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- FRONT COVER: All over the Navy thousands of men are keeping fit and having fun as the Navy's sports-for-all program rolls along. Here sailors at the Naval Barracks, Washington, D.C., watch alertly for a signal to get in the game. —ALL HANDS photo by Walter G. Seewald.

- AT LEFT: Sailors on board USS Siboney retreat from the Persian Gulf heat under a salt water hose. The escort carrier Siboney was among a five-ship task force which visited ports in the Persian Gulf. The other ships were USS Pocono, USS Massey, USS Zellars and USS Carpellotti.

Tests are underway to determine television's adaptability to the Navy's training program.

A modern television pickup laboratory is being built at the Special Devices Center, Port Washington, Long Island, N. Y. It will be a replica of a modern network television studio. Also under construction is an experimental television classroom with a projector capable of producing images up to 20 by 22 feet in size.

Development of workable, less expensive television opens a vast new field in its application to naval operations and warfare. It is more than a new communications device in that information is transmitted instantly and in minute detail in a manner previously impossible with ordinary communications gear.

Its main limitations are short range of transmission and possibility of interference.

First experiments in televising naval operations were held from the deck of USS Leyte, operating 30 miles from New York City. The receiving antenna atop the Empire State building in New York picked up and relayed a sharp, clear image at all times except for brief moments during changes in the ship's course.

Several outstanding advantages are expected. First, television makes possible "controlled syndication" of instruction, using the best instructor to teach as many classes as desired. Only a cable to each classroom is necessary.

Television is flexible. It can use motion pictures, and it can send the "live" image of the instructor. No student will think that television is "canned." The instructor may cough, slip in his diction or commit various human errors that would be cut from a movie. These very "mistakes" in television are points in its favor. The instructor will be human to the students, instead of an all-knowing shadow.

Should the instruction need alteration, this can be done at once—even
while "on the air." Television can use certain parts of old motion pictures and thus recoup value where present value is questionable. Appropriate parts of an old film, integrated into a new and vital television lecture, would add up to a fresh and gripping instruction period.

With these advantages to begin with, television looks promising as applied to service training. To determine more accurately its value, scientific tests will be conducted with the counsel and advice of the Bureau of Naval Personnel and the Chief of Naval Operations.

The first phase is to adapt certain Navy courses to television presentation and try them before typical student groups in the television classroom. Educational psychologists will test the effectiveness of this medium against others in the amount of information transferred and the time consumed in the process.

A simultaneous second phase will be conducted by the staff of a prominent eastern university, to evaluate methodology. A certain subject will be televised as a straight lecture, as a round table discussion, a demonstration, and perhaps as a dramatic presentation. Thus, the Navy will learn the best ways of handling various types of subject material for televising.

At the same time, the Navy may actually conduct college naval science courses and send them by television to a classroom in the college. By transmitting whole courses in this way, the Navy plans to test completely the idea of remote transmission. A voice circuit from the remote classroom back to the studio will permit the instructor to call for questions from each student group in turn, enhancing the immediacy and realism of the instruction.

Certain other applications of televised teaching will be attempted. One of the most challenging is Reserve training. The Organized Air Program is used as an example.

On weekends at Reserve air stations, thousands of Reservists gather for training. The goal is to maintain their proficiency so that they will be ready to defend the nation on a moment's notice. Their time in training is limited, yet there is much to do and much to learn. For instruction they depend upon the station keeper

ATTRACTION methods of graphic presentation will enable television to drive home the maximum amount of information in the shortest possible time.

VIEWS of experimental station at Sands Point show (left) projection room and (right) camera and crew in action.
LARGE SCREEN reproduction of television broadcasts will permit simultaneous mass training. Navy's plans now include images 20 by 22 ft. in size.

staff, already under a load of administrative work. Here is a need for efficient mass instruction by the minimum number of instructors. Television appears to be well suited to this undertaking.

The Office of Naval Research hopes to originate such instruction from the Special Devices Center as phase three of the tests, and send it to several northeastern and east central naval air stations. During a week-end operation it would be possible to handle six courses, scheduled at 0900, 1000 and 1100 on Saturday and Sunday. All that would be required of stations receiving instructions would be monitoring personnel to see that television circuits were in operation.

The same air station personnel could hand out quizzes either supplied by mail or sent by facsimile. All students would then receive the same instruction, and the best instruction. At the studio all the tricks of the trade could be used—motion picture clips, slides, charts, teaching aids and actual equipment.

The Special Devices Center is well organized and equipped to conduct these experiments. Long experience in training and the construction of training devices has produced a flexible organization of great breadth and scope.

There is a fine model shop staffed by craftsmen skilled in building miniature models of planes, ships and submarines. There is a graphics group with wide experience in chart techniques and all the graphic arts. There is a photographic unit, including a photogrammetric laboratory capable of creating a wide variety of photo effects, slides and picture material.

A carpenter shop provides necessary scenery and properties for production of lectures. A well-equipped machine shop and a modern electronic laboratory assist where devices are needed for demonstration. Throughout the center are men experienced in the many phases of Navy training. The television section has been staffed with key men who have had experience in commercial television work.

As this television program progresses there will be reports of the results. Since only trained men can run the Navy, the main peacetime job is training. Combining the accuracy and professional technique of educational movies with the personal and up-to-the-minute features of personal instruction may be television's contribution.
CREW members of uss Thuban were glad to be back from perhaps the most unique of the Navy’s annual chores.

Taking on 150 extra men to add to her 100-man crew, Thuban (AK 19) completed unloading 4,200 tons of sacked coal, clothing and other items for natives and taking on $4,000,000 worth of sealskins and by-products at the Pribilof Islands, north of the Aleutians, in a record 10 days of working ‘round the clock.

The Federal Fish and Wildlife Service supervises the annual harvest of sealskins and related products, which includes seal meal for poultry feed, seal oil for leather tanning and blubber for refinement into high grade oil. This year’s crop netted 70,000 skins.

The sun broke through the overcast for only two hours in 10 days, the wind blew all the time, and there was always a heavy mist—except when it rained.

DUTY on supply ship Thuban (clockwise beginning top left): Crewman draws cold weather gear; drums of gasoline are lowered into bidar; beavers are displayed; angry seals bark at cameraman; lighters move equipment shoreward; curious seal pup has picture snapped.
DEPENDENTS—No dependents' quarters are available at Grondal, Naval Operating Base in Greenland, nor are there any plans for erection of quarters in the near future.

An inspection of the base revealed the possibility that some receiving quarters are available at Grondal, that quarters for dependents were available there.

Greenland and Iceland bases are the only ones where dependents' quarters do not exist. A general roundup of dependents' quarters and transportation to overseas bases appeared in ALL HANDS, October 1948, p. 52.

DISK PROGRAMS—Pacific fleet units aloft are receiving 2,200 transcribed programs of the Armed Forces Radio Service each week—an increase of 1,700 over the last fiscal year.

The transcriptions are those of de-commercialized radio broadcasts of the most popular programs. They also include shortwave broadcasts of daily news, sports events, national and international events, nonpolitical presidential speeches and other coverage of worldwide interest.

Distribution of the programs is handled in the Pacific by ComServPac and in the Atlantic by ComServLant.

UNDERWATER DEMOLITION—Applications are desired prior to 1 Feb 1949 from a limited number of line officers of the regular Navy of the ranks of LCDR, LT, LTJG and ENS for duty in underwater demolition teams.

Applicants must have completed two years' commissioned service and be qualified to stand OOD watches underway. Physical requirements are the same as required for submarine training. Good swimmers are particularly desired.

Temporary officers who are permanent chief warrant or warrant officers may apply. All applications must be accompanied by a certificate of a medical officer stating the candidate's physical fitness.

Officers interested in UDT duty should read "Warriors In Trunks," (ALL HANDS, November 1947, p. 10).

