 April 37) contained the list of men selected for entrance into the NROTC-NACP program as a result of the examination conducted 18 January. These men have been issued transfer orders to Great Lakes. If you were not included in this list, you can assume that you were not selected for the program. The large number of applicants for the program, the high level of scores attained by the majority of the applicants and the limited number of vacancies existing in the program made it necessary to reject a large number of apparently well qualified candidates whose scores did not quite place them in the top brackets. Unsuccessful candidates will not be notified of non-selection.-En.

\**No Change in Uniform**

SIR: All the recruits I observe are wearing the old regulation uniform. I was of the opinion that the new uniform was being issued. Am I correct?-J. H. T., Comdr., usnr.

- No. There has been no change in the uniform issued.-En.

\**Early Discharges**

SIR: Can a seaman on a two-year enlistment be discharged three months before expiration of his enlistment? A buddy of mine says that Art. 1686(2) of Navy Regs affects two-year enlistments and I say it doesn't. How about it?-R. P. S., SM2, usns.

- BuPers Manual, Art. D-3104 (4), provides for discharge within three months of expiration of enlistment when such discharge would be for the convenience of the Government. This applies to two-year enlistments as well as to enlistments for a longer term.-En.

\**Reservists May Use Titles**

SIR: Do Reserve officers of and above the rank of commander retain the right to use the title of their rank upon returning to inactive duty?-L. C., Comdr., usnr.


\**Carrier Islands**

SIR: Why is the island always located on the starboard side of an aircraft carrier?-L. T. S., Cox., uss.

- BuPers Manual (Attn: Personal) states that there is no distinction between the starboard and port side of an aircraft carrier.-En.

\**CARRIER island (from which picture was taken) is always on ship's starboard side. Landing signal officer is stationed on port quarter of flight deck. Pilot approaches carrier in short left turn, keeping LOS in view over port bow of the plane. Engine torque tends to pull planes away from island.\**
LETTERS TO THE EDITOR (Cont.)

Forgive Me!

SIR: In ALL HANDS, April 1947, p. 30, 80 usns commented on my letter that appeared in your Janumry 1947. However, I was not informed that Alnav 103 was amended in February 1947 and would have caught the previous Alnav—M. D. Ens., USN. (Inactive)

You're a little confused on this subject. Alnav 103-47 (May 1947) merely canceled Alnav 346-45 (ND 8 July 1945), which had established certain promotion policies. These policies referred only to active officers. No provision was made for future promotions of inactive officers.

Promotions of inactive Reserve officers are covered by BuPers Manual, Part II, Section 373. This provides that Reserve officers will be assigned running mates who are in the regular Navy. When this is done, future promotions of inactive Reserve officers will be based upon the promotions of their running mates in the regular Navy. Because Alnav 346-45 has been cancelled, requests for promotion based on that Alnav are not desired since no action can be taken on them. BuPers will take the action required by the revision of the Manual and will give notice to running mates individually. It is therefore impossible to set a date (as you do in your letter) when you may expect to be promoted. —Ed.

16-Year Retirement

SIR: I enlisted in the Navy on 5 May 1929, at which time the 16-year retirement bill was in effect. I reenlisted in 1939 and was told that after 16 years’ service I could transfer to the Fleet Reserve for retirement purposes. Is this possible, and if so, what would my retirement pay be?—J. F. M., MM1, USN.

If you are serving in the Navy on 1 July 1925 you will be eligible to transfer to the Fleet Reserve, Class F-4, upon completion of 16 years' service. You will receive retainer pay at the rate of one-third of the base pay which you were receiving immediately prior to your transfer to the Fleet Reserve. —Ed.

Winnie’s Crowning Glory

SIR: In reference to Winnie the Wave (ALL HANDS, May 1947, p. 47). The picture looks real enough and it’s possible she could use a haircut. If so, she needs a GI haircut. If not, what is she doing in a Wave uniform?—M. C. S., Y1, Wave, USNR.

Ready for the Next One?

SIR: In your May 1947 issue, Letters to the Editor, I was asking for Army time for 20-year retirement (transfer to Fleet Reserve). Your answer was in the negative. I think that Public Law 720, 79th Congress, passed 27 March 1946, states that you have to be 60 (0r over) and serve 20 years to be eligible for retirement. —S. R. C., RM1, USN.

That’s enough, chief. Yours was the 37th letter that caught our boner. You’ll have to get into the next issue on those pages. Well, thanks anyway. —Ed.

Promotions of Reservists

SIR: Does Alnav 103 mean that I will not be promoted to the rank of captain by 16 November 1947? I was commissioned in February 1945 and would have caught the same promotion. —M. D. Ens., USN. (Inactive)

You’re a little confused on this subject. Alnav 103-47 (May 1947) merely canceled Alnav 346-45 (ND 8 July 1945), which had established certain promotion policies. These policies referred only to active officers. No provision was made for future promotions of inactive officers.

Promotions of inactive Reserve officers are covered by BuPers Manual, Part II, Section 373. This provides that Reserve officers will be assigned running mates who are in the regular Navy. When this is done, future promotions of inactive Reserve officers will be based upon the promotions of their running mates in the regular Navy. Because Alnav 346-45 has been cancelled, requests for promotion based on that Alnav are not desired since no action can be taken on them. BuPers will take the action required by the revision of the Manual and will give notice to running mates individually. It is therefore impossible to set a date (as you do in your letter) when you may expect to be promoted. —Ed.

Discharge Prior to Expiration

SIR: May a man be discharged for immediate reenlistment three months ahead of the expiration date of his enlistment if the date is on a Saturday or Sunday, in accordance with Art. D-9104 (d) of BuPers Manual? —J. D. C., CT, USN.

BuPers is in receipt of numerous requests for information on books published by various organizations and stations to the Chief of Naval Personnel, Washington, D.C. It is therefore requested that COS notify BuPers (Attention: BuPers) as to the names of authors, titles, publishers and dates of publication of books announcements for which have not been published in late summer of 1947. Price, $5 for first copy, $2.50 for additional copies.

Lester D. Dawson Co., 529 Ocean Center Blvd., Long Beach 2, Calif.

SIR: My chart was made for future promotions of an- active officers. No provision is made for future promotions of inactive Reserve officers. —ED.

MOP for Temporary Officers

Six: Upon termination of my appointment as temporary lieutenant, and rever- sion to my enlisted status of CQM and discharge as CQM, am I entitled to muster- ing out? —F. S. H., LL.

Enlisted men serving as temporary officers who are discharged on the same day they revert are not entitled to MOP, except (1) lieutenant com- mander and above; (2) lieutenant with over 17 years service; or (3) CWO with 29 years service, if they served a year and a day in this category.

They may, however, receive MOP if they (1) revert and serve a period in enlisted service before reenlisting as a temporary officer, (2) revert and re- enlist, making them eligible to receive payment at the termination of that enlist- ment.

All others serving in the lower pay peri- ods (below pay period 4) will receive MOP only if they are discharged, either immediately or after further service, in enlisted status. —Ed.

Broken Service

Six: Does broken service interrupt ac- tive duty for purpose of transfer to the Fleet Reserve? —P. W., MM2, USN.

No. All active naval service counts for purpose of transfer to the Fleet Reserve, it does not have to be continuous active duty. —BuPers Manual, Part II (revised 1947). —Ed.

Pay in Fleet Reserve

Six: The pay situation of a CPO who transfers to the Fleet Reserve after 20 years’ service is rather confusing. The law (Public Law 730, 79th Congress, 1946, back cover) that after 20 years’ service they will receive $107.25 in the Fleet Reserve, but all the chiefs I have spoken to who have gone out on 20 are receiving $82.50. Why the difference? —O. J. M., CPO, USN.

You have these two choices, chief: Upon completing 20 years’ active naval service, a man may elect to transfer to the Fleet Reserve and receive receive pay at the rate of one-half the base pay he was receiving as a petty officer ($82.50 in the case of CPO). When he is transferred from the Fleet Reserve to the re- tired list after 30 years’ combined active and inactive service, his pay will be in- creased according to his longevity.

Or, the man may elect to transfer to the Fleet Reserve before completing 20 years’ service, a man may elect to transfer to the Fleet Reserve and receive receive pay at the rate of one-half the base pay he was receiving as a petty officer ($82.50 in the case of CPO). When he is transferred from the Fleet Reserve to the re- tired list after 30 years’ combined active and inactive service, his pay will be in- creased according to his longevity. —Ed.
WHEN IT COMES to cans, Heinz wasn't a thing on the Navy. In June, the Navy began "canning" more than 2,000 surplus carrier and trainer aircraft.

The "canning" process involves sealing complete planes, with wings folded, in metal containers constructed from 10-foot panels of corrugated steel.

This method is considered to be more satisfactory for all-weather storage of small aircraft than "cocoons" of sprayed plastic. Although both processes involve controlling the relative humidity of air within the storage area, the cocoons are not considered as good in areas subject to seasonal windstorms.

The Navy tested two types of preservation in solving its plane storage problem. In the first, a cocoon or plastic coat is sprayed over a web of tape around the plane, with plexiglas windows and airtight openings. A static dehydrating agent—bags of silica gel, solvabead or driocel—is placed inside the cocoon.

In the canned method, automatically-regulated blowers circulate the internal air through a dehumidification cycle, control humidity. Vapor-tight access doors permit entry for airplane inspection, and glass windows in strategic spots allow easy reading of five instruments which record interior temperature and relative humidity in different areas of the container.

Tests of the cocoon type of preservation are being continued as the possible solution to storing larger types of aircraft, since metal containers of such huge size are not practicable.
Some Active Duty Personnel Eligible for Veterans Rights

Education and loan guaranty benefits under the GI Bill of Rights are available to certain Navy personnel on active duty, according to a clarification issued by the Veterans Administration.

The clarification was issued at the request of ALL HANDS, through cooperation of the VA, BuPers, and the Navy's Civil Readjustment Section.

BuPers, the Navy, feels that active duty personnel who are eligible under the GI Bill should be encouraged to attend civilian schools, provided they are reimbursable.

Briefly, those who may be eligible for GI education are former USN and USN-I enlisted personnel, and former Reserve officers, who were discharged under the point system and have since entered the regular Navy; and those USN personnel who were discharged by reason of expiration of enlistment, after the point system began operating, and who reenlisted voluntarily.

The point system began operating 24 July 1945.

Those who may be eligible for the loan benefits are those persons who, though now on active duty, have in the past been discharged or had Reserve officer status terminated, regardless of whether they were eligible for discharge under the point system.

For details on who may be eligible, and for information on establishment of eligibility and for obtaining the naval documents required by the VA in determining eligibility, see story on BuPers Circ. Ltr. 88-47 in nearby columns.

Other naval personnel, under the existing law, may become eligible in the future for loan and education benefits. They may do so by reason of a future discharge or termination of Reserve officer status, provided of course their active service begins before the official end of World War II, not as yet declared by the President or Congress.

In cases of persons who began active duty after 6 Oct 1946 and before the war's official end, entitlement to education benefits under the GI Bill will be limited to one year plus the actual period of time served between the date of enlistment and the official end of the war.

In all cases, final determination of eligiblity must be made by the Veterans Administration.

The GI Bill provides these benefits which eligible naval personnel may receive:

**Education**—Persons who meet the requirements are eligible for one year of education or training, plus a period of education equal to the period of time spent in active service after 16 Sept 1940 and prior to the official end of the war. The period of education or training cannot, however, exceed 48 months. The course of study must begin within four years after discharge or within four years after the official end of the war, whichever is later.

The school selected and the course must have been approved previously by the VA. The course may be any course on the high school or college level in the field of general or cultural education, and may be taken on a full or part-time basis or by correspondence.

Admission to any course of study is a matter between the individual and the school he wishes to attend. The applicant must meet the requirements of the school.

Extra pay for education benefits must be sent to the VA on VA form 1950, which the school may supply or which the VA will supply on request. The application must be accompanied by a photostat or certified copy of the Notice of Separation, and sent to a VA Regional Office. Address of the nearest regional office may be obtained from educational services officers or from district civil readjustment officers on the staffs of district commandants.

If eligibility is established and the application is approved, the VA will pay up to $500 per school year for tuition, books and supplies. (Persons on active duty would not be eligible for subsistence payments.) In some cases, the VA will pay a higher amount per school year, reducing the period of education to which the individual is entitled accordingly.

BuPers has published no official directive on the subject of enrollment of active duty personnel in schools. But the Bureau's attitude, generally, is: "If you're eligible and want to take advantage of it, by all means go ahead; but it must be in your off-duty hours."

The Bureau has no objection to enrollment in schools or correspondence courses accredited under the GI Bill, provided the work is accomplished during off-duty hours, and does not in any way interfere with the perform-

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**Hospitalization Pact Ends For Army, Navy Personnel**

Reciprocal hospitalization of Army and Navy personnel in the hospitals of the two services, result of a wartime agreement, ended 30 June, and beginning 1 July the hospitalization of active-duty personnel will be on a reimburable basis.

This was announced in BuMed Circ. Ltr. 47-54 (NDB, 30 April), which advised that although the reciprocal agreement has ended, active-duty naval personnel should be instructed to continue to utilize medical facilities of the Army when available, and in the absence of medical facilities of the Navy. Persons applying to an Army facility should, when possible, present a written request for treatment signed by their CO. Persons on detached duty, or who otherwise find it impractical to present such a request, may apply direct to the Army facility for treatment.

Administrative procedures under the new reimbursable basis were outlined in the letter.

**Extra Pay for Non-Rated Men Working in Laundries**

Payment of extra compensation from recreation funds to non-rated men employed in laundries afloat only, was authorized in BuPers Circ. Ltr. 97-47 (NDB, 31 May).

The letter directed that the maximum extra compensation paid to a non-rated laundry striker shall be limited to three-fourths of the difference between the base pay plus longevity of the non-rated man and the base pay plus longevity of the next higher rating (seaman first or petty officer third).

The letter said the limits of compensation will be established to insure that the extra pay does not remove the monetary incentive for advancement in rating.

The extra compensation ruling applies to non-rated enlisted men voluntarily employed in an overtime and off-duty hours' capacity in laundries afloat, only.

**Five Ships to Resupply Activities in Alaska**

Five naval ships will cruise to Point Barrow, Alaska, late this month to carry supplies to naval activities and other government agencies in northern Alaska. The ships will depart from Seattle, and are expected to arrive at Point Barrow in early August.