The Navy has a CPO who is always clowning in his spare time. In fact, the chief is considered a clown of professional caliber.

Claude Pitts, PHC, USN, a veteran of 16 years' service, has made a hobby of clowning for many years. In off-duty hours the chief smears on grease paint, dresses in clown costume and bounces in acrobatic tumbles for kids at various functions.

Assigned to CincPac's headquarters at Pearl Harbor, T.H. Pitts has found a useful outlet for his hobby by working with the Aloha Clown Corps. A division of the Aloha Temple of the Shrine, the corps was organized to amuse sick children in the hospitals of Hawaii.

For the privilege of watching the chief's act the kids will take any medicine, no matter how bitter.—J. H. MacDonald, J03, USN.

CLOWNING around during off-duty hours, Claude Pitts, PHC, USN, obviously has a way with women.
Two-Year Hitches Halted; 14,820 Join or Ship Over

Two-year enlistments and reenlistments in the regular Navy have been discontinued.

Personnel may enlist or reenlist for periods of three, four or six years only, according to Alnav 134-48 (NDB, 15 Sept 1948), which also pointed out that it is no longer necessary for 18-year-olds to obtain consent of parent or guardian to enlist. The new instructions became effective 1 Oct 1948.

Recruiting figures for August 1948 show 1,987 first enlistments in the Navy by 18-year-olds, 9,029 other Navy first enlistments and 3,804 reenlistments and extensions. The total was 14,820.

During the same month the Marine Corps enlisted 592 18-year-olds and 3,561 others. Reenlistments and extensions were 669, for a total of 4,713.

Academy entrance examination to be given in April for selecting next year’s fleet quota enrollees at the Naval Academy.

A second session of the school, conducted from June through September, is for instruction and administrative processing of Navy and Marine Corps personnel selected for the NROTC program.

In addition to the SecNav quota, servicemen from any of the armed forces may attend the Naval Academy session through Congressional or Presidential nomination.

- **FT EXAMS**—Candidates for fire control technician Class “B” training will be examined 15 Nov 1948.

BuPers Cir. Ltr. 172-48 (NDB, 30 Sept 1948) states that personnel who failed to qualify for the training under previous examinations are eligible to be reexamined provided at least six months have elapsed since they were last examined.

Personnel rated fire controlman third upon graduation from the 33-week course at the Naval School Fire Controlman Advanced, Washington, D.C., in accordance with Alnav 553-46 (AS&SL, July-December 1946) and later advanced to fire control technician second while serving in the fleet are eligible for the Class “B” fire control technician course, provided they have served at sea for at least one year and will have three years obligated service on the date of entry into the school.

- **MALARIA**—A steady increase in the number of veterans cured of malaria is reported by the Veterans Administration. Thousands of veterans who contracted the disease overseas during World War II have been cured and within a few years the problem of relapse from war-acquired malaria will be an insignificant one.

The rate of cures has been aided through use of new drugs, including the more recently synthesized eight-amino quinolines. Of the 500,000 veterans in June 1947 who were receiving compensation for malaria incurred in service, nine months later the number had dropped to 32,000.

- **WAVE TRAINING**—A recruit training activity for Waves has been established as a component of the Recruit Training Command, Great Lakes, Ill.

The activity has a capacity for training 320 recruits (W) simultaneously and receives an input of 160 Waves every six weeks. The Wave Recruit training course consists of nine weeks of training, one week of service and two weeks of recruit leave. The first class convened on 5 Oct 1948. New classes will start every six weeks.

- **WOMEN DOCTORS**—For the first time in history the Navy is accepting civilian women doctors in the Medical Corps of the regular Navy.

Qualified women graduates of medical schools are eligible for appointment as lieutenants (junior grade) in the Medical Corps of the regular Navy, subject to vacancies existing at the time.

Should the interns not desire to apply for a regular Navy commission after completion of eight months’ training they may finish their 12 months’ internship and remain in the Naval Reserve, unless they resign their commission.

The Bureau of Medicine and Surgery plans to place a maximum of 25 young women doctors in naval hospitals for interne training.
SWANK appointments in lounge (above) and throughout club would do credit to any big hotel. Below: Chief touches-up a wall decoration.

FOR ONLY $400.59 worth of materials—plus plenty of hard work—enlisted personnel of NAS Anacostia, D.C., have themselves a spanking brand-new club where they can dance, date and be congenial in general.

In it are comfortable overstuffed leather sofas and chairs, a roped-off dancing space, nickelodeon, and tables and chairs. A sumptuously stocked fountain, with fixtures and soft drinks, and a deluxe television set came from extra expenditures.

Its friendly atmosphere and careful decoration attest to the enthusiasm of the 50-odd volunteers who made it all possible. Teaming with station artisans, they pooled their specialized knacks to turn out a well-finished product.

Only two expensive items were bought outright—the television set, the construction of which would be asking too much of a good thing, and the fountain equipment.

Although Navy carpenters built a special tall cabinet for the television receiver and had a hand in building the fountain which all comes to eight-ninths of the club's total cost of $3,652.72, all of which came from recreation funds.

They wanted the best in television—or close to it—and paid $1,445 for a set with a 20-inch scope. Building and stocking the fountain costs $1,807.13, half of the total cost. The $400.59 went for such basic materials as paint, fabric, fixtures and some furniture.

The real savings were in labor costs. Services of painters, designers, decorators, carpenters and various other skilled and semi-skilled civilians would have boosted the cost to a prohibitive figure.

Services were asked of only one civilian, an interior decorator from a large department store whose ideas and advice started the ball rolling. There was no charge.

One of the project's heartiest backers was the station's CO, whose task of finding the necessary space on a crowded base was anything but easy. By relocating the enlisted men's lounge and library, however, space in the next deck above the enlisted bowling, Ping-pong and billiard facilities could be used in an ideal arrangement.
Extensive painting of walls, ceiling, and floors took the most time. Meanwhile, other enlisted volunteers worked on various details in the base’s many shops.

A circus motif was planned and despite occasional prowlers who peeked in the windows and muttered something about a nursery, this motif was carried out as a central theme.

In the Navy photographic center on the base, a chief prepared the artwork, laying out on composition board large animal figures animated in light-hearted fashion. Cut out by jig saw and with details painted in, they varied in height up to six feet.

Another circus touch was in process at the fabric shop, where a red-and-white fountain canopy was shaped up under experienced hands.

Since the original venetian blinds looked drab against the walls’ bright new colors, paint shop specialists took over and sprayed the blinds in a matching red.

Lighting was the next big problem. By now the committee knew what they wanted in effect, agreeing that lighting tones should be muted by spraying the inside of the old overhead globes with matching paints.

The original deck was of concrete with red boot topping. A new coat and a permanent glossy finish were added. No more waxing will be necessary—only swabbing and buffing.

One fourth of the floor space was marked off by small wooden stanchions for dancing, and a nickelodeon was placed in the corner.

In another section, leather sofas and chairs face each other across low tables. The television cabinet, specially built with a high screen, was set where it can be seen by the greatest number present.

That’s about all there was to it. The job was completed in 12 weeks of work after hours, and opening night was a bang-up success such as would delight any proprietor.

Although it’s a completely home-made affair, it has a finesse and polish found only in more exclusive—and more expensive—commercial ventures. Without question, it outshines the base’s other clubs for CPOs and officers.

All in all, everybody from the commanding officer on down is pleased as Punch. And on-station morale is zooming.
Here are results of All-Navy tourneys, Roundup of Sports News

Marines Win All-Navy Baseball

The Quantico Marines captured the All-Navy baseball crown for the second successive year by narrowly defeating the Submarine Base, Pearl Harbor, in a thrill-packed, five-game "Navy World Series."

The Devildog nine squeezed out one-run victories in the first two games of the series by staging ninth-inning rallies. SubPac flashed its power in the third game by trouncing the Devil-dogs decisively and again edged out Quantico by one run in the fourth contest.

The marines forged ahead early in the fifth and final game by scoring in the first, second, fourth and fifth innings. The sailor team racked up two tallies in the fourth and tied the game up in the sixth. In the seventh inning Quantico pushed five more decisive runs across and after that the issue was never in doubt.

Captain Jim Pope, USMC, was Quantico's leading pitcher in the series. The leatherneck hurler was on the mound for 20 innings during the championship matches, appearing in three games.

Bob "Chubby" Groves, AL1, USN, was the star moundsmen for SubPac, appearing in three games. The big right-hander hurled the first game, appeared in the third in a fireman role and was forced to stop in the fourth game because of a sore arm.

SubPac appeared as a finalist in the All-Navy championship tilt after winning the Hawaiian Group championship and the Pacific area inter-group playoff.

Quantico captured the Middle Atlantic Group title and went on to become the eastern finalist by winning the Atlantic area inter-group playoff.

The scores by games were: first game, Quantico 5-4; second game, Quantico, 6-5; third game, SubPac, 10-4; fourth game, SubPac, 3-2; fifth game, Quantico, 13-6.

Last year the Quantico Marines won the All-Navy baseball championship by defeating NTS San Diego three out of four games in the finals.—Roy Heinecke, SSgt, USMC.

All-Navy Softball Champs

Fleet Air Alameda's slugging diamond stars are the 1948 All-Navy softball champs.

The "best in the Navy" title was stamped on the Alameda athletes after they defeated the NAS Dallas, Tex., team in a best-of-five game series held at U. S. Naval Submarine Base, New London, Conn. Fleet Air Hellcat hurler E. T. Valenzuela, AO1, USN, is credited with winning all three games for the champs.

The two teams met for the final playoff as a result of NAS Dallas, South Central Group champions, winning the East Coast and Athletic Fleet tourneys and Fleet Air Alameda, Pacific Fleet Group champions, winning the West Coast and Pacific Fleet tourneys.

In the opening encounter Dallas scraped through on a narrow 1-0 score to draw first blood. A. Huffman, AN, USN, ace underhander for the Dallas squad was the winning pitcher and Alameda's B. Q. Smith, AD2, USN, attached to FASRon 8, was charged with the loss.

GOLFER Junior Broadus, MSGT, USMC, is presented Inter-Service golf certificate by Johnny Weismuller.

ALL HANDS
In the second contest the Fleet Air Hellcats came roaring back and downed Dallas 4-2 to even things up. Valenzuela was the winning hurler.

The third game was played the following day with Dallas coming out on top by a score of 2-1, making them one victory away from the championship. Wuffman again received credit for the victory.

Approximately 2,000 fans turned out to witness the double-header fourth and fifth crucial games of the series. In the fourth game the Hellcats broke loose and pounded Dallas' moundsmen unmercifully, the game ending with Fleet Air on the topside of a lopsided 13-1 score. Valenzuela chalked up his second win in the series.

In the fifth and final game Valenzuela still was on the mound for the Hellcats and the Dallas Flyers still were unable to connect with his offerings. The strong-armed hurler pitched a shut-out while his teammates were collecting five runs and the All-Navy championship off Dallas' pitchers.—W. R. Langin, J02, usn.

**Judo Getting Popular**

Sailors at the Naval Station, Treasure Island, Calif., are learning a new wrinkle in wrestling.

Judo, the modern scientific form of jiu-jitsu, is being taught interested Navy personnel by two experts. Classes are held three nights a week, and the naval station plans on entering a Navy judo team in the California Judo Association meet.

The sport of judo is often confused with “hand-to-hand combat” jiu-jitsu such as was taught the armed services during World War II. Hand-to-hand combat techniques were developed from judo. Men trained in judo can master hand-to-hand combat with very little practice. Judo, as a sport, is similar to wrestling and a win is decided by a throw. However, in many cases a person not physically qualified to become an expert in wrestling is able to become proficient at judo.

If judo is successful in the 12th Naval District they plan to recommend that it be added to the All-Navy sports program.

**All-Navy Sports Calendar**

Here's the dope on future All-Navy championship events.

- **Football**
  - Saturday, 11 Dec 1948
  - Foreman Field, Norfolk, Va.

- **Bowling**
  - Fourth week in Jan 1949

- **Basketball**
  - Third week in March 1949

- **Wrestling**
  - First week in April 1949

- **Boxing**
  - First week in May 1949

- **Tennis**
  - Third week in July 1949

- **Golf**
  - Second week in August 1949

- **Shooting (Pistol)**
  - Third week in August 1949

- **Swimming**
  - Third week in August 1949

- **Softball**
  - First week in September 1949

- **Baseball**
  - Second week in September 1949

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LOOKING for a receiver is George McGaffin, CPL, of USS Estes (AGC 12). Estes won game at Tsingtao, China, with USS Kermit Roosevelt (ARG 16) 12-0.
As the football season roars along under full steam, pigskin scuttlebutt turns to who will tackle whom in the All-Navy title clash at Foreman Field, Norfolk, Va., on 11 December.

On the East Coast it appears the 1947 All-Navy champion Quantico Marines again have a powerhouse. The seemingly invincible Devil dogs have a line averaging over 200, including a 270-pound tackle. NATB Pensacola, NAS Jacksonville, NAS Corpus Christi, Camp Lejuene Marines and Cherry Point also are reported to have big, rugged squads.

On the Pacific side Navy football is really sizzling, with 12 teams in Southern California collecting bruises for gridiron glory. DesPac, El Toro Marines, NAS Alameda, NAAS Ream Field, Camp Pendleton Marines and Cherry Point also seem to be loaded.

On the 14th ND's teams. The Long Pants Trophy foot- ball game between NAAS Ream Field and NAS San Diego may set off a chain reaction among Navy teams who are habitually underdogs in sports contests. In a clever letter to the CO of NAS San Diego, the Skipper of Ream Field said his activity had long been considered San Diego's "little brother, too adolescent to wear long pants," and that Ream Field intended to alter the situation by beating the pants off San Diego in a forthcoming gridiron contest. He sent along a pair of pants and proposed they be used as a perpetual trophy for the yearly football game between the two stations, flown from the goal post during the game.

Ream Field wasn't kidding. The "little brother" 11 snuffed the pre-favored NAS San Diego squad 27-6.

Although the softball team from uss Union didn't reach All-Navy championship competition, it seems to have done all right for itself. Union, one of the vessels in the Point Barrow (Alaska) supply expedition, reports they are "North Pole Softball Champs" after tackling a scrappy Eskimo nine and barely defeating them 1-0.

The chilly game was played under Eskimo rules in ankle-deep sand, which didn't seem to bother the Polar team too much as their fielders made several "impossible" catches of long flies. As if the surprisingly fine playing of the nose-rubbing Northerners wasn't enough to cope with, all nine players on the Eskimo team had the same last name—Browner.

American Softball Association umpires who officiated at the All-Navy softball finals expressed amazement at the classy playing of the teams that clashed for the All-Navy crown. "There are not over two or three softball teams in the United States in the same class as these Navy outfits," one of the mediators remarked.—Earl Smith, PNC, USN, ALL HANDS Sports Editor.

Bowling Now All-Navy Sport

Bowling has been added to the All-Navy sports calendar.

Rules governing the All-Navy bowling championship for 1948 have been announced by BuPers. Keglers from ships and stations will determine by elimination matches in local alleys each of the eight group champions (see ALL HANDS, October 1948, p. 11).

Each sports group will send its five high scorers to the All-Navy championship tournament to be held the week of 20 Jan 1949 at Philadelphia, with Com 4 acting as host.

Winners of the tournament will be determined on the basis of bowling three games each on two successive nights. The four highest total individual scores for six games will count for the team's scores.