Ice conditions will be reemitted ahead of the ships by Navy planes of the Alaskan Sea Frontier. The vessels will include USNS Muliphen (AKA 61), Seminole (AKA 104), Union (AKA 106), Burton Island (AG 88 and LST 642). The Burton Island is a Navy ice breaker, similar to the Coast Guard's North Wind.
Procedures Listed to Help Eligible Navy Personnel Qualify for Benefits Under GI Bill

Procedures to assist Navy personnel on active duty to qualify, in certain cases, for benefits under the GI Bill of Rights, were announced in BuPers Circ. Ltr. 88-47 (NDB, 15 May). (For a discussion of the benefits, see story in nearby columns.)

The letter pointed out that the Veterans Administration has ruled that an individual, although still on active duty, may be eligible for the educational benefits under the GI Bill as a result of having been discharged or having had Reserve officer status terminated, provided that at the time of discharge or termination of officer status the individual was eligible for release from active service under the point system. The VA further ruled that an individual still on active duty may be eligible for loan benefits under the GI Bill, whether or not discharge or termination of Reserve officer status occurred at a time when the individual was eligible for release under the point system.

To furnish Navy personnel with the required evidence of service to establish eligibility as above, COS were directed by Circ. Ltr. 88-47 to issue a “Notice of Separation from the U. S. Naval Service” (NavPers 553) to all persons in the categories following who are on active duty and who have never received the form:

- Former USN officers who have been reverted to enlisted status, discharged from enlisted status and reenlisted in USN.
- Former temporary USN officers and former temporary USNR officers who have been reverted to enlisted status and discharged as enlisted personnel to accept USN permanent commissions.
- Former USNR and USN-I enlisted personnel who were discharged and immediately enlisted on board in USN.
- Former USN enlisted personnel who were discharged to accept USN commission.
- USN enlisted personnel who were discharged upon expiration of enlistment and immediately reenlisted on board.
- Former USNR officers whose USNR commissions were terminated and who accepted commissions as USN officers.

It was emphasized that eligibility for benefits under the GI Bill is dependent upon the applicant meeting all eligibility requirements of law. Determination of eligibility is made by the Veterans Administration upon receipt of application for benefits. Therefore, applications and inquiries should be made direct to Veterans Administration stations and offices. Civil readjustment officers in each naval district may be contacted for information concerning addresses of VA stations and offices.

Detailed instructions for filling out the form were contained in the letter, and distribution of copies of the form was established as follows: original to the individual, second copy to BuPers, third copy inserted in enlisted service jacket or officers’ qualification jacket, fourth copy to Veterans Administration (Washington, D. C.), and fifth through eighth copies to individual as extras for his own use.

Joint Army-Navy-Air Forces Maneuvers in November

The second postwar Army-Navy-Air Forces combined maneuvers are scheduled to be held on the Gulf coast of Texas next November.

Amphibious boats from the Navy amphibious training command, Little Creek, Va., will transport troops to the landing place near Galveston and will be used to teach new techniques of loading and landing of men and equipment. They will also train the troops in embarkations and debarkation.

The first postwar combined maneuvers were held off the southern coast of California in November 1946.
Law Provides National Service Life Insurance May Be Issued Outright in Any of 7 Plans

Features of Public Law 5, 80th Congress, affecting issue, conversion and reinstatement of National Service Life Insurance were clarified in Navy and Veterans Administration announcements. Navy directive on the subject is BuPers Cir. Ltr. 72-47 (NDP, 30 Oct 1945).

The new law provided that NSLI may be issued outright in any of the following plans: five-year level premium term, ordinary life, 20-payment life, 30-payment life, 20-year endowment, endowment at age 60 and endowment at age 65. Previously, policies could only be issued as five-year term insurance, and any person wanting any of the other forms was required to wait a year before converting.

Conversion of five-year term policies already issued also was affected by the new legislation, which removed the one-year waiting period. Term insurance now may be converted as of the date when any premium becomes due or has become due, or converted as of the date of the original policy, upon payment of the difference in reserve, if any, at any time while the term insurance is in force and within the term period. Conversion to an endowment plan, however, may not be made while the insured is totally disabled.

The new law also provided a means for conversion of term insurance which safeguards the insurance held by an individual who becomes totally disabled. Danger of loss of insurance protection might arise because term insurance expires at the end of its term period, before which it must be converted or the policy becomes void. A policy which was in force before 31 Dec 1945 has a term period of eight years; a policy put in effect on or after 1 Jan 1946 has a term period of five years.

The new law provided that in any case in which the insured is shown by evidence satisfactory to the Veterans Administration to be totally disabled at the expiration date of his term policy, the insurance automatically will be converted to insurance on the ordinary life plan, unless he has previously selected another plan. The conversion will be made, of course, only if the insured has paid the premium at the time of expiration of the term policy, be entitled to continued insurance protection but for the expiration of the policy.

The new law also provided greater flexibility for reinstatement of insurance which has lapsed. Rules regarding payment of premiums for reinstatement were unaffected.

Requirements work this way. If a policyholder applies for reinstatement or before 1 Aug 1947, or, after that date, within three months after lapse of his insurance, evidence is required that the applicant is in as good health as he was on the due date of the first premium in default. A statement of comparative health, over the applicant's own signature, usually will be enough for this. However, if since lapse of the insurance there has been an illness, injury or need for medical care, all details are required, and the VA may request a physical examination. After 1 Aug 1947, if the insurance has been lapsed more than three months, evidence of good health must be submitted with application for reinstatement. This evidence must be in the form of a complete physical examination.

If the policyholder's application for reinstatement is made before 1 Jan 1950, the VA advises that the existence of good health will not be denied because of disability, less than total in degree, resulting from or aggravated by active service between 8 Oct 1940 and 2 Sept 1945.

The above health requirements for reinstatement apply alike to term insurance and to any of the forms of permanent NSLI. There is this exception, which will affect few if any persons on active duty: A policy which has lapsed and is running on what is known as "extended term insurance" may be reinstated without health statement or other medical evidence if the extended term period has at least five more years to run, or, in the case of a lapsed endowment policy, if the extended term runs to the end of the endowment period.

A NSLI policy lapses when a premium is not paid on the date it is due or within the following 31 days of grace. (By the way, if you're paying interest computed from the date each premium is not paid, you'll never have to worry about lapse). The date of lapse, for purposes of reinstatement, is considered to be the date on which the first premium in default was due. Except for health requirements (above), reinstatement provisions which make up the above dealing upon whether the lapsed policy is term insurance or one of the forms of permanent insurance, as follows:

- **Term Insurance**—A lapsed term policy may be reinstated at any time before the expiration of the grace period (five years for some policies, eight years for others, as above). Reinstatement may be accomplished by written application, accompanied by payment of two monthly premiums without interest (and, of course, the above health requirements must be met). One premium pays for the month of lapse, because protection was provided during the 31 days' grace period. The second premium is the premium currently due.

Policyholders have misunderstood the exact period covered by the second premium, which is two months. NSLI will pay the premium due on the 16th of the previous month—May. Thus its next premium after reinstatement will come due on June 16th, and not one month after the date he applied for reinstatement (5 July).

- **Permanent Insurance**—A lapsed permanent NSLI policy may be reinstated at any time, except that a policy which has been surrendered for cash or paid-up insurance cannot be reinstated. Health requirements must, of course, be met. In permanent insurance reinstatement, however, all premiums in arrears must be paid with interest computed from the date each was due.

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**MAKING BIG ONES OUT OF LITTLE ONES**

The Navy is growing its own quartz crystals at the Naval Research Laboratory, Anacostia, D. C. Scientists have been working for the past year and a half at the laboratory to perfect the process, which it is hoped will end forever the possibility of a shortage in supply of the crystals.

Quartz is a compound of two elements, silicon and oxygen (silicon dioxide, SiO2), and the method of growing quartz crystals is fairly simple, now that the researchers have figured it out.

Quartz is the most common solid mineral of the earth, but very little of it is of any use for piezoelectric qualities. Hence the desirability of an artificial source.

Quartz is a compound of two elements, silicon and oxygen (silicon dioxide, SiO2), and the method of growing quartz crystals is fairly simple, now that the researchers have figured it out.

The method involves production of a super-saturated solution of the elements which make up quartz, and then either allowing the water to evaporate slowly, or slowly lowering the temperature of the solution, causing the elements to precipitate and form a crystal. The method involves production of a super-saturated solution of the elements which make up quartz, and then either allowing the water to evaporate slowly, or slowly lowering the temperature of the solution, causing the elements to precipitate and form a crystal. The method involves production of a super-saturated solution of the elements which make up quartz, and then either allowing the water to evaporate slowly, or slowly lowering the temperature of the solution, causing the elements to precipitate and form a crystal. The method involves production of a super-saturated solution of the elements which make up quartz, and then either allowing the water to evaporate slowly, or slowly lowering the temperature of the solution, causing the elements to precipitate and form a crystal.
New Radiophotographic Weather Network Links China and Washington

The Navy now is receiving up-to-the-minute pictures of the weather from the China coast to Washington, D.C., over a new radiophotographic network that ties in long-range transmission stations at Guam, Pearl Harbor and San Francisco with Washington.

The system permitting the direct transmission of weather maps by radiophoto from Guam to Washington was developed by the Naval Communication Service on the basis of wartime experience in providing pictorial coverage of important events during the war.

Area weather maps are prepared by central Navy weather stations at Guam, Pearl Harbor, San Francisco, and NAS Anacostia. Thirty minutes after the maps are delivered for transmission, all intercept stations have a map section available for operational use.

Radiophoto transmission of weather maps is the Navy's contribution to a joint program for the establishment in the U.S. of a national landline facsimile network by which Army Air Forces, Navy and Weather Bureau stations will receive weather maps and auxiliary charts transmitted from master analysis centers.

Normal methods of disseminating weather information are adequate for surface vessels but are not sufficiently rapid or complete to permit satisfactory briefing of pilots for long aerial flights. Transmitting weather maps by radiophotography provides both speedy and complete information.

The normal coded weather map is essentially a summary, while the radiophoto process provides a map complete in every respect. When using the radiophoto process, transmitting, decoding and transferring the information to charts requires at least an hour's work to describe one weather condition.

Using the radiophoto process the map is drawn and placed on a drum where it is photoelectrically scanned. As the drum revolves, sections of the map 1/100th of an inch square appear before the photoelectric eye in the form of variations in light intensity, black surfaces reflecting the least light and white surfaces reflecting the most, as light falling from a fixed source directed on the map by means of lens and prisms.

The light and dark impulses received by the photoelectric cell are converted into electrical impulses which are used to key a standard radio transmitter. At the receiving end the procedure is reversed. The radio waves are converted to electrical pulses to generate a varying light beam focused on film or photographic paper mounted on a drum synchronized with the transmitting machine. If direct recording visible copy is desired the incoming signal generates a varying current through a stylus resting on special recording paper on the rotating drum. Varying currents cause this paper to burn to produce black and white copy corresponding to the transmitted map.

Within a half hour from the time transmission is started the complete area map is received ready for use, with possibility of human error eliminated in transcription, translation or transmission.

Adjustments Being Made In Officer Linear List

Adjustments in the linear list of naval officers, line and staff, are being made by BuPers to correct certain inequities resulting from excessive loss of seniority in the war years. Officers affected are being notified by BuPers. No other changes in the linear list are contemplated in either collective or individual cases.

Inequities resulted in some cases of officers who failed of selection when first considered for promotion, and were promoted by the succeeding selection board. Some officers who failed once lost considerably more seniority than other officers who failed only once.

A special Review Board has been considering the inequities which resulted in wartime.

NAVY CHARACTER STILL HUSKY AT 91

Want to be famous? Here’s one way to do it. Make three trips to Little America as an essential member of Admiral Byrd’s expeditions; get in 2,100 hours of flight time, as much of it as possible on North Atlantic convoy patrol; tour the U.S. lecturing to packed houses, and fill a few movie, radio and stage engagements; sell a lot of war bonds, be a friend of admirals and other prominent persons, and sire eight children at an age when most men would rather see a croquet match than "The Outlaw."

Sound like a big assignment? Well, we have in mind a noted character who has done just that and more, and hasn’t gotten big-headed about it, either. He’s smart, big, handsome and well-built—65 pounds of Labrador husky. Name’s Rickey.

Rickey was born 25 feet below the snow surface at Little America in 1934, while his parents were on the first Byrd expedition. His mother was Nome, a well-known husky in her own right, and his father was Rowdy, a good sled dog. Rickey was presented by Rear Admiral Richard E. Byrd, USN (Ret), to one of the expedition's Navy men, and he’s been a Navy dog ever since.

Rickey returned to the Antarctic with the second Byrd group in 1939-41, and went back there a third time.

Rickey and R. R. Johnson, CBM, discuss weather at the South Pole. Born in the Antarctic, Rickey has been back twice.

this year, one of the very few three-time veterans of the trip and the only canine three-timer. He of course assumed his rightful prerogative and acted as King Neptune to the four-legged pollywogs on the Mount Olympus when she crossed the line.

Rickey did a lot of flying during the war, returning to the States only occasionally to go on war bond drives. He was one of the Treasury’s better salesmen; one of the few with a bushy tail. A theater marquee once gave him equal billing with Mickey Rooney and Frank Morgan. Rickey didn’t mind; he’s pretty democratic.

Many of Rickey’s earlier public appearances were in company with Admiral Byrd on lecture tours, during which they told audiences across the nation all about Antarctica.

Rickey is now 13, an age which, his owner says, is the equivalent of a human age of 91 years. And it was only last year (at 84, that is) that Rickey had his pups; eight of them, one of whom is now the mascot of the University of Washington Huskies. What two-legged older do you know who has eight children, one of whom is a university mascot?

Rickey is a lead dog, which puts him at the top of the husky hierarchy. He’s carefully trained to lead a team of a dozen or more dogs, hitched to a heavy sled.

Despite his fame, Rickey’s a modest, unassuming character, never a prima donna unless a camera is pointed his way. Then he poses like a starlet hoping someone will pick up her option. Well, there are few of us who don’t have one or two human failings.
Navy Studies Aircraft Lighting to Improve Night Flying Safety

Improved efficiency and safety of night flying is being sought through extensive aircraft lighting experiments conducted by the Navy at the Aero Medical Equipment Laboratory, Naval Air Material Center, Philadelphia, Pa.