The official American Bowling Congress Rules for Ten Pins will govern elimination matches and the championship events.

Cruiser's Boxers Win

A thousand spectators watched sailors from uss Helena (CA 75) and amateur boxers from the Shanghai American School Gymnasium mix it up in seven hard-fought contests.

Sailors from the visiting cruiser racked up six victories over their Far East opponents. The matches took place at Shanghai, China.

Hunting, Fishing Licenses

State wartime exemptions which allowed service personnel to hunt and fish in Alabama without licenses are no longer in effect, correspondence from the state's conservation department states.

The exemption was revoked with the end of actual hostilities.

Naval Administration School

The Navy's School of Naval Administration, located at Stanford University since April 1946, has been transferred to U.S. Naval School, General Line, at Monterey, Calif.

The graduate school of naval administration is primarily a Pacific island administration school. It offers an intensive three-month course in government administration, specializing in the affairs of Guam, American Samoa and the Trust Territory of the Pacific Islands.

Classes are small, consisting of 25 students, ranging in rank from ensign to captain. The majority are lieutenants and lieutenant commanders.
They Fix the Fleet's Teeth

THE NAVY goes to a lot of trouble to keep your teeth—or lack of them—from bothering you.

While self-care is still excellent insurance against throbbing molars, the Navy has an expert organization operating full time to keep your chow-choppers in working condition.

These experts can perform miracles in your mouth with no more discomfort than having your arm scratched with a vaccination needle. Painful tooth-yanking is as out of place in Navy dentistry as sails on the battleship Missouri. The modern dentist is proud of the fact that his profession discovered surgical anesthesia.

New techniques in the field of dentistry have made it a profession of highly technical skill and artistry. Extracting a bicuspid or filling a tooth is child's play to Navy dentists, who perform such incredible tasks as replacing through prosthesis the entire lower half of a man's face.

Largely responsible for the well-trained dentists and dental technicians who care for the Navy's teeth is the U.S. Naval Dental School, located at the National Naval Medical Center, Bethesda, Md.

This school, in operation only 25 years, is the nerve center of Navy dental science. Serving as a training center for both dentists and dental technicians, it is keeping Navy dentistry in step with civilian progress as well as adding much to the advancement of dental science in general by developing new techniques and equipment and performing valuable research and survey work.

Working in laboratories and classrooms fitted with the latest and finest equipment, the dental school has surged forward with great strides to a high position among the dental institutions of the nation.

The curriculum at the school is made up of six basic courses, divided into three categories. These include a basic indoctrination course for newly commissioned dental officers, general postgraduate and specialized postgraduate courses for experienced officers, and three courses for enlisted dental technicians.

On first entering the Navy, newly graduated dental officers go through a 12-month training period. Six months of this period is spent at naval hospitals, and the other six months at the dental school. While at the school the young internees are rotated in the various clinical and laboratory departments.

In addition, the dental internees are instructed in naval organization, customs and traditions, clerical work, and various other naval subjects. A
Navy training produces skilled artisans in this highly important field. A careful record and check is kept on all dental treatments, operations, and restorations administered by the young dentists.

Recent advancements in dental techniques, oral diagnosis and X-ray, crown and bridge prosthesis, partial and full denture prosthesis, dental property and accounting, and dental administration are some of the subjects covered in the general postgraduate course for experienced officers. Instruction is given in five highly specialized postgraduate courses for experienced dental officers, covering such fields as mouth and face surgery, designing and installing artificial eyes, diseases of the mouth, operative dentistry, and dental prosthesis.

Courses in three specialties are given enlisted dental technicians at the school. The course given the general dental technicians, whose job is to assist the dental officer in the treatment of patients, covers a multitude of subjects. These students are instructed in the microscopic study of tissues, diseases of the teeth, use of X-rays in dentistry, preparation and composition of medicines used in dentistry, tooth formation, anatomy, mouth surgery procedures, oral hygiene, property and accounting, and typing.

The course for prosthetic dental technicians covers the same subjects as the general technician's course, but most of the student's time is devoted to laboratory study of the construction of full dentures, partial dentures, and crowns and bridges.

How to repair the various pieces of equipment used by the dental department is taught those students who desire to become dental repairmen. Students who show special aptitude for electricity, machine and lathe work and other mechanical procedures are selected for this course. These students are taught physics, electricity, plumbing and hydraulics as well as the construction of each piece of dental equipment used by the Navy.

Modern techniques in teaching and the latest type educational aids are fully employed by the school to help the student absorb a mass of knowledge during the four months' courses. Many full-color wall charts of various dental procedures are conveniently located for "subconscious learning." Motion pictures, slide films, and step-by-step wax and plaster models of dental plates and other prosthetic appliances are kept on display so the student can check his work against an example.

The Naval Dental School graduates about 20 experienced officers from its general postgraduate courses and five or six officers from the special postgraduate courses yearly. A variable number is graduated from the indoctrination course every six months. The school qualifies approximately 150 dental technicians (general), 125 dental technicians (prosthetic), and about 25 dental repairmen every 12 months. All of the officer courses are six months in length and the technician courses last four months.

Many valuable contributions to dental science have been made by the dental section of the Naval Medical Research Institute. In this department experiments are continually carried on to discover cures for mouth and tooth diseases and a preventive for dental caries. The section has made exhaustive surveys of dental conditions in the Navy. Its staff consists of both civilian scientists and
dental officers with an aptitude for research.

The progress made by the Dental Corps is amazing when it is realized that slightly over half a century ago the Navy didn't have a single dentist. There was a time when sailors with aching teeth simply had to let them ache, or morosely chewed on a clove supplied by the medical officer—if the ship had a medical officer. The only alternative was to shell out hard-earned cash to a civilian dentist ashore.

Although the Navy had been trying for some years to get money appropriated for a dental service to its personnel, it was 1883 before any cash was allotted for this purpose. That year Congress appropriated $1,600 for the services of a civilian dentist at the Naval Academy.

At that time the only dental care given men aboard ship was supplied by medical officers. This "care" was limited to yanking aching teeth from the mouths of howling seamen.

About 1908 it appears a practice started of taking civilian dentists aboard ship on cruises. These dentists were paid by the supply officer, who deducted the money from the pay of the men and officers who had received dental care.

Finally in 1912 Congress passed a law authorizing a Dental Corps which was to be part of the Medical Department of the Navy. This law stated that not more than 30 assistant dental surgeons could be appointed, and that all persons appointed must be graduates of standard medical or dental colleges and trained in the various branches of dentistry. By 1913 a total of 15 dentists had been appointed to the Dental Corps.

During 1913 Congress passed a law authorizing a Navy Dental Reserve Corps and stating that the total of both regular and reserve dental surgeons on active service could not be more than one dentist for each 1,500 men during peacetime. Another law, passed in 1918, stated that dental officers could be appointed in the Navy at the rate of one for each 1,000 officers and enlisted serving in the Navy and Marine Corps.

A vigorous educational policy for Navy dentists was rolling along by 1922. During that year the Acting Surgeon General recommended and received approval for the establishment of a Department of Dentistry at the U. S. Naval Medical School, Washington, D.C.

INSTRUCTOR shows student technicians one step in the preparation of a gold inlay. Labs are fitted throughout with the finest equipment.

In early 1923 the new department got underway. Two classes of five dental officers each graduated from the school that year. After one small class of dental technicians had completed the course it was decided to split the course in two parts. One would consist of instruction in laboratory work and the other instruction in chair assistance and dental prophylaxis. This worked out better.

Despite the rapid growth of the Dental Corps, there still weren't enough dentists. In 1925 not a single dentist was attached to the special service squadron, mine squadron or light cruiser divisions to which over 5,600 men were assigned. These men could get dental attention only when their paths crossed with other units that carried dentists, and even then only emergency treatment.

A problem almost as pressing as the shortage of dentists was the need for dental technicians. When the Corps was first established provisions were made for dental surgeons to be allowed "such enlisted men as

ROOT-CANAL SURGERY, a delicate tooth-saving technique, is one of the many fields in which Navy dentists have made valuable contributions.
Old-Time Dentistry Took a Lot of Nerve

“If you wish to be free from toothache, eat a whole mouse once a month.”

This sage advice was given in 79 A.D. to a swollen-jawed sufferer.

In the 16th century the howling patient was securely strapped to a chair and his aching chopper knocked out with a mallet and iron rod.

At NAS Alameda, Calif., dental department, a chief petty officer watched with casual interest while a portion of his jaw was whittled down and four front teeth, listing outward at a 60 degree angle, were extracted—with absolutely no pain, discomfort or nervousness.

This was a routine case for the dental department, which last year numbered 30,000 appointments for NAS Alameda’s 3,500 military personnel. Nor was it unusual for the Navy to okay such a mammoth overhaul job on a man only a few days prior to his release.

The chief felt no pain during the operation because of careful injections of novocaine and “two little pills that sent me flying higher than a kite.”

This was many milestones away from 1310 A.D., when a remedy for dental pains consisted of: “The gall of a cow, wormwood, alum, pepper, nut-galls, cloves, pitch, mustard seed, heart of a magpie, fat of mice, crow dung, plantain and lice.”

The dental clinic at NAS Alameda is one of the Navy’s most completely equipped and has every modern convenience with which to work.

Two of the dentists on duty in the clinic were prisoners of war for three years after the fall of Corregidor. They practiced emergency dentistry on fellow POWS after routine laboring work in Japanese fields.

Fillings were made by shaving silver Philippine pesos, heating with bichloride of mercury (the tablets were secretly stacked away before capture) in aluminum mess kits. The mercury freed itself from the tablet and when mixed with the silver shavings, resulted in a solid filling material.

“I saw a Navy chief, whose molar I had filled in prison camp, aboard NAS Alameda just a few weeks ago,” one of the dentists said. “He showed me the filling. It was still in there, solid.”

Last year dentists at NAS Alameda extracted 1,800 teeth, filled 8,190, made 4,500 X-rays and 2,000 men’s teeth. About 300 dentures, bridges and other forms of artificial teeth were made in the department’s prosthetic laboratory. All without one yelp of pain from a patient.

Dentistry has come a long way from the year 300 A.D., when St. Apollonia (patron saint of dentistry) was tortured by having her teeth extracted, one by one, without even a clove to chew on.—K. W. Madison.
POLIO FIGHTERS

VICTIMS of polio epidemic were treated at U.S. Naval Hospital, Corona, Calif., when overloaded county facilities proved inadequate. Above left: Nurse reads the comics to a convalescent youngster. Other pictures show how hospital's therapeutic equipment is used to repair damaged tissues and to hasten return to normal existence.
DUTY on board a Navy ice breaker is similar to serving in almost every type ship in the fleet—all at one time.

There’s the informality of a submarine crew, the odd-hour routine of a service force vessel, the detail work of an aircraft carrier, the handling characteristics of a motor launch, the power of a seagoing tug, the roll of a destroyer, all combined with the battering power of an old ironclad of Civil War days.

Although the voyages embarked upon by these ships are sometimes extended over a long period of time, life on board is seldom dull. These cruises breed good comradeship and create great technical ability in every rate. Every man on board realizes that one mistake can mean the lives of men lost on the ice or a further extended stay through the Arctic or Antarctic winters.

Shipboard duties are basically no different from any other ship in the Navy, except that the deck divisions must be adept at ice seamanship, an art in its own. All divisions must be familiar with the operation of a ship in temperatures of -40°F.

A cold is an unheard-of ailment in the frigid areas. Germs in the colder latitudes either don’t exist or are dormant waiting for the arrival of a warmer weather which might come in a few thousands years or so.

Exposure is a different matter, and the constant wearing of dry clothing is imperative.

Uniform of the day is usually foul weather gear with dungarees. Blues are worn only on liberty and are stowed while operating.

The majority of the crew now serving in the Navy’s ice breakers have either requested duty on board, shipped on board prior to one of the trips, or have reenlisted on board—sure indication of good duty.

Ramming into an ice flow 20 feet thick might be considered risky business for most ships of the Navy, but not for ice breakers. Penetrating solid ice is daily routine for these strange looking auxiliaries which spend much of their time in the Arctic and Antarctic regions.

Built contrary to ordinary design, these ships are shorter than a destroyer but wide as a cruiser. Their
draft and armor almost equals that of a battleship. In the open sea they have the roll of a tin can that slackens off only when the ships are actually battering their way through ice.

Powered with six diesel engines of 13,300 horsepower these ships can carry enough fuel and provisions to steam around the world three times without stopping.

*Burton Island* and *Edisto* participated in an 23,000-mile odyssey into Antarctic waters early this year. It was the most extensive coverage of the icy southern regions made to date. The main purpose of this trip was to obtain close-up information on the region photographed from the air by Admiral Byrd’s Operation High Jump of last year (see ALL HANDS, March 1948, p. 20).

That it’s a happy life for those who enjoy the adventure of exploring can be shown by a brief description of the high lights of their last expedition to the land below the Southern Cross.

One part of the expedition involved the exploration of the Bunger Oasis. An area strange for this part of the world, the Bunger Oasis consists of ice-free lakes and snow-free islands, discovered from the air during the Byrd expedition last year.

High point of the trip was the rescue of the Finn Ronne expedition which had left Houston, Tex., some 13 months before and whose ship had become frozen fast in a glacial inlet. The Finn Ronne expedition had been sent out by the North American Antarctic Society and numbered 21 men and two women. In gratitude the group presented *Burton Island* with a Huskie pup that has grown as large as a fair-sized German shepherd.

A visit to Scott’s old camp in McMurdo Sound, established in 1910, revealed provisions that were still edible.

To visit these almost inaccessible places required the aid of helicopters. Each ship carries two 'copters lashed down on a 60- by 40-foot flight deck located aft over the gun mounts. Whenever they enter an ice pack a 'copter is sent aloft to guide the ships by radio through open water.

Once in the solid ice the ships really begin the difficult battle against nature. Whenever the ice is too thick to be cracked by the prow they drive up onto the ice shelf and break through by the sheer weight of their near 5,500 gross tons.

An example of the efforts being made to relieve the monotony of some parts of the voyage is illustrated by *Burton Island* which has built a well-equipped darkroom for camera fans.

Fishing is a pastime enjoyed by members of both crews. During the recent return trip a yellowtail, three pounds short of the world’s record, was caught by the crew of *Burton Island*.

Additional rations are allowed when operating inside the Arctic or Antarctic circles and the chow is considered by the men as second to none. *Burton Island* once more is off on an expedition to the land of the midnight sun, which means that once again men who crave adventure and excitement, who thrill at pitting their wits against nature, will be given plenty of opportunity.
The Navy of the Netherlands

STORIED in prose, song and art, the picturesque land and intelligent, kindly people of the Netherlands always have held American affection and admiration. Of all the nations that suffered under enemy attacks during the last war, probably none stirred the imagination and sympathy of Americans more poignantly than did that country.

Being a small country, dependent upon trade with her colonies for prosperity—and upon peace for such trade—the Netherlands has tried determinedly in the past to remain at peace. She was able to do this during World War I. In the second world war, however, she was invaded by overwhelming forces.

Those naval units that were able to do so resisted valiantly during the days of war that preceded the Netherlands' capitulation in May 1940. Many ships of her sizable navy were destroyed by the enemy during those days. Others were destroyed by the Dutch to prevent their falling into enemy hands. Some escaped to friendly areas and made their weight felt in the following years of struggle. Some of these, which were incomplete at the time of the German attack and were taken to English ports to be finished, are important units of the Netherlands' navy at present.