Lights on planes, so arranged as to reduce confusion of the plane's lights with ground lights, stars or similar single lights, and cockpit lighting that will allow the pilot to retain his night vision are main points being studied.

Night pilots often have attempted to fly formation on a star, or have crashed due to failure to correctly identify or distinguish between ground lights and the lights of other planes.

Typical of many is the crash reported by a student pilot who had been flying over the Texas desert at night. He said he had been trying to "join up" with an oil truck. He had followed the truck's red tail-light under the impression it was the port wing light of another plane.

Pilots can be aided by exterior lighting of planes in two ways: the lights can prevent confusion of the plane with something else, and they can indicate the direction of flight.

With these points in mind, a number of experimental arrangements of lights on the outside of aircraft have been installed by the laboratory. Bars of illuminated lucite on the wing tips and tail assembly is one suggested solution. Another is the direct illumination of these parts of the plane. A third experiment involves the system of flashing lights used by commercial airlines.

The single light now used on Navy planes has a disadvantage which arises because of the phenomenon known as autokinetic illusion. The illusion can be demonstrated to a person sitting in a dark room in which there is one light. If he stares at the light it soon appears to move. That's autokinetic illusion. With some persons it will swing like a pendulum, with others it will rotate or move in odd patterns. Pilots under the influence of this illusion have in many instances been so confused that they have crashed their planes.

When more than one light burns in the dark room, or when areas of the room are illuminated remotely from the single light, the illusion will not appear. Correspondingly, autokinetic illusions affecting aircraft pilots are eliminated when a row of lights or bars of lucite are installed on the edges of the plane he is observing, or an area of the plane is directly illuminated.

Rows of lights are favored because they add to the distinctiveness of the plane, and permit the observing pilot to easily discern changes in its direction. They also reduce the difficulty...
of spotting an airplane from above when flying over a lighted city at night.

Cockpit lighting is another major problem. Pilots flying at night must light either cockpit interiors from time to time in order to check their instruments. The present white light used for this purpose is unsatisfactory because pilots are temporarily blinded after exposure to the light for even a short period of time. Experiments with red and ultra-violet lighting for cockpits have been conducted. These colors do not upset the previously acquired dark adaptation of the pilot.

In attempting to solve the problem, red lights have been placed behind the instrument panel so that they uniformly light the dials of the instruments. Another experiment placed small individual red lights around the edge of the instruments to light them either directly or indirectly by luminescence. The direct illumination of instrument dials with ultra-violet light, and the installation of remote red lights to shine on the whole instrument board have also been tried.

Two critical factors must be observed when lighting a cockpit interior. Rheostatic control must be provided to adjust the interior lighting of the plane to correspond with varying outside light and weather conditions, and the light must be confined within the cockpit to prevent the plane from being detected by a potential enemy.

Three airplanes have been equipped with experimental exterior and interior lighting arrangements. These planes will be tested by a large number of experienced pilots to determine the most acceptable arrangement and to stimulate suggestions for further improvements.

**Navy Aids Scientific Research in Pacific**

Transported by the Navy, financed partly by the Office of Naval Research, 44 civilian scientists representing 21 institutions throughout the U. S. and Hawaii are conducting extensive research in Micronesia—former Japanese mandated islands in the Pacific. Anthropologists, linguists and geographers are participating in the coordinated program.

The objects of CIMA—code name for the project, made up of the initial letters of Coordinated Investigation of Micronesian Anthropology—are twofold:

- To provide scientific knowledge of the Marshalls, Carolines and Marianas (which comprise Micronesia). The last research done in the area was by a German expedition in 1910. Since then Japanese forces have closed off the area to Western scientists.
- To provide information needed in the administration of the mandated islands, with particular attention to the health, welfare and rehabilitation of inhabitants of the area. There are approximately 50,000 native inhabitants in the area— islands and atolls scattered over nearly 5,000,000 square miles of ocean and equal to the size of the state of Rhode Island in land area.

Places to be studied, with the universities to do the studying, follow:


These institutions are cooperating with the Pacific Science Board of the National Research Council and the Navy Department in carrying out the investigations. Navy planes and ships, including landing craft, are transporting the scientists to many of the 1,400 islands and atolls of the archipelago.

Fire Precautions Are Listed to Protect Personnel in Converted War Buildings

Fire precautions to protect naval personnel and their families living in converted temporary wartime structures were issued to shore stations in BuDocks Circ. Ltr. 23-47 (NDB, 15 April).

In many locations these wooden, temporary buildings have been converted to married officers' and married enlisted men's quarters, and stores, electric appliances and heating devices installed. In all such conversions, the letter warned, consideration must be given to fire-prevention, fire-fighting and fire-safety.

BuDocks considers the following safeguards essential to provide reasonable fire protection:

- Buildings to be converted should not exceed two stories in height above average ground level.
- Exit doors to exterior units or apartments should be cut off from the other units in the building by a wall or partition having a minimum fire-resistance of two hours.
- Hollow walls should be firestopped horizontally and vertically.
- Spaces between ceiling and floor above should be filled with glass, mineral or rock wool.
- Each apartment or unit should have two adequate means of exit separated from each other as far as possible. Ladders are not considered adequate.
- Shafts and stair wells should be enclosed in fire-retarding material of not less than one-hour resistance. Outdoor fire stairs, if necessary, should be roofed in locales where snow and freezing weather are expected.
- Exit doors, including screen doors, should swing out, in direction of exit.
- Safeguards should be provided for heating, cooking and lighting hazards. An extinguisher, preferably a CO2 extinguisher, should be in or near the kitchen. Central heating should be installed in preference to local heating in each apartment.
- An interior fire alarm system should be installed in each building.
- A fire bell should be drawn up, organized and placed in the building, and provide that the fire department can be notified by street fire alarm boxes or by telephone, and that a fire department or brigade, either paid or volunteer, can be available within five minutes of call.

If public works officers consider that the fire hazard of a particular conversion warrants greater protection, sprinkler systems should be considered.

The work on the islands will require from three months to a year. Each participant is sponsored by his own institution and his expenses are furnished by the institution and through the Pacific Science Board which the Navy assists.

Methods to be employed in studying Micronesia are the standard methods of the several anthropological sciences.

Native technology, social, political and economic organization, religious beliefs and practices come under the information to be garnered in cultural anthropology studies. Phonetic, lexical and grammatical analysis of languages is expected to lead to the production of dictionaries, grammars and systems of orthography to conduct an educational program in the native language.

Studies will also include surveys of the human and natural resources on hand and the extent and methods of their utilization. Finally, studies of the anatomy, physiology, growth and nutrition of the inhabitants will be conducted as a basis for programs of public health.

The Micronesian islands were annexed by Spain in the 17th century and sold to Germany in 1898 after the Spanish-American War. In 1914 Japanese forces occupied them, and after an Allied victory in World War I, they were mandated to Japan under the League of Nations.
DEFESE, VICTORY MEDALS DISTRIBUTED

The Navy has finished the big job of sending American Defense Service and World War II Victory Medals to next-of-kin of deceased naval personnel, and is laying plans now for distribution of these medals to veterans and to those on active duty who earned them.

BuPers distributed to next-of-kin a total of 62,526 Victory Medals and 21,165 Defense Medals. The medals were mailed to the closest relative of each deceased member of the naval service who had earned either or both of the medals. Some of the medals were returned due to inadequate addresses. Next-of-kin who were the nearest relative to a deceased member of the naval service who had earned either or both of the medals, and who did not receive a medal or medals, may submit correct address to: The Chief of Naval Personnel, Washington 25, D. C.

Distribution to naval personnel and to veterans of the Navy will begin sometime after the first of July. Details of the distribution plan will be announced later, but it is planned that the medals will be distributed by direct mail, but that a means will be established whereby those who have earned them may get them. BuPers emphasized it does not solicit individual inquiries in regard to award of these medals, nor will such queries be necessary.

The Marine Corps advised it, too, has been sending medals to next-of-kin, under a system similar to the Navy's. Distribution has not been completed by the Marine Corps.

First public presentation of the Victory Medal occurred when 14 Navy, Marine Corps and Coast Guard veterans in the Washington, D. C., area were awarded the medals by AstSecNav W. John Kenney. The ceremony took place before the Iwo Jima statue in front of the Navy Department. Similar ceremonies were held in the naval districts. The award was symbolic of planned future distribution of these medals to all naval personnel and Navy veterans who earned them.

Secretary Kenney said at the presentation, "I wish to salute all naval veterans of World War II—veterans of the U. S. Navy, the Marine Corps and the Coast Guard. It is appropriate that the first presentation to naval personnel of the Victory Medal of World War II should be made before the statue of the heroes of Iwo Jima."

"The spirit of Iwo Jima and the valor of the men who spearheaded the attack from Midway to Okinawa that culminated in victory in World War II was sustained by the belief in our American way of life, so nobly inscribed on our Victory Medal—Freedom from Fear and Want, Freedom of Speech and Religion."

The Victory Medal shows on its face a figure of liberation looking to the dawn of a new day, right foot resting on a helmet, the hilt of a broken sword in her right hand and the blade in her left hand, and the inscription, "World War II."

The bronze American Defense Service Medal shows on its face a Grecian figure symbolic of defense, standing on an oak branch and carrying a war shield in her left hand while brandishing a sword in her right hand above her head. Around the top is the inscription, "American Defense." On the reverse face are the words, "For service during the limited emergency proclaimed by the President on September 8, 1939, or during the unlimited emergency proclaimed by the President on May 27, 1941."

Still in process of design and production are medals denoting service in the three theaters of World War II, the American Theater, the European-African-Middle Eastern Theater and the Asiatic-Pacific Theater.

CONTAINER BOTTLENECK IN EXPERIMENTS WITH USE OF FROZEN FOODS

Main bottleneck in the Navy's supply chain of frozen foods for ships and overseas bases is the lack of a cheap, throwaway container capable of withstanding tropical temperatures. At present only relatively small amounts of frozen foods are being shipped overseas—principally to hospitals because of the danger of spoilage when containers are exposed to tropical climates even for a few minutes.

Thirty experimental canvas-covered containers, each holding 200 pounds of frozen fruits and vegetables, were shipped from NSD, Oakland, Calif., to Guam onboard the uss Graffiti (AF 29). The containers, cork-lined with zip-ropes, were pre-cooled for two days at 10 degrees below zero before being filled.

The experiments are the first in a series aimed at improving morale, health and efficiency of the Navy in all parts of the world.

GEOGRAPHICAL PROJECTS OF INTEREST SURVEYED

To keep the Army and Navy informed of non-military research and exploration activities, the Committee on Geographical Exploration of the Joint Research and Development Board has engaged Earl Parker Hanson, geographer, explorer and writer, to survey geographical research projects and expeditions that are of military interest.

Hanson's surveys are expected to establish a close routine liaison between the armed forces and civilian agencies and individuals possessing practical, detailed information on such regions as the Arctic, deserts and tropic areas. The surveys will be confined to non-military governmental agencies, non-governmental organizations and any foreign agencies that can be reached.

BRITISH TURBO-JET ENGINE TO POWER NEW NAVY FIGHTER

Turbo-jet engines of British design will power a new Navy carrier fighter, expected to be test flown for the first time this summer. The engine is the Rolls-Royce "Nene."

The Navy has ordered a number of the engines from Pratt and Whitney, but two of the three new fighters to be tested late this summer will be powered by British-made Nenes brought to the U. S. for experiment. The tests are expected to lead to further development and modification of the British engine by U. S. designers.

British designers have produced many excellent, high-performance aircraft engines, features of which have sometimes been adapted by U. S. engine builders in power plants for American planes.
Revised List Published Of Veterans’ Bonus Laws Passed by States

A revised list of states which have passed veterans’ bonus laws, and statements of the provisions of the laws, have been published by the Navy (see NDB, 47-400).

The naval service was advised that COs should execute any required substantiating documents or certifications, in order to avoid correspondence with BuPers. Additional information, if needed, can be obtained from the civil readjustment officers of the naval districts, or by writing to the state officials listed below.

Veterans and naval personnel still on active duty may be eligible for such bonuses, but the eligibility requirements vary. Requirements were printed in the Navy Department Bulletin (item 47-400), or may be obtained by present or former residents of the states concerned by writing civil readjustment officers or state officials.

Should other states pass bonus laws, this list will be revised. The books provide, in brief, for the following:

- **CONNECTICUT**—$10 per month of active service or major portion thereof; $300 maximum payment. Address requests for application blanks to: Treasurer of the State of Connecticut, Hartford 6, Conn.

- **ILLINOIS**—$10 for each month of active domestic service; $15 for each month of active foreign service; $30 minimum payment, $982.50 maximum payment. Address requests for application blanks to: Treasury, State House, Montpelier, Vt.

- **MICHIGAN**—$10 for each month of domestic service; $15 for each month of overseas service; $500 maximum payment. Address requests for application blanks to: Treasurer and Receiver General, State House, Boston, Mass.

All of which gives the editors a galloping start toward the goal of printing the type of informative material which answers your questions and gives The Latest Word... (space in 84 pages doesn't stretch). A note to BuPers Attn. Pers 54, speaking your piece will pass The Word that the editors want to hear.

1-in-10 Distribution

No. 1 agreement in the survey is that the 1-in-10 distribution of ALL HANDS (“Pass this copy along,” see cover) sometimes comes unglued. BuPers CircLtr 162-43 set up this ratio and—with the printing funds available—it’s a little bit of the same... “that’s all there, is there no more...” press run is 55,000 monthly and copies are mailed on the basis of recent subscription figures and the Standard Navy Distribution List... about the 10th of each month, the mail room scrapes the bottom... zero.

Body Blows From Balboa

Navy boxing's always hot news and this month ALL HANDS registers a KO with a staff-written piece (see page 2) on the All-Navy Boxing Tournament in Balboa Stadium, San Diego. It's all there.

More on Retirement, Legislation—

Back to the poll on the features you want: the survey indicated a demand for more Letters to the Editor (on any subject) more dope on Navy policies and “official personnel management information,” more of The Word (advance information) and more brief digests of Alnavs and NavActs in The Bulletin Board. Results are still coming in and the answers are what we need in the way of hints... every effort will be made to use your suggestions in pumping new blood into the magazine... keep in mind the idea: “Pass This Copy Along—1-in-10 is all there is.”