After the invasion of the Low Countries, the Netherlands set up a government in London. The country marshaled its colonial forces to carry on the struggle. During the German occupation, the Netherlands' navymen trained in England—usually under Dutch officers and petty officers. Although the Netherlands has reestablished its naval academy at Den Helder, many naval personnel still are training in the British Isles. This is especially true in technical fields for enlisted men.

The naval academy at Den Helder offers a three-year course for future line officers, engineering officers and administration officers. The academy accommodates about 100 students, including those attending a six-months additional course for prospective Marine officers. Den Helder has been an important naval base, as well as a training base.

Enlisted recruits are sent to the receiving center at Voorschoten. During a week's stay there, they are given physical, mental and psychological

(This is twelfth in a series of ALL HANDS articles which discuss the navies of foreign powers as they exist today. Material for this series is from non-classified sources.)
examinations. At the end of this time they are given an opportunity to return to civilian life. Those who still wish to enter the navy go to Hilversum for primary training.

Primary training covers a period of 12 weeks, of which eight weeks are spent at the training center and four aboard ship.

Applicants for enlisted status in the Marine Corps go to Bergen Op Zoom or Volken for processing, after which they spend 26 weeks in training at Doorn.

Holding top place in the Netherlands' navy of today is the ex-British aircraft carrier H.M.S. Venerable, now named:

- **Karel Doorman** — 31,190 tons, speed 25 knots, main armament anti-aircraft guns and 39 to 44 planes, completed in 1945. This ship was purchased from Britain by the Dutch. H.M.S. Nairana, which also was called Karel Doorman while in the Dutch navy, has been returned to Britain.

There are two light cruisers in full commission at present:

- **Tromp,** and **Jacob Van Heemskerck**—4,150 tons standard displacement, speed 32.5 knots; main armament on Tromp, six 5.9-inch 50 caliber Bofors guns, eight 40-mm As, two 20-mm AAs, four depth charge throwers and six 21-inch torpedo tubes. **Heemskerck** was converted to an anti-aircraft cruiser in 1940 and armed with AAs exclusively. **Tromp** was built in Holland and completed in 1938. **Heemskerck** was launched in 1939 in Holland and completed in England the following year.

Two other cruisers are under construction in the Netherlands. A destroyer, now called **Marine** by the Dutch, has been purchased from England and is used in personnel training.

Among the six other destroyers in the Netherlands' navy is the ex-British **Scorpion**.

- **Kortenaer**—1,980 tons, speed 34 knots, armament six 4-inch dual-purpose guns, several smaller guns and 10 21-inch torpedo tubes. Built in England and is used in personnel training.

FLOTILLA of ex-American BYMS minesweepers operates off the coast of Holland. Dutch navy is still busy clearing the coastal waters of deadly mines.

**WHITE HATS** line the rail as **Kortenaer** stands off from Tandjong Priok, N.E.I., headed for Holland. One of eight destroyers of Royal Netherlands Navy, she was built in 1946 has speed of 34 knots. She is the ex-British **Scorpion**.
PRIDE of the Netherlands' navy, the 13,190-ton carrier Karel Doorman was purchased from England. She has a complement of 39 to 44 planes.

VALUABLE for patrol duty on the countless creeks and bays of the Dutch East Indies, small boat (above) is one of the 'mosquitoes of the fleet.'

Two submarines were acquired from England during the latter part of World War II:

- **Tijgerhaai** and **Zwaardvisch**—displacement about 1,600 tons submerged and 1,300 surfaced, speed 8 knots submerged and 15 surfaced, main armament eleven 21-inch torpedo tubes and one 4-inch gun. Built in 1943-1944.

Two other submarines, **Dolfijn** and **Zeehond**, are somewhat older but were more recently acquired from Britain by the Dutch. These boats each sank important enemy vessels while operating in the Royal Navy during World War II.

Four other slightly older submarines are in service:

- **021**, **023**, **024** and **027**—displacement 1,750 tons submerged and 962 surfaced, speed 9 knots submerged and 19.5 knots surfaced, main armament eight 21-inch torpedo tubes.

These submarines were built in the Netherlands and completed in 1940, except **027**, which was completed by the Germans in 1941 after being captured from the Netherlands. Several others of this type were destroyed while under construction, except **025**, which was launched on 1 May 1940 and scuttled later.

The Dutch government is taking steps to concentrate naval technical training in Amsterdam, which is the headquarters of the Netherlands Naval Command. At the same time, the naval training station at Flushing is being reconstructed.

Despite the punishing blows it suffered at the hands of a ruthless enemy, the navy of the Netherlands promises to be a powerful force in the future as in the past.

IMPORTANT unit of Dutch undersea fleet, O-24 (above) engaged and sank 3,500-ton Jap ship in torrid surface duel.
RECORD Year for Naval Reserve

CHALKING up a cruising record of over 400,000 miles, the equivalent of encircling the globe 16 times, Naval Reservists in 1948 are completing another successful year of annual training at sea.

The most ambitious afloat-training program ever set up in peacetime for the Naval Reserve, fleet warships and vessels assigned to naval districts for Reserve training made 475 cruises with more than 45,000 Reservists on board.

Sailing on the ocean highways, into the tropical Caribbean, through the Great Lakes and inland rivers, and to distant ports like Istanbul, Shanghai, Sydney and Buenos Aires, members of the Naval Reserve returned to their wartime sea tasks or went to sea for the first time in 1948.

Shore-bound for 50 weeks out of the year in their jobs on farms, in factories and offices, they packed their bluejackets and dungarees for the other two weeks to refresh themselves in annual Navy training. Some went on longer cruises of several weeks, and in the case of a group of Hawaiian Reservists, they enjoyed a 45,000-mile voyage around the world on board uss Valley Forge (CV 45).

Of the 102,000 Reserve officers and enlisted men who have participated or will complete their annual training this year, nearly half of them chose to make a cruise by ship or submarine. Another 28,000 Reservists will have been trained ashore, while the Navy's air arm indoctrinated the remaining 28,000.

Average cruise of fleet warships was over 1,000 miles, with ships generally traveling between American coastal cities or to neighboring or near-by countries for week-end liberty after intensive training, battle practice or tactical maneuvers. Ships assigned to naval districts for Reserve training averaged approximately 750 miles on their refresher voyages.

Every trade and profession was represented by the Reservist sailors. Leaving his combine in Minnesota's wheat fields, the farm hand returned to his job as machinist's mate on board a battlewagon, rubbing elbows with a "short order" specialist from a Peoria, Ill., restaurant, back in the ship's galley to feed the chow line, or a doctor from Oklahoma City, taking over as medical officer.

On small ships the practice of assigning each Reserve to a regular running-mate for work and watches has been found most effective in assuring the desired practical training in each department, from the wheelhouse to the engine rooms. This method at the same time fosters mutual good will between the regulars and Reservists.

On large ships inexperienced Reservists are grouped in separate divisions for basic instruction, while the running-mate principle is applied to the more experienced personnel.

The sea refresher courses vary according to ships, and may include aircraft gunnery practice against target balloons, dropping depth charges in anti-submarine warfare, simulated torpedo attacks, maneuvers by task forces and simulated battles or amphibious landings.

All-Reserve cruises, manned entirely by "civilian" crews from commanding officer down to apprentice seaman, illustrated the readiness in 1948 of the Reserve components to take over in the event of mobilization.

Sponsored by 8th, 11th, 13th and other naval districts, the Reservist-manned ships made two-week ocean voyages during which every man received a thorough check-out in his department.

The largest peacetime task group with an all-Reserve crew was organized this year in 11th NavDist, with 1,200 Reservists sailing from Los Angeles, Calif., on board three destroyers, uss Twining, uss Uhlan, and uss Wedderburn, for advanced tactical maneuvers and gunnery practice.

A total of 250 cruises aboard ships of the fleet, ranging from aircraft carriers to LSTs, were included in the 1948 Reserve training schedule.

Visiting approximately 25 foreign lands, the warships afforded many Reservists an opportunity to enjoy liberty in such countries as Argentina, Venezuela, Bermuda, Panama, Puerto

RUNNING-MATES supervise training of Reserves on loading device (left) and instruction on radar gear (right).

NOVEMBER 1948
PRACTICAL training given in metal shop (left) and to fireman (right) allows men to keep sharp in their specialties.

Rico, Jamaica, Cuba, Nova Scotia, Newfoundland, Canada, Mexico, Hawaii, Alaska, Virgin Islands, Scotland, Turkey, Portugal, Palestine, Rhodes, Hong Kong and China.

The Atlantic Fleet tactical exercises in February and March, featuring an amphibious landing in the Vieques-Culebra areas of the Caribbean, gave 600 Reservists an opportunity to participate with 16,000 regular Navy and Marine Corps personnel in extended training exercises.

The Atlantic Fleet, led by the amphibious flagship uss Taconic (AGC 17) and including two aircraft carriers, three cruisers, 15 destroyers, three submarines, amphibious and miscellaneous vessels, joined in the coordinated operations off the Cuban coast, with Navy land-based and carrier aircraft covering the landings with the added protection of heavy guns, rocket and anti-aircraft fire.

The “know-how” of the Reservists drew the commendation of commanding officers of ships of the Fleet, who praised their enthusiasm and cooperation. Typical of the reports forwarded to the Navy Department is that of the captain of uss Allagash (AO 97) during the fleet tactical exercises.

“The commanding officer was both pleased and surprised with the prompt and facile manner in which the Reserve personnel integrated themselves into the various divisions of the ship’s company,” the report stated.

“Most apparent of all was the fact that their Reserve training permitted them to carry out duties which would have been impossible in the cases of untrained personnel. Indeed some of the Reservists excelled their counterparts in the ship’s company.”

The one-team spirit of the regular Navy crews and their cooperation with the Reservists contributed largely to the success and effectiveness of the Reserve training program.

“The attitude of the regular officers and men toward the Reservists is exemplary,” one report by a Reserve personnel officer stated, “and will contribute in a large measure to the efficiency of the Naval Reserve and the military establishment as a whole.”

During the summer midshipmen’s cruise of 13 warships led by the mighty uss Missouri (BB 63), 500 Reservists trained with undergraduates of the Naval Academy and NROTC students on a cruise which took them to Lisbon, Portugal, through the Straits of Gibraltar, and to the French Riviera, Algiers, and the Italian ports of Leghorn and Genoa.

An all-time record for naval district cruises was established this year by 9th NavDist, which set a goal of 100 Reserve voyages up to December. The naval districts as a group will also top all previous marks with a minimum of 225 cruises completed during 1948.

Naval Reservists Complete Successful Year of Training Afloat and Ashore

Largest of the naval districts, covering more than a million square miles in 15 mid-western states, 9th NavDist sponsored, in addition to its two-week afloat-training periods, approximately 150 week-end voyages on inland rivers and the Great Lakes.

“See America first” proponents among the Naval Reserve gained an opportunity to do so on such cruises as that of two subchaser escorts which sailed from Boston, through the North Atlantic, over the St. Lawrence River and into the Great Lakes.

A saga of the Mississippi was written by 8th NavDist Reservists who sailed through ice floes, fog and flood waters, journeying 3,000 miles through eight states on three rivers to deliver a training vessel for the Chattanooga, Tenn., Naval Reserve Training Center. Accomplishing their mission in the face of bad weather and the turbulent Tennessee, Ohio and Mississippi Rivers, the Reservists received a complete course in seamanship during the 42-day voyage. At one point the crew of the LCS-128, after cutting their way through masses of ice, had to remove the vessel’s radar gear in order to pass under a bridge through the swollen waters, clearing the bridge by a margin of four inches.

Every cruise, whether it is a coastal voyage from one American port to another or a longer trip to foreign lands, provided recreation as well as work for the Reserve trainees, but probably the most adventurous cruise of 1948 was that of uss Palau (CVE 122) which departed this summer with
311 Reserve officers and men for a six-weeks' voyage to Turkey.

Before the trip was over the crews had passed through the straits of Gibraltar and the Dardanelles, visited historic ancient cities, witnessed the fighting in Palestine, and helped to evacuate United Nations personnel from the civil war center of Haifa.

Liberty in Istanbul, capital of Turkey, gave the Reservists an opportunity to tour this ancient city, see the Serpent Column, Leander's Tower, the Saracophagus of Alexander, the Blue Mosque of Sultan Ahmed, and the Great Bazaar with its souvenir shops.

As the ship prepared to return to the United States it became evident that the United Nations truce in Palestine was unsuccessful and Palau was sent to Haifa in order to evacuate UN members and their equipment. While the ship was in port, Israeli forces were active in the area, and the ship's company could hear explosions as buildings were blown up and sniping operations began. After the truce team was evacuated to the Mediterranean island of Rhodes, the late Count Folke Bernadotte, head of the UN group, sent a letter of commendation to the ship's captain, thanking Palau in general for its help and the Reserves in particular.

"I should like to express my appreciation and commendation," Count Bernadotte's letter said, "to you and the members of your crew who have aided the United Nations and myself so willingly and ably during the past fortnight.

"I should like to say a special word for the members of the Naval Reserve aboard the Palau... their assistance at this time is a very real service to the United Nations and the cause of peace."

In 1949 another year-round program for Reserve cruises will aim to break this year's record. Reservists who desire this training should send in their requests one month (preferably two months) prior to the date they wish to enter training.

A Reservist attached to or associated with drilling units of the Organized or Volunteer Reserve should submit his application to the commandant of his naval district via the commanding officer of the unit to which he is attached. A volunteer Reservist who is not attached to any unit should send his request directly to the commandant of his naval district.

SCENIC Hong Kong was one of the highspots for sightseeing Reservists. In 1948 Reservists cruised over 400,000 miles and visited 25 countries.

LIFEBOAT drill gives both regulars and Reserves an opportunity to demonstrate again the one-team spirit that made the cruises so successful.
SHACKLING flotation buoys to one of the nets takes brawn and know-how. Students can acquire both at Tiburon.

The net depot at Tiburon was originally a base for assembling the San Francisco net defense in the early stages of World War II. These nets became a familiar sight to residents of the area during the war, and were especially impressive when viewed from the Golden Gate Bridge.

From this beginning, the Net Depot became a net-assembly and shipping point for the great Pacific campaigns. Many of the nets shipped from Tiburon were laid in both the initial and final phases of the battle for Japan. All the Pacific bases and amphibious invasion areas eventually were protected by nets manufactured at Tiburon.

The school is tucked away in a tree-studded cove on the north shore of San Francisco Bay. Usually available to the school is a net tender. All students take part in its operation and thus become AN-trained, which will make their lives more useful and pleasant, should they ever be assigned to that type of ship.

The school also utilizes a pontoon crane barge, similar to those used at advanced bases. Work aboard the barge increases the students' ability to improvise equipment and accomplish their goals when the services of a net tender are not available. A tug and other small craft are on hand also, to provide practical experience in ship and boat handling.

Classes convene every 10th week, with a 6-week course for officers and a 9-week course for enlisted men. Special courses are provided for members of the Naval Reserve. Since the school was reactivated by BuPers in November 1946, it has graduated a total of 55 officers and 273 enlisted students.

The course is intended primarily for general line officers, and enlisted
men having DC, BM (any class), FN and SN ratings. The students are taught how to rig and handle heavy weights such as the anchors and chain used in mooring the anchors and ships. They splice wire rope and fit sockets to its ends. They learn to use the oxy-acetylene welding and cutting torches. They learn how to make nets, if need be, and to lay, tend and repair them.