GIVE US THE WORD

...Like big raindrops in an atol squall comes a deluge of replies in the ALL HANDS reader survey (is your ship getting enough copies? what new features do you want? do our cartoons split your seams? etc.)

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The Editor
Bettier, Speedier Administration of Justice Proposed

Better, speedier administration of naval justice is provided in legislation introduced in the 80th Congress (S. 1338, H. R. 3863).

The Navy announced at the same time that other changes in the system of naval justice, which do not require legislative sanction, will be placed in effect in the immediate future.

SecNav James Forrestal said that the changes were proposed after study of the surveys and recommendations made by several committees appointed in 1943-47 to investigate and advise in matters of naval justice.

The Secretary praised the service rendered by civilian members of committees headed by Arthur A. Ballantine, New York attorney; Justice Matthew F. McGuire of the District Court of the Virgin Islands; and for the District of Columbia, and Prof. Arthur J. Kneef of Cornell, and the report of the survey conducted by Commodore Robert J. White, CHC, USNR, now Dean of Catholic University, Washington, D. C.

Among improvements provided in the proposed legislation are the following:

- Clarification of questions of jurisdiction by setting forth more realistically the jurisdiction of naval courts martial over persons, offenses, time and place.
- Redefinition of the functions of the judge advocate in a general court martial. Under existing law, the judge advocate acts in the dual role of prosecutor and legal adviser to the court.
- The legislation requested by the service rendered by civilian members of committees headed by Arthur A. Ballantine, New York attorney; Justice Matthew F. McGuire of the District Court of the Virgin Islands; and for the District of Columbia, and Prof. Arthur J. Kneef of Cornell, and the report of the survey conducted by Commodore Robert J. White, CHC, USNR, now Dean of Catholic University, Washington, D. C.

- Clarification of questions of jurisdiction by setting forth more realistically the jurisdiction of naval courts martial over persons, offenses, time and place.
- Redefinition of the functions of the judge advocate in a general court martial. Under existing law, the judge advocate acts in the dual role of prosecutor and legal adviser to the court. The legislation requested by the Navy would separate these duties and impose on the judge advocate the responsibility of advising not only the court upon all matters of law, but the prosecutor and defense counsel as well. He would rule on all interlocutory matters except challenges. The court would retain the authority to overrule the judge advocate on his rulings, but in that event the ruling of the judge advocate and the reasons of the court for not accepting it would be spread upon the record of proceedings to facilitate legal review.
- The judge advocate would be permitted to question witnesses to clarify, but not to originate, evidence, and would be required specifically to advise the court with respect to the elements of proof required to convict on any given offense. He would be permitted, on his own motion, at any time during the trial, to advise the court on legal questions. Such advice would be given in any case after a motion for a finding of not guilty and prior to the deliberation of the court on the findings. The judge advocate would be subject to disqualification for the same reasons as members of the court, and would be empowered to declare himself disqualified.
- Qualifications of the judge advocate to act as such would be certified by the Judge Advocate General of the Navy, and the judge advocate would be responsible to that officer for the performance of his law duties.
- In addition to the judge advocate, there would be a prosecutor and a defense counsel for each general court martial, likewise certified as to qualifications. The defense counsel automatically would be available to each person brought to trial, but the accused would be free to select counsel of his own choosing if he so wished. Counsel of the accused’s choice could be either a civilian or a member of the service.
- Subpoena power to extend throughout the U. S. This power currently is limited to the jurisdiction of the state in which a court martial is sitting.
- Modifications in review procedure. At present, a convening authority reviews each record of proceedings not only for legality but for whatever action appears proper with respect to the sentence. Under the proposed change the convening authority of a general court martial would be permitted to operate on the sentence only, whereupon the record of proceedings would be forwarded to the Navy Department for legal review. The object of this change is to remove possible influence the convening authority might have on the members of a court martial with respect to its findings.
- Summary court-martial powers would be increased, to close the gap between existing summary court-martial powers and the current practice followed by general courts martial in awarding sentences. This is expected to decrease the number of general courts martial.

Other statutory changes requested would include authority, on the part of convening authorities in time of war or emergency, or when authorized by SecNav, to fine officers and men not exceeding one-half of their monthly pay, in the authority of SecNav to issue regulations not only to prescribe court-martial procedure but to insure impartiality at all stages in a court-martial proceeding, including the review.

Among administrative changes now in process is a general revision of Naval Courts and Boards, which will be reissued as the Naval Law Manual. Some of the major features in this revision will include:

- A more comprehensive pre-trial procedure, which calls for the individual facing disciplinary action to be provided with counsel from the very beginning, and for a thorough pre-trial investigation by an officer appointed for that purpose. No statement will be required from any person before he is given a chance to consult with counsel. The report of the investigation will be attached to the record of proceedings in all guilty-plea cases for the purpose of
review, after defense counsel is given an opportunity to object to it in whole or in part.

- Changes in trial procedure will include authority for postponement upon the request of either party; the ruling on specialpleas by the judge advocate, subject to being overruled by the court; requirements that the accused be advised that a plea of guilty will not be received in cases extending to capital punishment, and that in cases not extending to capital punishment a plea will not be received until he has an opportunity to consult counsel. It will be made clear to each accused that the plea of guilty admits the offense and makes conviction mandatory. He also will be advised of the maximum sentences which may be imposed. Counsel will be permitted to make an opening statement, and to move for a finding of not guilty at the end of the prosecution's case. Voting by members of the court will be by secret ballot, and findings announced in open court. Sentences will start to run immediately upon being announced by the court (except for sentences of death, dismissal, discharge or reduction in rating).

In the event the proposed legislation is enacted, the record of proceedings of court martial will go through these review stages: On completion of the trial, the case will go to the convening authority, who, as previously stated, will have authority to reduce or mitigate the sentence, or put the accused on probation, recommend clemency, or take whatever action appears appropriate to him, provided he does not increase the severity of the sentence. The record will then go to the Navy Department where it will be reviewed in the JAG's office for legality. If the JAG finds the conviction is not legal, he will have authority to reduce or mitigate the sentence, or, if he finds it to be legal, it will go next to a board of officers to be known as the Naval Sentence Review and Clemency Board, which has been established in the office of UnderSeaNav. The board's primary duty is to decide what action is to be taken on the sentence awarded in each case. The Congress will be requested to define the power of this board to remit, mitigate or commute sentences.

On completion of the review of each case, the individual concerned will be notified. Within one year from notification he will be permitted to appeal his case to a board of appeals, which would be created by the proposed legislation. This board will have authority to consider not only questions of law but new evidence and other features in connection with each case, and the action of this board would be subject only to the reserve power in the Secretary of the Navy and the President to remit, mitigate, commute or set aside.

### All-Navy Softball Tournament Scheduled

**For September; Area Groupings Listed**

The All-Navy Sports Program moved ahead with announcement that the All-Navy Softball Tournament will be held the first week of September. Time and place of the tournament will be determined after results of eliminations are known, it was announced by BuPers Circ. Ltr. 92-47 (NDB, 31 May).

BuPers Circ. Ltr. 68-47 (NDB, 15 April) listed the area grouping which has been determined for all eliminations. These groupings consist of:

- **Group I:** Com 1, Com 3, Com 4, Com 5, Com 6, PRNC and SRNC. Fleet units normally based on west coast ports are to be considered eligible to participate in west coast naval district eliminations.
- **Group II:** Com 7, Com 8 and Com 9.
- **Group III:** Com 11, Com 12, Com 13 and Com 17. Fleet units normally based on the west coast are to be considered eligible to participate in west coast naval district eliminations.

**NACP Students Checked For Overpayment of MOP**

Naval Aviation College Program students are, in some cases, being checked for overpayment of mustering out pay. Authority to make the check is at the rate of only $5 per month for all but those NACP students on active duty, who will be checked at the rate of $15 per month, was contained in Alstacon 202025 of May 1947.

NACP students in school, not on active duty, draw $50 per month retirement pay. Those on active duty draw the pay of an apprentice seaman, and that pay is in flight status. The Alstacon was made to make easier the repayment of mustering out pay, in view of the students' restricted funds.

Overpayments occurred only in cases where V-5 aviation cadets were released to inactive duty in the NACP, and were paid mustering out pay in error. It has been ruled they were not entitled to MOP, because they in fact continued their training program.

When discharged as NACP students, those who have not previously been entitled to MOP, including those now being checked because of erroneous payment of MOP, will become entitled to it.

**BuShips Gives Course In Neutron Physics**

A course in neutron physics, similar to that offered in few universities, is being conducted by the Bureau of Ships in Washington, D. C., with 33 Navy engineers and physicists as students.

The 15-week course will consist of 30 lectures covering neutron production, neutron collisions, absorption of neutrons, nuclear energy, nuclear reactions, diffusion of slow neutrons, nuclear fission and the uranium pile. Considered eligible to participate in west coast naval district eliminations.

More news from the All-Navy Sports Program can be found in the upcoming issues of the JAG's office.

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**WHAT'S IN A NAME?**

**Master-at-Arms**

**Master-at-arms** are by no means a modern innovation, for records show that as early as the reign of Charles I, they were introduced into the Royal Navy. However at that time they were called sea corporals.

In those days they were the custodians of all the swords, pistols, carbines and muskets. Among other duties — of which they had many — they had to see that the bandleaders were filled with fresh powder before going into action. Besides being the chief of police they had to be qualified in close order fighting under arms.

*Last but not least, masters-at-arms once led the drills under arms for the seamen.*
Officers' Full Dress
And Dress Uniforms
Out Until 1 Oct 1949

Officers' full dress and dress uniforms, discontinued during wartime, will not again be authorized before 1 Oct 1949. This was announced in the Navy Department Bulletin, item 47-352.

The directive stated there is as yet no crystalized opinion as to what the full dress or dress uniform will consist of after the above date. In the meantime, dress uniforms for evening wear will continue to be service dress, blue, or service dress, white, as directed by appropriate commands. Blue, D. of course, is the service dress uniform with bow tie and white or blue cap cover, as prescribed.

Studies are under way to design a new simplified dress uniform, or to adopt portions of the old dress uniforms, eliminating their less desirable features. Comments and suggestions from the service are invited, which may be addressed to the Chief of Naval Operations, Attn: Op-101.

Several factors must be considered in any re-design of the dress uniforms, prominent among them the trends of other nations and other services in the matter, since U. S. naval officers are often called upon to appear at official and semi-official functions at which dress uniforms are worn and in which officers of other nations and services take part.

The old full dress, blue, uniform included frock coat with decorations and large-size medals, cocked hat, full dress epaulettes, gold-striped trousers, full dress belt and sword, white gloves and black shoes. The dress blue was similar, replacing the striped trousers with plain blue trousers. Undress blue eliminated epaulettes, and replaced medals with ribbons, and dress with undress sword belt.

There were also evening full dress and evening dress uniforms, with long coats, and dinner dress with the short mess jacket.

Committees Named to Aid Mobilization Planning

Major industries are represented in seven newly-formed industrial advisory committees to assist in planning U. S. industrial mobilization in event of war. In addition to aiding the Army and Navy Munitions Board in industrial mobilization planning, the committees also will assist in solving problems concerning storage of materials for future use.

The seven advisory committees represent the fiber, copper and copper base alloy, non-ferrous metal, nonmetallic mineral, textile, ferrous and non-ferrous additive alloys and the aluminum and magnesium industries.

The committees bring the number of industry advisory committees assisting the Munitions Board to a total of nine.

Hiring of Civilians
For Physical Training
Instructors Approved

Civilian billets for physical training instructors were authorized at activities hampered by demobilization of specialists (A), in BuPers Circ. Ltr. 91-47 (NDB, 31 May). The letter which superseded BuPers Cir. Ltr. 170-46 (NDB 31 July 1946) listed appropriate positions authorized at district and local command levels and at major shore stations, and made suggestions for payment of salaries.

The letter authorized the following billets:
- At applicable command level—Administrative assistant to the director of welfare, district motion picture bookers of the Optional Naval District Motion Pictures Plan, office assistants, bookkeepers and clerical assistants.
- At local station level—Administrative assistant to the station recreation officer, physical training instructors and office assistants.

Since funds in the Navy's Welfare and Recreation appropriation do not permit payment of these salaries, they may be borne by the bone or station concerned, within the ceiling and budget limitations, the letter advised. Commands not having funds sufficient to defray salaries were authorized to use command recreation funds or local recreation funds.

Other positions authorized by the circular letter as appropriate expenditures against local recreation funds included motion picture operators and technicians; attendants for swimming pools, gymnasiums, athletic fields, game rooms, bowling alleys, and theaters; part-time instructors in off-duty educational programs, and recreation program components, including enlisted and CPO club managers, library assistants and receptionists.

Salary scales, the letter concluded, should be based on published scales for comparable civilian positions.

Atom Bomb Operations
Personnel Get Blood Tests

A routine check-up of blood counts, to include any persons missed in the first Bikini follow-up check last summer, was ordered by BuMed. The new blood tests are to be performed upon all men still in service who took part in the Bikini atom bomb tests.

Alnav 122-47 (NDB, 31 May) announced the tests and directed: "all blood tests are to be performed upon all men still in service who took part in the Bikini atom bomb tests.

Marines Must Wear Coats
Or Jackets in Public Places

Marine Corps officers and enlisted personnel are not authorized to appear in public places off posts and stations without the uniform coat or jacket. It was announced by AlMarCon 291444.

Exceptions will be made only in the case of enlisted men who have not been issued jackets.
Enlisted USNR, USN-I
Men May Reenlist Only
At Recruiting Stations

New instructions regarding the enlistment or reenlistment in the regular Navy of USNR and USN-I personnel were issued by BuPers CirC. Ltr. 86-47 (NDB, 15 May).

Effective 1 July, the letter announced that enlisted USNR and USN-I personnel remaining on active duty under the appropriation “Pay and Subsistence Naval Personnel” (that is, enlisted men who have not been separated after active service in World War II), will not be permitted to enlist or reenlist in the regular Navy at any activity other than at regular Navy recruiting stations. Enlistments or reenlistments of such persons at regular Navy recruiting stations will be governed by policies and directives in effect in the Navy Recruiting Service on the date of enlistment.

The letter further declared that such USNR and USN-I personnel shall be informed upon discharge that, provided they are otherwise qualified, they may be enlisted or reenlisted at Navy recruiting stations only under the following conditions:

- Men discharged in ratings in pay grade 4 or higher, except ETMs or AETMs, will be enlisted or reenlisted only as SI, FI, HA1 or STM1, as applicable.
- Men discharged in ratings in pay grades 5, 6 or 7 will be enlisted or reenlisted in the rating in which discharged.
- Men discharged in ratings of ETM or AETM will be enlisted or reenlisted in rating in which discharged. BuPers CirC. Ltr. 41-46 (NDB, 15 Feb 1946), which provided for immediate enlistment or reenlistment in the regular Navy of enlisted USNR and USN-I personnel, and Alnavs 112, 238 and 486, which had modified CirC. Ltr. 41-46 and limited changeovers to certain specified rates, were cancelled, effective 1 July 1947.

Academy Graduates 494, Smallest Class Since ’41

The smallest class since 1941 was graduated from the Naval Academy last month, with 494 midshipmen receiving diplomas from SecNav James Forrestal.

This year’s group is only the first section of the full 1948 class. The second section will be graduated next year. Last year’s class totaled 812. Of the graduating midshipmen, 471 were commissioned into the several branches of the Navy. Thirty-three were commissioned second lieutenants in the Marine Corps.

In his speech, SecNav told the new officers that the years ahead probably would be “more deeply vexed and troubled than those facing any generation which has left the Naval Academy since 1861.”

ENLISTMENT OF EX-RADIOMEN CLARIFIED

Procedures affecting enlistment or reenlistment in USN of former USN, USNR, and USN-I personnel who were discharged in ratings of radiomen or aviation radiomen, pay grades 1 through 4, were published in Recruiting Service Order 5-47.

The order pointed out that previous directives ordered COs to change ratings of radiomen and aviation radiomen to radio technician and aviation radio technician (which ratings later became electronic technician’s mate and aviation electronic technician’s mate), provided the individuals concerned had graduated from one of these schools:

- NTSc (Radio Materiel), Anacostia Station, D.C.
- NTSc (Radio Materiel), Treasure Island, Calif.
- NTSc (Radio Materiel), Navy Pier, Chicago.
- NTSc (Aviation Radio Materiel), Corpus Christi, Tex.

In some cases, ratings were not changed in accordance with the directives, and consequently some of the men concerned were discharged as radiomen or aviation radiomen. In view of this, BuPers directed that ex-officers that the years ahead probably would be “more deeply vexed and troubled than those facing any generation which has left the Naval Academy since 1861.”

Widows of Veterans May Be Entitled to Death Benefits

Many widows of veterans of World Wars I and II, who have not applied, may be entitled to death benefits, the Veterans Administration announced.

World War II widows are entitled to benefits in cases of death due to service-connected causes and in some cases of deaths due to non-service-connected causes. The VA defines the widow of a World War II veteran as a woman who was married to the veteran prior to 10 years after the official date of the veteran's death, and it of course includes women who now are wives or widows of World War II veterans. It does not include those who have remarried since the veteran's death.

World War II widows are entitled to non-service-connected death benefits only in event their deceased husbands were entitled to disability compensation at time of death.

World War I widows, provided they have not remarried, are entitled to both service-connected and non-service-connected death benefits.

For full information, write the nearest activity of the Veterans Administration, or to the VA in Washington, D. C.

16 Officers Have Completed Electronics Supply Course

Sixteen officers have completed the three-week Electronics Supply Course, held at NSF, Bayonne, N. J. Officers training in this course are selected from the graduating class of the Naval Supply Corps School, Bayonne, and are assigned duties at the Electronic Supply Office and various NSDs and naval shipyards.

The Electronic Supply Office is one of the new activities established under the Navy Supply System (see All Hands, June 1947, p. 14). It is under the joint cognizance of BuShips (for M-5, 6, 7 of former NSD, Bayonne), and BuSandA (for Electronics Supply Functions) and BuShips (for other technical functions). It is located at NSF, Bayonne. The office currently is engaged in a vast process of cataloging and description of electronics parts, in accordance with Army-Navy standards to provide a common basis of identification of the parts for all government departments.

159 MarCorps Officers Revert to Permanent Rank

The Marine Corps announced termination of temporary appointments of 159 regular and Reserve officers in Alnav 126-47 (NDB, 15 June), and their reversion to permanent rank effective 1 June. Of the officers affected by the order, three reverted to their permanent rank of captain in USMC, 87 reverted to other permanent ranks and were immediately appointed to the temporary rank of captain and elevated to other permanent ranks and were immediately appointed to the temporary rank of first lieutenant.

The Marine Corps explained the action was taken to place the officers in the same grade and to restore Marine Corps naval aviators to their original positions on the line list with relation to their ground contemporaries.

JULY 1947
SURVEY SHOWS U. S. GREAT SEA FORCE

The world's navies and armies have been compared in a vast military survey conducted by the New York Times and by the military writer Hanson W. Baldwin. The survey showed the U. S. Navy to be a great sea force, possessing a greater tonnage of major combatant ships than any in all the world's other navies combined.

The Times reported that of the world's 6,680,000 tons of warships in five principal categories (battleships, cruisers, carriers, destroyers and submarines), the U. S. has 3,820,000 tons in active and reserve fleets. Similar types in the combined fleets of the rest of the world total 2,860,000 tons.

The Times' survey concurrently revealed that, almost two years after the end of World War II, peace has not yet come to the world. Three large-scale colonial or civil wars are raging (in the Far East), involving about 7,500,000 men, and at least 2,000,000 troops are occupying or garrisoning territory beyond their own national boundaries.

Wartime construction boosted the U. S. far ahead into first place, the Times said, leaving Great Britain as the second ranking sea power with some 1,531,000 tons of the classes considered in active and reserve fleets. The Times said Russia is maintaining a sea force of some 445,000 tons, and France a navy of about 250,000 tons. All other navies total 633,732 tons.

The Times' survey also revealed the preponderant position of the aircraft carrier in the world's navies. The U. S. is maintaining more than 100 carriers in its active and reserve Fleets, more than double the number of all other carriers in the world. The Times said the British navy is maintaining some 40 carriers, and a handful of other navies have one or two carriers each. The total of all carriers other than those of the U. S. does not exceed 50.

The Times statistics on the world's ground armies show the U. S. well out of first place in numbers of men, but the statistics do not, of course, reflect the relative standing of the armies from the standpoint of equipment, reserve manpower, or organization. Numbers of men in the world's leading ground forces are as follows: China, 5,750,000; Russia, 3,800,000; Great Britain, 1,210,000; India, 1,000,000; Turkey, 675,000; U. S., 670,000; France, 430,000; Spain, 422,000. The Times declared there are only three great air powers in the world. The U. S. with 37,000 operational and reserve planes, the Soviet with 25,000, and Great Britain with an unspecified number. Statistics on men in the world's air forces were only approximate.

The Times commented, "Despite some differences, world military statistics available today, which are shrouded in much deeper secrecy than they were before the war, indicate a parallel between the present era and the post World War I era of 1919-22, when an armaments race was threatened. "The race centered on naval construction; today millions, perhaps billions, of dollars in concealed funds, only a fraction of which are reflected in this survey, are being spent on research and development into the atomic bomb, bacteriological warfare, guided missiles, jet planes and other new weapons."

The Times listed four reasons why armed forces are being maintained in the world today:

- Tension among the great powers and fear, among smaller powers, of aggression by a great power.
- Occupation duties and tasks arising from the war.
- Maintenance of colonial empires.
- Internal police tasks and the maintenance of ruling regimes in power.

You Can Whistle While Whistle Does the Work

Got some grass you want mowed? Just whistle. Got a airplane landing field you want cleared of fog so a plane can land? Just whistle.

That's what the Naval Research Laboratory is doing. Experiments on extremely shrill whistles have already produced results in the two above departments, and other possibilities are endless. Two great diffusers are encountered by using the supersonic whistle: Everyone in the neighborhood would become uncomfortable and the expense would be too great to operate over a great area.

The whistle operates by sending out powerful vibration waves through the air at a frequency near the edge of audible sound—about 17,000 cycles per second. Some persons would hear this as an ear-rending shriek. Others would not hear it at all.

When the supersonic vibrations pass through fog, the minute vapor droplets coagulate to about the size of raindrops. After the vibrations pass, they fall to the ground. More fog would form again a short time later, however.

The grass-mowing works in much the same manner. The grass stems are agitated by these waves thousands of time per second until they break off.
Instructions Revised
For Use of Navy Oxygen Breathing Apparatus

Tests have revealed a deficiency in Navy type A-1 oxygen breathing apparatus which required a revision of instructions for use, BuShips reported in a letter to all ships and stations (NDB, 30 April; item 47-437). Results of the tests showed that the colder a canister is when put into use, the greater will be the number of breaths required to start it, and the greater the length of time required to bring it to a rate of oxygen generation sufficient for working conditions.

Instructions for starting oxygen breathing apparatus, contained in the instruction manual accompanying each unit and in the Fire Fighting Manual, NavShips 250-004 (588), are superseded by the following:

After the facepiece has been adjusted and checked for an airtight fit, start the chemical reaction in the canister by the following method:

(a) Grasp both breathing tubes with one hand, squeeze tightly, depress starter valve, and inhale deeply, release starter valve and tubes and then exhale into apparatus.

(b) Repeat this procedure until breathing bags are fully inflated (usually 3 or 4 breaths).

(c) With breathing bags full, exercise (alternately squatting and standing, running or simulating running) until approximately six complete inhalations and exhalations have been taken.

(d) Pull facepiece aside with one hand and deflate breathing bags with other hand.

(e) Repeat (a), (b), (c) and (d) until canister becomes warm on top and bottom, and then reinflate with fresh air and proceed with work to be done.

BuShips explained that the chemical in the canister is started by the moisture and the carbon dioxide in the exhaled breath. When a man is working or exercising, the output of moisture and CO₂ is greater. Consequently, the rate of oxygen generation from the chemical is greater. However, in cold weather, part of the moisture of the breath condenses on the interior of the facepiece and breathing tubes, reducing the amount which comes in contact with the chemical. This prolongs the starting time, which is further slowed down if cold canisters have been used. When canister and apparatus have been in warm stowage (60° F. or above), the starting time will be relatively short.

Accordingly, the Bureau warned that the canister must be properly started and checked top and bottom for warmth before the wearer enters atmosphere suspected of containing an oxygen deficiency, toxic gases or smoke.

BuShips is developing a self-starting attachment for oxygen breathing apparatus.

List Projects on Which Seabees May Work
In Connection with Training Activities

Projects on which Seabees may and may not work were listed by SecNav in a letter to shore stations, which appears as item 47-598, Navy Department Bulletin.

The letter noted that Seabees are now stationed in units assigned to locations in the continental U. S., and that units are authorized for the Amphibious Training Base, Coronado, Calif.; Amphibious Base, Little Creek, Va.; and Construction Battalion Center, Port Hueneme, Calif. The letter declared that Seabee units or personnel will not be used on new construction or any maintenance work, except in connection with their training activities.

Work permitted as in connection with training includes:

- Construction of Quonset huts, other advance-base-type structures, earthwork and similar items which will be disassembled later and which do not form a permanent part of the base development.
- Assembly of pontoon structures; construction of pontoon piers and causeways.
- Blasting of channels and areas for practice amphibious landings, which do not form part of the permanent base development and are not intended primarily for some other purpose. Such blasting should be done under simulated combat conditions.
- Construction of gun mounts, machine gun nests, obstacles to landing craft such as closely spaced piling offshore; obstacles on shore to slow the advance of tanks, infantry or other forces which will be used in practice landings, and the perfecting of new engineer or assault techniques.
- Construction of temporary camps and other facilities on adjacent islands or beaches, which will be used intermittently by landing forces.
- Construction of and improvements to quarters or other base facilities except that interior improvements of a minor nature may be made to enlisted men's barracks or recreation rooms and buildings, if the work does not interfere with the primary duties of the construction battalion personnel.

The letter warned that care must be taken to adhere to the spirit of the above provisions, and directed that questionable or borderline cases be referred to BuDocks for decision.

Reimbursement Rate
Of Hospital Rations
Raised to 91.5 Cents

Reimbursement rate of hospital rations went up from 80 cents to 91.5 cents per day, Alnav 121-47 (NDB, 31 May) announced.

The increase followed an earlier increase in price of meals purchased from Navy messes to 90 cents per day. The new hospital rates, occasioned by higher food costs, will affect directly officers and nurses, active and retired, subsisting off hospital messes, and certain supernumerary patients in naval hospitals.

CACHET HONORS JOHN PAUL JONES

A special John Paul Jones cachet was available to collectors on the 200th anniversary of that naval hero's birth, 6 July 1947. The cachet was drawn from the life-size bust of Jones, done in Paris in 1780, and it was hand-stamped in ink on one-day covers sent by philatelists to the Naval Academy.

The Naval Academy has been the shrine of John Paul Jones' body since 1906, when the remains were removed from a cemetery on the outskirts of Paris and brought to the U. S. accompanied by a squadron of American ships. The body of the first U. S. naval hero lies in a marble sarcophagus under the Chapel floor, with this inscription over it:

"John Paul Jones, 1747-1792; U. S. Navy, 1775-1783. He gave our Navy its earliest traditions of heroism and victory. Erected by the Congress, A. D. 1912."

CACHET marks 200th anniversary of hero on 6 July. It was drawn from bust of John Paul Jones made in Paris in 1780.
Flag rank orders last month were as follows:

Vice Admiral Thomas L. Gatch, USN, was ordered detached and is awaiting retirement. He was to be relieved by Rear Admiral Wilder D. Baker, USN, who was ordered detached as Commander U. S. Naval Base, Boston. Rear Admiral Morton L. Deyo, USN, ComByNav, who was ordered detached to await retirement, was to be relieved by Rear Admiral Theodore C. Longquest, USN, who was ordered to duty as Assistant Chief of BuAer for Research and Development, with additional duty as Technical Assistant to DCNO (Air), from duty in the Office of SeCNav, in connection with the Atomic Energy Commission.

Rear Admiral Roscoe F. Good, USN, was ordered to duty as ComCruDiv 1, from duty with CNO as head of the Fleet Operations Section. He was to relieve Rear Admiral Albert M. Bledsoe, USN, who was ordered to duty as Commander Support Group, Naval Forces Far East, from duty as ComCruDiv 1.

Rear Admiral Charles B. Momsen, USN, was ordered to duty as a member of the General Board, from duty as Chief of Staff and Aide to Commander Marianas.

Rear Admiral Stuart H. Ingersoll, USN, was ordered to duty as Commander Fleet Air Wing 2, PacFIt, from duty as Commander Fleet Air Wing 10 and Commander Air Forces Philippine Sea Frontier.

Rear Admiral John H. Hatch, SC, USN (Ret), was ordered relieved of all active duty and to return to retirement.

Commodore Arthur Gavin, USN, was ordered to duty at the Naval Air Material Center, Philadelphia, from duty as Commander Fleet Air Wing 10 and Commander Air Forces Philippine Sea Frontier.

Rear Admiral John F. Hatcher, SC, USN (Ret), was ordered relieved of all active duty and to return to retirement.

Commodore Earl C. B. Gould, USN(Ret), was ordered separated from active service. His last duty had been with the Office of Foreign Liquidation Commission, War Assets Administration.

Rules Quoted Concerning Funds Seized in Raids If Ownership Undetermined

Attention of the naval service was directed to Court Martial Order No. 1, 1944, page 99, by the Navy Department Bulletin, item 47-363. The order is quoted in part as follows:

"Gambling raids: Funds seized to be deposited into the Treasury where ownership not definitely determined, no statutory authority for confiscation where ownership can be determined."

"Information was requested as to the proper and legal disposition to be made of funds seized in gambling raids. The Comptroller General has held that where a gambling fund is confiscated in enforcing official regulations governing conduct of persons at a Government station, the funds are vested with a Federal interest and may be turned over to the Navy Department for deposit in the Treasury or to other Government agencies." Where ownership can be definitely determined, the funds should be returned to the owner where no criminal proceedings are instituted since no statutory authority for confiscation exists.

Officers' Data Cards Due Soon after 1 Aug

Officers' Data Cards are due in BuPers as soon after the first of August as practicable, BuPers Circ. Ltr. 84-47 (NDB, 31 May) announced. All commissioned and warrant officers who will be on active duty on 1 September are required to submit cards, with information complete to 1 August.

Form NavPers 340 (rev-7-46) must be used; earlier editions of this form may not be used. Commands were advised the cards should not be folded. Show previous enlisted service on reverse of the card, and show schools completed under special qualifications.

The letter said, "Care in preparation and prompt submission of these cards are important. They have been designed to assist the detailing of officer personnel. The information they contain is taken to reflect the current preferences and the current personal problems which deserve the consideration of detail officers.

Cards must be submitted to BuPers as follows: naval aviators, officers in flight training and officers with "A" classification, Attn: DCNO (Op 54); staff corps officers including pay clerks, Attn: Pers 311F; and all other officers, Attn: Pers 311.
The naval air program of the immediate and long-range future was discussed by Rear Admiral L. C. Stevens, USN, assistant chief of BuAer for research and development, before a meeting of the National Aeronautical Association in Fort Worth.

Admiral Stevens declared the short-range program is "based on the engineering and operational fact that for the next several years at least, there is no prospect of any weapons being in actual service which will permit us to carry a hard-hitting war to an enemy in any other fashion."

He pointed out that the Navy's Pacific force now is built around six carriers, and the Atlantic force a like number, on the premise that four will be operational, one undergoing routine overhaul and one out of action from battle damage in case of war.

"The long-range program of naval aviation," said Admiral Stevens, "is a matter of research and development. You cannot help but have the feeling that we are in the opening phases of a great technical revolution in aviation. It seems to me that there are four main aspects of that revolution—jet propulsion with all the high speed problems that it brings up, electronics, guided missiles and atomic energy."

Because the aviation art is advancing so rapidly, and because even proven models require from 15 months to two years to produce in quantity after the decision to produce is made, Admiral Stevens declared it is mandatory that for the national safety the U. S. aircraft industry be kept strong. The admiral declared, "It is a national responsibility of the first magnitude that we shall have not only minimum fighting forces in being, but also a minimum industry in being which is capable of the rapid expansion necessary to provide aircraft which our mobilized manpower can operate in case of war."

Admiral Stevens pointed out that naval aviation is a highly specialized task, and requires aircraft of specialized design. He offered as an example the carrier fighter, saying, "Its purpose is the same as an Army fighter—to shoot down other aircraft. I am often asked . . . when the Army and the Navy are going to get together on a fighter they can both use, why we don't use the P-80 on our carriers, for example, and save time and money? Now it is no great trick to rig any fighter for carrier landings, and we have done so from time to time, including the P-80, but it is impossible to make them suitable for continued service operation on carriers in quantity. We can operate more than twice as many airplanes from a single deck by specialized designs. That is the reason for the Navy's new 600-mile-an-hour Banshee fighter."

The admiral enumerated the additional requirements for operating aircraft from carriers instead of flying fields, including arresting gear and catapulting attachments, take-off characteristics to permit operation of maximum numbers, folding wings or other special arrangements to increase carrier capacity to the maximum, ability to meet hangar deck, elevator and flight deck clearances; provisions for pilots' vision in landing, and even different handling, stability and control provisions for successful carrier landings and wave-offs.

Admiral Stevens pointed out many areas of aviation design where similar equipment is developed and used by the armed services.

**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. 117—Thirty-eighth in a series listing officers selected for transfer to the regular Navy.

No. 118—Thirty-ninth in a series listing officers selected for transfer to the regular Navy.

No. 119—Authorizes COs to certify as to duty performed by personnel within periods covered by state bonus laws.

No. 120—Calls attention to Naval Reserve Week, 18-25 May.

No. 121—Announces reimbursement rate of hospital ration set at 91.5 cents (see p. 55).

No. 122—Directs new blood count on all Bikini test personnel (see p. 52).

No. 123—Fortieth in a series listing officers selected for transfer to the regular Navy.

No. 124—Forty-first in a series listing officers selected for transfer to the regular Navy.

No. 125—Announces new discharge certificates to replace old on 1 July (see p. 52).

No. 126—Lists certain Marine Corps officers whose temporary appointments terminated 1 June (see p. 53).

No. 127—Gives procedure for requisitioning preliminary examinations for candidates to Naval School, Academy and other preparatory schools.

No. 128—Clarifies provisions for accounting for spares and equipage on ships operating directly under General Supply System.

**JULY 1947**
Two Marine Units

Given Awards for

Action in Pacific

The Presidential Unit Citation and the Navy Unit Commendation have been awarded the Second Marine Aircraft Wing and the Twelfth Marine Regiment, respectively.

The 2d MarAirWing was cited for the extraordinary heroism of its action against the Japanese forces during the Okinawa campaign from 4 Apr to 14 July 1945. The wing, which bore the entire burden of land-based aircraft support during the early part of the campaign, shot down a total of 495 planes during the period covered by the citation. It played a major role in achieving air superiority essential to our success in the Okinawa operation.

The 12th MarReg was cited for action at Bougainville from 1 Nov 1943 to 12 Jan 1944, and at Guam from 21 July to 10 Aug 1944. In action 73 days during the Bougainville campaign, the 12th Marines aided in smashing an enemy counterattack on the night of 7 November and silenced all enemy fire in the Battle of Coconut Grove on 13 November. Landing at Guam in the face of heavy enemy fire, the regiment rendered effective supporting fire in the Battle of Coconut Grove.

Citation Awarded

PatBomRon 117 for Combat Operations

A Presidential Unit Citation has been awarded to Patrol Bombing Squadron 117 for outstanding combat service in the South China Sea area from 4 Oct 1944 to 11 Aug 1945. Operating from forward bases in the Marianas and the Philippines, the squadron destroyed thousands of tons of Japanese shipping, damaged shore installations and shot down 63 planes.

As one of the first three Navy long-range search squadrons to operate from Tinian, and the first to be based in the Philippines, PatBomRon 117 was cited for patrols made in advance of the Third Fleet, shore bombardment missions, night anti-shipping strikes and submarine coverage missions. Despite increasingly difficult conditions, the squadron tracked the enemy Second Diversory Force and other heavily escorted convoys, as the Japanese made their last bid to supply their southern empire.

This unit, the citation states, engaged in coordinated operations with Army air groups and obtained tracking information for Allied submarines. After enemy shipping had been almost annihilated, it fought on to destroy even the smallest vessels and to disrupt Japanese communications.

Commanding officers of the squadron during the period covered by the citations were Capt. Everett O. Rigbee, Jr., USN, Ross, Calif.; Comdr. Harold W. McDonald, USN, Wetumpka, Ala.; Lt. Comdr. Thomas P. Mulvihill, USN; Columbus, Mont., and Lt. Comdr. Roger J. Crowley, Jr., USN, Manchester, N. H.

GUATEMALAN award is presented Fleet Admiral Nimitz by Col. Lopez for participation in World War II victory.

Landing Craft Gets PUC for Battling Jap Suicide Planes

USS LCS 57 has been awarded the Presidential Unit Citation for its action against Japanese suicide planes near Okinawa on 12 Apr 1945.

Opening fire on the first two planes that penetrated our aircraft screen and plunged in suicidal dives on our concentration of ships, the LCS 57 maintained a steady barrage from her antiaircraft guns despite constant enemy strafing, and destroyed or routed the targets. Quickly disposing of two other planes preparing to make an attack, she turned her guns on a fifth as it came in low, and exploded it close aboard.

With two 40 mm. guns out of action, the steering gear damaged and lighting and internal communications disrupted by the concussion, the LCS 57 accounted for the sixth plane before it could complete its suicide dive. Although she was suffering from further damage when a plane landed on her deck, the ship stayed afloat and fighting, and destroyed or routed the entire 26-plane formation.

Gold star in lieu of third award:

✦ CUTTER, Blade D., Comdr., USN, Washington, D. C.: As Co of PatRon 117 attached to 11th PhibFor, Lt. (jg) Cutter participated in the assault on the coast of France, 6 June 1944. Braving heavy Ger-

NAVY CROSS

Gold star in lieu of second award:

✦ Bass, Raymond H., Comdr., USN, Los Angeles, Calif.: As Co of a U. S. submarine during a war patrol in Japanese waters, Comdr. Bass maneuvered his ship into favorable position to strike at the enemy. He launched attacks on heavily escorted enemy convoys, pursuing his targets despite severe enemy air and surface counter-attacks and sinking four Japanese ships totaling over 25,000 tons and to damage an enemy submarine of over 600 tons. Although subjected to severe depth-charging and aerial bombing, he evaded the enemy and brought his ship safely to port.

Gold star in lieu of first award:

✦ Freeman, William R., Lt. (jg) (then CGM), USN, Lake Bluff, Ill.: As leader of Naval Combat Demolition Unit 2, attached to 11th PhibFor, Lt. (jg) Freeman participated in the assault on the coast of France, 6 June 1944.

Navy Honors 9 Civilians Who Gave Lives on Wake

Nine construction workers who gave their lives in the defense of Wake Island have been awarded Bronze Star Medals posthumously.

Each man was cited for heroic service, courage, patriotism, and determination in the face of tremendous odds. Each volunteered to assist the men of Marine Aircraft Squadron 211, when the marines went forward to make a final stand against an overwhelming landing force.

Names and addresses of recipients:


ALL HANDS
Commodore Behrens
Lt. Bomberger

man artillery and small arms fire, he led his crew on to the assault beaches at 11-hour plus three minutes in an attempt to blow a 50-yard gap through the formidable beach obstacles. Although seven of the 12-man unit were killed, he succeeded in accomplishing this perilous and vital mission. Needless of his own safety, he repeatedly exposed himself on dense gunfire to recover wounded personnel.

**Galagher, Anthony R., Comdr. (then Lt. Comdr.), USN, Augusta, Ga.: As CO of the Bang during its second war patrol in Japanese controlled waters from 6 June to 2 June 1944. Comdr. Galagher fulfilled a hazardous mission. Braving intense surface and air opposition, he penetrated a strong enemy escort screen to launch torpedo attacks, sinking one 10,000-ton Japanese tanker and two additional vessels for a total of 24,000 tons, and inflicting heavy damage on another tanker. Although severely depth-charged and attacked with enemy aerial bombs, he succeeded in bringing the Bang safely to port.

**Keithly, Roger M., Comdr., USN, Fresno, Calif.: As CO of the Tilefish during its fifth war patrol in Japanese controlled waters from 15 Nov 1944 to 2 Jan 1945, Comdr. Keithly was quick to act when the enemy cruiser was spotted. He maneuvered his ship to a favorable spot and, handicapped by a faulty periscope, pressed home a torpdeo attack to sink the vessel. By his ship handling, he contributed to the success of the Tilefish in evading severe enemy countermeasures.

**Steglauff, William B., Comdr., USN, Alber Lea, Minn.: As CO of the Tautog during a war patrol in Japanese controlled waters, Comdr. Steglauff displayed expert seamanship. He directed his ship in attacks on heavily escorted enemy convoys and, despite premature torpedoes and enemy countermeasures, pursued his targets to sink five enemy freighters totaling 17,736 tons and to damage two additional freighters. In spite of the enemy's concentrated efforts to the contrary, he succeeded in bringing his ship to port unharmed.

First award:

**Becker, Albert L., Comdr. (then Lt. Comdr.), USN, Brookhaven, Miss.: As CO of the Cobia during its first war patrol in Japanese waters from 36 June to 14 Aug 1944, Comdr. Becker penetrated strong enemy escort screens and pressed home torpedo attacks. He succeeded in sinking four enemy ships totaling 22,800 tons. Fighting his ship through two surface engagements with an independent enemy ship and a group of three armed patrol vessels, he directed attacks resulting in the sinking of all four of these units and successfully evaded an attempted ramming by one of the armed vessels. Although severely depth-charged during the course of the attack, he brought the Cobia to port with but minor damage.

**Behrens, William W., Commodore (then Capt.), USN, Arlington, Va.: As CO of the Houston, Commodore Behrens participated in action against the Japanese off Formosa on 14 Oct 1944. With his ship dead in the water and listing violently in the heavy seas following an enemy aerial attack, he efficiently directed damage control measures and the removal of personnel to other ships in the formation before his crippled ship was taken in tow by another cruiser. With his ship again under aerial attack two days later, he inspired his men to heroic effort, maintaining control and contributing in a large measure to his ship's successful return to a friendly port.

**Bomberger, George K., Lt., USNR, Harrisburg, Pa.: As CO in the Bonikston attached to the Franklin, Lt. Bomberger fought his scout bomber plane in action against the Japanese in the Battle for Leyte Gulf, 25 Oct 1944. Participating in a strike against a large enemy task force, he led his section in the face of intense and continuous antiaircraft fire and maneuvered his plane to score a direct hit on a Japanese carrier, contributing materially to its sinking.

**Carlson, Kenneth E., Lt. (jg), USNR, Honolulu, Hawaii: As CO of the Torpedo plane attached to the Franklin, Lt. (jg) Carlson fought in action against the Japanese in the Battle for Leyte Gulf on 25 Oct 1944. While taking part in operations against a large Japanese task force, he led his section through aerial opposition and maneuvered his plane to score a direct hit on an enemy carrier, contributing materially to its sinking.

**Connor, Thomas J., Lt. (jg), USNR, Verona, Pa.: As pilot of a fighter plane in the Pinetown 22 attached to the Princeton, Lt. (jg) Conroy participated in action against Japanese forces during the Battle for Leyte Gulf 24 Oct 1944. Having taken part in the interception of a large group of enemy planes attempting to attack our task force and pressed home his attack to shoot down six planes and to damage three others. Although his plane was struck several times by enemy fire, he continued to fight until his ammunition and fuel were exhausted.

**Davis, Richard E., Lt. (jg), (then Ensign), USNR, Dunbrooke, Va.: As pilot of a fighter plane in the Pinetown 15 attached to the Essex, Lt. (jg) Davis fought his plane in action against the Japanese in the Battle for Leyte Gulf on 25 Oct 1944. Undaunted by antiaircraft fire and aerial opposition, he carried out an attack against major units of the Japanese fleet, scoring a direct hit on a carrier and contributing materially to its sinking and to the success of the mission.

**Day, Barton E., Comdr., USN, Northbridge, Calif.: As CO of the Div-AirGrp of Task Group 77.4, Comdr. Day displayed expert leadership while those ships were engaged in furnishing air support to our amphibious attack groups banding on the shores of Leyte Gulf from 18 to 29 Oct 1944. With the ships in his squadron under repeated aerial and submarine attack, he directed the air operations of his group in repulsing an overwhelming Japanese task force during the battle off Samar Island on 25 October. Comdr. Day contributed in a large measure to the extensive damage and destruction inflicted on the enemy during this decisive engagement.

**Doyle, Austin K., Rear Admiral (then Capt.), Pensacola, Fla.: While serving as CO of the Hornet, Admiral Doyle contributed essentially to the success of our forces during operations against Japanese forces in the Pacific from 28 Aug to 30 Oct 1944. Under heavy enemy aerial attack while operating close to Japanese shores on 13 and 14 October, he maintained his ship and its air group in action and contributed materially to the success of the Hornet. During this same period, he directed the Japanese forces during operations against Japanese forces in the Pacific from 28 Aug to 30 Oct 1944. Under heavy enemy aerial attack while operating close to Japanese shores on 13 and 14 October, he maintained his ship and its air group in action and contributed materially to the success of the Hornet. During this same period, he directed the air operations of his group in repulsing an overwhelming Japanese task force during the battle off Samar Island on 25 October. Comdr. Day contributed in a large measure to the extensive damage and destruction inflicted on the enemy during this decisive engagement.

**Galatin, Ignatius J., Comdr., USN, New London, Conn.: As CO of the Kingfish during its 30th war patrol in Japanese waters from 6 Oct to 1 Dec 1944, Comdr. Galatin proved himself an aggressive leader. He penetrated strong enemy escort screens to launch repeated strikes against enemy shipping and contributed to the success of the Kingfish in sinking more than 10,000 tons of shipping and in evading several enemy countermeasures.

**Gregg, Max E., Lt. Comdr. (then Lt.), USN, Westerly, R.I.: As a pilot in TorpRon
Naval Cross (Cont.)

Comdr. Shelby

Comdr. Shepard

Lt. Sproge

Lt. (jg) Young

Comdr. Reich

Lt. (jg) Riley

USN, Jackson Heights, N.Y.: As CO of uss Sealion during its first war patrol in Japanese-controlled waters. On July 5, 1944, Comdr. Reich helped sink several ships. Maneuvering his vessel into a favorable position, he directed his enemy escort screen to strike at enemy shipping, launching eight torpedo attacks to assure the sinking of one enemy vessel. On a further attack, he destroyed a 100-ton sampan. Although severely depth-charged, he directed his vessel and succeeded in bringing the Sealion into port.

KIRKPATRICK, Charles E., Lt. Comdr., USN, Tifton, Ga.: As senior officer of a special reconnaissance detachment, Comdr. Kirkpatrick participated in action against the Japanese from 11 July to 28 Aug 1944. Volunteering to join in a mission to reconnoiter enemy-held islands and adjacent waters at great distances from friendly bases, he planned the operation and led the party to enemy-held beaches, obtaining vital information and contributing to our continued operation against the enemy.

KUDER, William A., Lt. (jg), USNR, Kato- nah, N.Y. (posthumously): As pilot in BomRon 7 attached to uss Hancock, Lt. (jg) Kuder fought his bomber during action against the Japanese in the Battle for Leyte Gulf on 25 Oct 1944. In a strike against major units of the enemy fleet, he plunged through a barrage of bursting enemy antiaircraft fire to score a devastating hit on a Japanese carrier.

Kirkpatrick, Charles E., Lt. Comdr., USN, Tifton, Ga.: As senior officer of a special reconnaissance detachment, Comdr. Kirkpatrick participated in action against the Japanese from 11 July to 28 Aug 1944. Volunteering to join in a mission to reconnoiter enemy-held islands and adjacent waters at great distances from friendly bases, he planned the operation and led the party to enemy-held beaches, obtaining vital information and contributing to our continued operation against the enemy.

LINDSAY, Elvin L., Lt. Comdr., Palouse, Wash.: As flight leader in FitRon 25 and, although subjected to severe fire from main batteries and antiaircraft guns, succeeded in diverting the fire of an enemy vessel. While on another flight he succeeded in diverting the fire of an enemy battle ship from a carrier division, contributing materially to the success of his squadron in this engagement.

MASON, John L., Lt. (jg), USNR, Mystic, Conn.: As CO of uss Haddo on its seventh war patrol to Luzon and Mindoro, Philippine Islands, from 8 Aug to 2 Oct 1944, Comdr. Mason directed his vessel in a series of successful torpedo attacks and a gun attack on enemy shipping. He engaged two destroyers and another large escort vessel, sinking both ships and seriously damaging a third vessel. Continuing his search for enemy targets, he launched further attacks on heavily escorted enemy convoys, sinking two cargo vessels and a transport. Cooperating with our aircraft during a bombing raid on enemy bases, he rescued a naval aviator from the sea.

NIMITZ, Chester W., Jr., Comdr., Mystic, Conn.: As CO of uss Haddo on its seventh war patrol to Luzon and Mindoro, Philippine Islands, from 8 Aug to 2 Oct 1944, Comdr. Minter directed his vessel in a series of successful torpedo attacks and a gun attack on enemy shipping. He engaged two destroyers and another large escort vessel, sinking both ships and seriously damaging a third vessel. Continuing his search for enemy targets, he launched further attacks on heavily escorted enemy convoys, sinking two cargo vessels and a transport. Cooperating with our aircraft during a bombing raid on enemy bases, he rescued a naval aviator from the sea.

MILLER, Clark W., Lt. (then Lt. (jg)), USNR, Lebanon, Ind.: As pilot in CompRon 73 and, although subjected to severe fire from manual batteries and antiaircraft guns, scored a direct hit which sank the vessel.

OEHLERT, Herschel A., Lt. (jg), USNR, Woodburn, Iowa (posthumously): As CO of uss Oskaloosa, Lt. (jg) Oehrler fought his torpedo plane against the Japanese during the battle off Samar Island on 25 Oct 1944. In a strike against enemy units, he maneuvered his plane to score a direct hit on a heavy cruiser despite heavy fire and later photographed the sinking vessel. While on another flight he succeeded in diverting the fire of an enemy battle ship from a carrier division, contributing materially to the success of his squadron in this engagement.

PECHIN, Paul H., Jr., Lt. (jg), USNR, Las Vegas, Nev. (posthumously): As pilot in uss Shenandoah, Lt. (jg) Pechin fought his plane through intense barrages of antiaircraft fire and maneuvered his craft to score a direct hit on a Japanese carrier, contributing materially to its sinking.

PILLS, Clark W., Lt. (then Lt. (jg)), USNR, Lebanon, Ind.: As pilot in CompRon 73 and, although subjected to severe fire from manual batteries and antiaircraft guns, scored a direct hit which sank the vessel.

OEHLERT, Herschel A., Lt. (jg), USNR, Woodburn, Iowa (posthumously): As CO of uss Oskaloosa, Lt. (jg) Oehrler fought his torpedo plane against the Japanese during the battle off Samar Island on 25 Oct 1944. In a strike against enemy units, he maneuvered his plane to score a direct hit on a heavy cruiser despite heavy fire and later photographed the sinking vessel. While on another flight he succeeded in diverting the fire of an enemy battle ship from a carrier division, contributing materially to the success of his squadron in this engagement.

RILEY, Robert O., Lt. (jg), USNR, Lafay- ette, Ind.: As a pilot in FitRon 15 attached to uss Frankiln, Lt. (jg) Riley flew in action against the enemy during the Battle of Leyte Gulf. Participating in a strike against a large task force, he fought his plane through intense and accurate antiaircraft fire and maneuvered his craft to score a direct hit on a Japanese carrier, contributing materially to its sinking.

SHELBY, Edward E., Comdr. (then Lt. Comdr.), uss, Cincinnati, Ohio: As CO of uss Tunny during its fifth war patrol in Japanese waters from 22 June to 1 Aug 1944, Comdr. Shelby maneuvered his ship into favorable position to cut the convoy. He launched three torpedo attacks against unescorted freighters and a escort vessel, striking two freighters and damage another. Closing a convoy of 13 Japanese sampans during a running gun engagement in heavy for at close range, he directed accurate fire from all available types of guns. After an unsuccessful convoy. Although severely depth-charged, he succeeded in bringing the Sunfish to port.

SHEPARD, Evan T., Comdr., uss, New London, Conn.: As CO of uss Peck. during the Battle of the Solomons on 7 Aug 1942, Comdr. Shepard fought his plane against the Japanese, from 5 July to 6 Aug 1942, Comdr. Shepard fought his plane against the Japanese, during the battle for Leyte Gulf on 25 Oct 1944. Although the antiaircraft fire was intense and accurate, he carried out an attack against major units of the enemy fleet and scored a direct bomb hit on a carrier, contributing to the success of the mission.

OEHLERT, Herschel A., Lt. (jg), USNR, Woodburn, Iowa (posthumously): As CO of uss Oskaloosa, Lt. (jg) Oehrler fought his torpedo plane against the Japanese during the battle off Samar Island on 25 Oct 1944. In a strike against enemy units, he maneuvered his plane to score a direct hit on a heavy cruiser despite heavy fire and later photographed the sinking vessel. While on another flight he succeeded in diverting the fire of an enemy battle ship from a carrier division, contributing materially to the success of his squadron in this engagement.

OTTER, Bethel V., Lt. (jg), uss, Louisville, Ky. (posthumously): In action against the Japanese during the final assaults on Corregidor on 5 and 6 May 1942, Lt. Otter lost his life. Constantly exposed to the enemy's long range shell fire and bombings, he disregarded all personal danger as he directed his men with unflagging skill and courage to the defense of his assigned beach area. Holding his ground in the final assault of Corregidor's beaches on 6 May, he directed the fury of Japanese rifle and machine gun fire in a desperate effort to turn back the invading forces, repeatedly countering the enemy's landings attempts until he was struck down and fatally wounded.

Pilots Directed to Avoid Flying Over Mt. Vernon

Aircraft engines make a poor accompaniment to patriotic services, especially at th national shrine at Mount Vernon, Va.

The Navy has ordered, in Aviation Circ. Ltr. 47-47, that no flights be conducted within a distance of one mile of Mount Vernon below 1,500 feet, except when necessary under instrument flight conditions. Under no circumstances will naval aircraft engage in flight other than normal flight in that vicinity. When possible under contact flight conditions, aircraft should be routed to avoid Mount Vernon by a wide margin.

The CAA has requested all planes to avoid Mount Vernon, pointing out however that Washington radio aids are so located as to require planes to pass over Mount Vernon during an instrument approach to National Airport, Bolling Field and NAS Anacostia. But during good weather pilots should choose a route which will by-pass the first President's home.
Silver Star Medal

Gold star in lieu of third award:
- **Fyfe, John K., Lt. Comdr., USN, Sarasota Beach, Fla.: CO, uss Batfish, fourth war patrol, Palau area, 1 Aug to 12 Sept 1944.**

Gold star in lieu of second award:
- **Benson, Roy S., Capt., USS, Concord, N. H.: CO, uss Trigger, fourth war patrol, in enemy waters, 13 Feb to 6 Apr 1943.**
- **McGyver, Charles F., Lt. Comdr., USN, Valeo, Calif.: Assistant approach officer, uss Gato, POA, during fifth and sixth war patrols.**
- **Smith, William L., Lt. Comdr., USN, Chicago, Ill.: Torpedo data computer, uss Seawolf, 12th war patrol, 12 Dec 1943 to 7 Jan 1944.**
- **Tatsch, Friedrich L., Lt. Comdr., USN, Kittery Pt., Me.: Executive officer and assistant approach officer, uss Permit, 10th war patrol, in enemy waters.**
- **Utsch, Theodore M., Lt. Comdr., uss, Long Beach, Calif.: Assistant approach officer, uss Spadefish, first war patrol, 23 July to 24 Sept 1944.**

First award:
- **Anderson, Andre R., Lt. (jg), USN, Los Angeles, Calif.: Torpedo data computer operator, uss Sargo, fifth war patrol, 3 June to 19 July 1944.**
- **Andrews, James G., Comdr., USN, Oregon City, Ore.: Assistant approach officer, uss Asgro, first war patrol, 23 Nov 1943 to 1 Jan 1944.**
- **Baker, David B., Comdr., USN, Noank, Conn.: Officer of the deck, uss Fargo, first war patrol, Japanese waters.**
- **Bates, Charles, Jr., USN, San Francisco, Calif.: For conspicuous gallantry while attached to the 7th Fleet, New Guinea, Togei Channel.**
- **Bowdler, Thomas E., Lt., USNR, Tifton, Ohio: Diving officer, uss Rasher, fifth war patrol, 29 Oct to 13 Sept 1943.**
- **Bretz, James, Comdr., USN, Pensacola, Fla.: CO, uss LST 307, invasion of Sicily, 10 to 18 July 1943.**
- **Cain, James B., Lt. Comdr., USN, Cramp-erton, N. C.: Leader of four plane section, vicinity of Okinawa Jima, 6 Apr 1945.**
- **Cooper, Walter, Lt. Comdr., USN, Bellevue, Ohio: NCDCU 2, invasion of France, 6 June 1944.**
- **Crittenden, John L., Lt. (jg), USNR, Philadelphia, Pa.: Fighter plane pilot, Fiv-Ron 20, uss Enterprise, Philippine area, 18 Oct 1944.**
- **DeBoy, Charles, Lt., USN, Lawrence, Mass.: Chief electrician's mate, in charge of electrical department, uss Tambor, 14th war patrol, 5 Jan to 3 Mar 1944.**
- **DiCenzo, George C., Lt. Comdr., USN, Annapolis, Md.: Fighter pilot, attached to uss Essex, Central Philippines, 12 Sept 1944.**
- **Easton, Jay A., Lt. Comdr., USN, Morton, Wash.: Fighter pilot, uss Wasp, Siegfried, 11th war patrol, 25 July to 5 Sept 1944.**
- **Fay, Harold E., Lt. Comdr., USN, Beloit, Wis.: Engineering officer and diving officer of U. S. submarine, during war patrol, in enemy waters.**
- **Germerman, William J., Jr., Comdr., USN, Grotton, Conn.: CO, uss Tambor, 12th war patrol, enemy waters, 3 Oct to 30 Nov 1944.**
- **Glenoyn, Philip L., Lt. Comdr., USN, Forest Hills, N. Y.: Torpedo data computer officer, uss Permit, 10th war patrol, in enemy waters.**
- **Hall, Louis W., Lt. (jg), USN, Ames- bury, Mass.: Leader of UDT, off Saipan Island, 14 June 1944.**
- **Howell, James L., Lt. Comdr., USN, Coronado, Calif.: Pilot of torpedo plane, TorpRon 20, uss Lexington, Fijian Indian ocean, 12 Jan 1945.**
- **Huston, Robert G., Comdr., USN, Annapolis, Md.: Assistant approach officer, uss Shad, sixth war patrol, 28 Sept to 24 Nov 1942.**
- **List, Frank V., Comdr., USN, Seattle, Wash.: CO, uss Smith, at Ormoc, Leyte, Philippine Islands, 11 and 12 Dec 1944.**
- **Maupin, David L., Comdr., USN, Los Angeles, Calif.: CO, uss Phelps, Marinas Islands, 18 June 1944.**
- **McGrady, Joseph L., Lt. (jg), USN, Portsmouth, N. H.: Chief of the boat, U. S. submarine, during war patrol in enemy waters, 20 Oct to 12 Dec 1943.**
- **Mendenhall, Conlin G., Lt. Comdr., USN, Anaheum, Tex.: Assistant approach officer, uss Pinapito, 1st war patrol, 10 May to 1 July 1944.**
- **Morris, Fred A., Lt. USN, Elmhurst, L. I., N. Y.: Damage control officer, uss Plunger, 10th war patrol, 13 Jan to 8 Mar 1944.**
- **Pope, Robert B., Lt. Comdr., USN, Portland, Ore.: Torpedo data computer officer, uss Gar, 10th war patrol, 16 Dec 1943 to 9 Feb 1944.**
- **Pye, John B., Lt. Comdr., USN, Coronado, Calif.: Torpedo officer, uss Swordfish, during war patrol, POA, 29 Dec 1943 to 7 Feb 1944.**
- **Riley, Simon E., Comdr., USN, Coronado, Calif.: CO, uss Edwards, Ormoc, Leyte, Philippine Islands, 11 Dec 1944 to 7 Jan 1945.**
- **Reffo, Miles P., Comdr., USN, Belmont, Mass.: Diving officer, uss Jack, during war patrol, enemy waters.**
- **Smiley, Andrew M., Lt. (jg), USN, Vallee, Calif.: Diving officer, uss Croaker, first war patrol, 19 July to 31 Aug 1944.**
- **Swanbeck, James R., Lt. Comdr., USN, Montclair, N. J.: For gallantry while serving in uss Gato, fifth, sixth and seventh war patrols.**
- **Taylor, Alexander B., Lt. Comdr., USN, San Francisco, Calif.: Beachmaster of uss Zellin, assault on Tarawa Atoll, Gilbert Islands, 30 Nov to 27 Nov 1943.**
- **Wool, William B., Lt. Comdr., USN, San Francisco, Calif.: For performance of duty as Captain of uss Frog, and gallantry in action against the Japanese in the South Pacific area, 18 Apr 1944.**

NEW OBSERVATORY LOCATION Sought

The advice of astronomers throughout the country is being sought to determine the best location for a new Naval Observatory.

The present location in Washington, D. C., has become unsuitable due to the growth of the city. Dirt particles and heat radiation from the streets and buildings make almost impossible the daylight observations necessary for fundamental work.

Two Naval Observatory astronomers are now making a series of personal interviews with astronomers to get the benefit of their advice on possible sites which will be tested.

General requirements are that the latitude of the new site should be similar to the old one; it should be accessible to good transportation facilities; the weather should be generally good and it should not be in a city or large town.

The Naval Observatory has been located at its present site since 1893. In that year all Navy observatory equipment was moved into its first permanent building. It is now housed in 55 buildings covering 72 acres.

Contributions of the Naval Observatory to navigation and astronomy are noted throughout the world. It was there in 1847 that the planet Neptune, which had been discovered in 1846, was found to be the same star that was found by the French astronomer Le Verrier in 1878.

One of the observatory's telescopes became famous in 1877 when Prof. Asaph Hall used it to discover the moons of the planet Mars.

To mariners, the observatory is known best for its publication of the Nautical Almanac, American Ephemeris and for the design and maintenance of instruments. It is better known to the general public for its time research work. In 1904 it pioneered in broadcast radio time signals on low power. This was followed in 1912 by broadcasting daily on high power.
Silver Star (Cont.)

Asheville, N. C.: Diving officer, uss Sea Owl, first war patrol, 19 Nov 1944 to 15 Jan 1945.

Young, Charles L., CHCARP, usn, Phoenicia, Calif.: Member of UDT in action against enemy forces, POA, 17 July to 21 July 1944.

Young, Gall B., Lt., usna, Oklahoma City, Okla.: Pilot of torpedo plane, Torp-Bom 9, uss Wasp, Kure naval base, Japan, 19 Mar 1945.

First award:

- Anderson, George W., Jr., Capt., usn, Brooklyn, N. Y.: As head of the plans division, of the Staff, Commander, Air Force, U. S. Pacific Fleet, from November 1943 to March 1944.
- Van Vels, William B., Lt., USN, Norfolk, Va.: Destroyer submarine, convoy lanes west of Luzon, Philippines Islands, 3 Jan 1945.

First award:

- Anthony, Bronislau P., Lt. Comdr., usn, Ohio, N. Y.: Pilot of carrier based bomber plane, aircraft, against enemy forces, Bismarck Sea, 6 Apr 1944.
- Blaylock, Horace C., Lt., usns, Louis- ville, Ky.: Pilot of torpedo plane, Torp-Bom 2, uss Hornet, 9 Apr 1944.
- Breaux, Fred R., Lt. (jg), usn, Houston, Tex.: (posthumously) Compr 86, uss Bismarck Sea, Bismarck Sea, 3 Nov 1944.
- Crow, Paul B., Lt. (jg), usn, Garden City, Kans.: Aerial operations against enemy forces, 28 May 1945.
- Drover, John W., Lt., usns, Reading, Mass.: Pilot of patrol plane, Pat 21, Kyushu, Shikoku, Honshu, Korea, from 29 Mar to 30 Jul 1945.
- Eastmow, Richard T., Lt., usn, Salt Lake City, Utah: Pilot of carrier based plane, in operations against enemy forces, Bonin Islands, 12 Oct 1944.
- Emlor, Fletcher L., Lt. (jg), usns, Alb- a, Va.: Aerial operations in Pacific area, from 17 Apr 1944.
- Ford, Lewis M. D., Comdr., usns, Santa Cruz, Calif.: Leader of Torp-Bom 2, while attached to uss Hornet, Bonin Islands, 4 Apr 1944.
- Forren, Sam W., Lt. Comdr., usns, Griffin, Ga.: Pilot of fighter plane, in action against enemy forces, Philippine Islands, 12 Oct 1944.
- Goebel, Charles W., Lt., usns, Cuay- hogo, P. R.: Pilot of patrol plane in Torp-Bom 13, uss Franklin, Philippine Islands, 18 Oct 1944.
- Teplitz, John W., Lt., usns, Tarporn Springs, Fla.: Pilot of fighter plane, attached to Air Group 8, uss Bunker Hill, action in Philippine Islands, 8 Sept 1944.
- Teplitz, George C., Lt. (jg), usn, Bir- mingham, Ala.: Pilot of fighter plane, Compr 86, uss Saginaw Bay, at Okina- wa, 12 Apr 1945.
ENDS 52 YEARS OF NAVAL SERVICE

With his release from active duty, Admiral Frederick J. Horne, usn (Ret), wound up 52 years of distinguished naval service, which had begun when he reported to the Naval Academy in 1895 as a midshipman in 1895.

Admiral Horne served his country through World War II as Vice Chief of Naval Operations and as a member, later chairman, of the Army-Navy Petroleum Board.

Since 1 Jan 1946, when he was relieved as VCNO by Admiral De Witt C. Ramsey, usn, Admiral Horne had been on duty in the office of CNO as a special assistant, until he was relieved of active duty.

Admiral Horne was born in New York City in 1895. He joined the Navy in 1918 for service during his midshipman years, aboard uss Texas in the battles of Santiago, Cuba, in 1898. He returned to the Academy to graduate in 1919.

Admiral Horne was later Cross for service as Naval Attache at the American Embassy, Tokyo, from 1915 to 1919, when he was a lieutenant commander; the Distinguished Service Medal for service as VCNO in World War II, and the Legion of Merit, awarded by the Army, for his service with the Army-Navy Petroleum Board.

Gold star in lieu of third award:
- Brown, Winston S., Comdr., usn, Thomasville, Ga.: CO, uss Ralph Talbot, against enemy forces in Pacific areas, July 1944 to April 1945.

Gold star in lieu of second award:
- Pflueg, Claude M., Comdr., usn, Staten Island, N. Y.: Assistant operations officer on staff of Commander, Mine Division, Pacific Fleet, from 9 Apr 1945 to 7 Mar 1946.
- Hockett, John M., Lt., usn, Old Orchard, Me.: Gunnery officer on uss LCS 132, operations against Japanese forces, 21 July 1945.
- Hubbard, Miles H., Comdr., usn, Vallejo, Calif.: Gunnery officer on uss CA 57, unit of Task Group 77.1, at Leyte, Philippine Islands, 1 Nov 1944.
- Lynch, Ralph C., Comdr., usn, Brooklyn, N. Y.: CO, uss Minigun, during fifth patrol, from September to 30 Nov 1943.

JULY 1947
**FANTAIL FORUM**

**QUESTION:** What was your most interesting experience in the Navy?

(Interviews were conducted at Headquarters, ComNavPhil, Manila, P. I.)

**Kenneth Titilah, QM1, Winchester, Mass.:** I had the opportunity to visit Hiroshima and see the devastation created by the atomic bomb. Aside from the complete destruction I was impressed by the children, who would shout and show "V for victory" sign.

**Norman W. Cheff, TM1, Toledo, Ohio:** Learning what makes a man-of-war tick, the ship-shape methods used on the bridge in connection with cooperation and coordination of divisions have made me realize that every man has a place in the Navy.

**Harold D. Jones, S1, Raleigh, N. C.:** Just being in the Navy and visiting foreign countries is my most interesting experience. Learning how other people in the world live and their different customs. I would like to visit as many as possible.

**Bill Fanning, F3, Wichita, Kans.:** The day was Navy Day. Our battalion was called to march for exhibition in Los Angeles. This was the first event west of the Rockies ever to be televised.

**James E. Church, Jr., CY, Kansas City, Kans.:** The patrols I made while attached to USS Sturgeon. The close shaves we had from depth charges, the ships we torpedoed and the return to Australia for liberty.

**William J. Gillespie, S1, Everett, Mass.:** Riding a typhoon on an LSM in Manila Bay. We hit a reef and had to go over the side. A lot of men couldn't swim, but everyone made it to safety.

**Alvin A. Wegner, Y1, Indianapolis, Ind.:** The Piper Cub landed after my seventh hour of dual. My instructor said, "Take it up." With a lump in my throat I made preparations. Then it happened—a perfect solo takeoff. That was my most interesting experience in the Navy!

**William F. Miller, CY, Colorado City, Tex.:** As a POW in Japan I witnessed this scene: A tortured Marine awaiting his execution, smiled and proudly said: "I'm proud to die for a country whose cause is worth fighting for and that I know shall win."

**Charles Lewandowski, Y2, Knowlton, Wis.:** My most interesting experience took place in Manila on Independence Day. Seeing a republie being born is something I will never forget. The parade, too, was about the biggest and most colorful I have ever seen.

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**ALL HANDS**

**THE BuPers INFORMATION BULLETIN**

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired. Original articles of general interest may be forwarded to the Editor.

DATES used throughout are local time at scene of action unless otherwise indicated.

SECURITY: Since this magazine is not classified, it sometimes is limited in its reporting and publication of photos. If this 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 appear under this magazine under its former name, Bureau of Naval Personnel Information Bulletin. The letters "NB" used as a reference, indicate the official Navy Department Bulletin.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB., cum. ed., 31 Dec., 45-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board counting statistics. In the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts and other temporary changes in 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 use only by career officers and enlisted personnel to accomplish the directive.

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 issues.

The Bureau should also be advised if the full number of copies is not received regularly.

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• AT RIGHT: A fighter plane comes in for a landing on USS Leyte, framed by the overhang of the flight deck and an anti-aircraft gun platform on the hangar deck, as the carrier plows through the Mediterranean.
COMPETITION'S GETTING ROUGH!

COMPETITION FOR A NAVY CAREER, THAT IS

Over 100,000 Navy men are studying USAFI courses preparing for service schools, earning civilian education credits.

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