Torpedo nets, the students learn, are made by hand of heavy galvanized steel wire which is formed into interlocking circles. These circles, or grommets, are woven into huge rectangles resembling gigantic fish nets. Thousands of feet of this heavy mesh have to be crisscrossed and clamped securely at each intersection. The flotation buoys are shackled to the top before the nets are launched for installation. The nets form a physical barrier against submarines and torpedoes attempting to penetrate our harbor defenses. The job of installing such a defense is very exacting, for the modern submarine packs a powerful punch. The introduction of more powerful high-speed torpedoes during the war required continuous improvements of anti-torpedo nets.

In addition to the standard anti-torpedo and anti-submarine nets, there are indicator nets, motorboat booms and individual ship protection units, all of which are included in the training course.

Another important phase of the school's curriculum is processing net and boom material for preservation. Correctly done, this prevents deterioration while the material is in storage for great lengths of time, under every climatic condition.

As for the laying of nets, that is probably the most important phase of all. In the strong tidal currents off Tiburon the students have an excellent opportunity to learn the business under conditions that offer valuable experience.

SCHOOL'S OUT—Several students cool off with a variation of volleyball in the Net Depot pool. The object in mid-air is not a flotation buoy.

BuOrd assigns many experimental and research projects to the naval net depot at Tiburon. Net School students participate in these projects, and while developing new types of nets they conceive new ideas concerning net defenses. High-speed torpedoes have been fired at nets assembled and installed by the students, giving the students a demonstration of the value of their study and efforts. Sections of anti-submarine nets have been installed off the net depot. While conducting tests concerning their maintenance, the students can practice what they are being taught in the classrooms.

The work is rigorous, but several forms of off-duty recreation are provided for men who wish to use it. The school offers bowling alleys, a motion picture theater, recreation rooms, pool tables, a library, an enlisted men's club, a gymnasium complete with basketball, volleyball and squash courts, and there is a small swimming pool.

The Net School graduate is the nucleus around which the Navy's future net and boom defense personnel will be built, and he can be proud of his new skills. He has learned to operate cranes and tractors, he has had a chance to handle tugs and barges, he can splice and "socket" wire rope, and he has gained a technical knowledge of nets and booms second to none.
Free Hospitalization

Sir: I am a retired chief machinist's mate. I would like to know: (1) Am I entitled to free hospitalization in any naval hospital? (2) If so, do I have to get orders first from the naval district commander? (3) What about operations and accidents? (4) Am I entitled to buy from a commissary store?—R. L. S., MMC, USN (Ret.)

- (1) Yes. After proper identification you may be admitted to any naval hospital. (2) No. You pay all transportation from home to hospital and return. (3) All medical treatment is furnished. (4) Yes. Paragph 436-41, BUpros, 4 Mar 46, states that Army, Navy, Marine Corps and Coast Guard officers and enlisted personnel, active and retired, who live at or near a Navy commissary store are entitled to the privilege of making purchases from the store.—Ed.

Refund on Insurance

Sir: I have heard considerable scuttlebutt that some refund is to be made on our service life insurance. Can you give us the latest developments? If there is a refund, can we assume that the rates will be lower than at present?—M. S. F., PO3, USN.

- Veterans Administration is now in the process of calculating dividends on National Service Life Insurance. The amount to be paid each policy holder is being determined by the length of time his policy has been in effect and what type of policy it is. When payment of dividends begins, all personnel will be kept posted. There is no move underway to lower the premium rates on National Service Life Insurance.—Ed.

They'll Crease on Side

Sir: In regard to the uniform changes, I want to register the following comments: When there are 3,000 men on a carrier and you have only seven pressers in the laundry, how often do you think you could get a pair of trousers pressed? If you were to take a census of seagoing sailors, you would find the biggest percentage are against any change at all. As for me, I'll take bell-bottoms any day.—W. A. F., SN, USN.

- The newly approved blue trousers for enlisted men other than chief petty officers and stewards will be creased on the side, with a slight "bell," and can be rolled.—Ed.

Requirements for PO1

Sir: I was separated from the Navy as RM1 and reenlisted for 15 months in March 1947 as SN. On 13 Aug 1947, I was advanced to RM2 under existing directives. What are the requirements for RM1, such as time in rate, time on active duty in present enlistment, and sea duty under these conditions?—A.B.C., RM2, USN.

- Time in rate requirement is 12 months and total active service 56 months. Sea duty of at least 6 months in pay grades 3 and/or 4 is required. Fulfillment of your sea duty and service in pay grade requirements must be accomplished after 28 Aug 1947. Service in your past enlistment can be counted toward fulfillment of total service requirements only.—Ed.

Discharge During Probation

Sir: I am now on six months' probation and my date of discharge has passed. Can I in any way be discharged during this probation?—E. E. O., SA, USN.

- No. Alnav 436-45 (corrected) (NDB, 15 Aug 1946) states that an enlisted man restored to active duty on probation after disciplinary measures shall not be separated if violation of the probation would result in a bad conduct or dishonorable discharge, until the expiration of the prescribed probationary period if the probationary period is for less than six months or until the expiration of the prescribed probationary period if the period is for six months or more.—Ed.

How to Figure Leave

Sir: The first letter to the editor in the June 1948 issue of ALL HANDS calls to mind a frequent argument I have had with others. If the man in question had been granted eight days leave by his CO, beginning at 0800, 12 November, would he have been AWOL from midnight to 0800 on 21 November?—J. B. C., CDH, USN.

- No, not if return was made before the regular hour for forenoon quarters on board ship, or for beginning work at shore stations.—Ed.

Pensions for Reservists

Sir: I served two and one-half years in the Navy, and after receiving my honorable discharge I joined the Naval Reserve and drilled one night a week. I am now disabled, Do I rate a pension?—E. N. M., ex-MM3.

- To be eligible for a pension, you must have at least 10 years' service on active duty, unless your disability is service connected. If it is a result of your naval service, you should contact the Veterans Administration.—Ed.

Wearing Chevrons Right

Sir: In the August 1948 issue of ALL HANDS you stated that a logical reason why chevrons point down is to provide space for specialty marks between the eagle and chevrons. I agree that this is perhaps the real reason behind the position of the Navy chevrons but I would like to add that in Laws of Heraldry it states that chevrons worn above the elbow shall be worn pointing down. Either way it would indicate that Navy personnel are wearing their chevrons right.—F. G. H., GM1, USN.

Has Chicago Disowned Great Lakes?

Sir: On page 22 of August 1948 ALL HANDS you indicated the Headquarters of the 9th Naval District as being located at Chicago instead of Great Lakes, III. As far as this writer can ascertain it will continue to be at Great Lakes for some time to come.—E. J. N., ENS, USN.

- In announcing the changes in naval districts, ALL HANDS referred to 9th Naval District Headquarters as being in Chicago, a loose interpretation referring to the area containing the city and its suburbs, one of which is Great Lakes. The accompanying map listed the 9th Naval District Headquarters as Great Lakes, Ill.

Right or wrong, this loose interpretation is much used, often unknowingly. Your letter was addressed to ALL HANDS Magazine, Bureau of Naval Personnel, Navy Department, Washington 25, D.C., which is the correct address. However, the Bureau of Naval Personnel is not actually in Washington but across the Potomac from it, in Arlington, Va.—Ed.
Operation Pinwheel

Sir: In a recent discussion a question was brought up regarding airplanes on board an aircraft carrier being able to turn a ship around by the power of the props alone. This is called a pinwheel operation, is it not?—W. F. P., PFC, USMC.

• Yes. "Operation Pinwheel" is the Navy's new method for turning its huge aircraft carriers in harbor space which does not permit the ships to get enough headway to turn on their own power. The turning is done by planes secured to the flight deck of a carrier, which exert a forward pull in the direction in which they are facing, when their engines are "turned up." First used as an emergency measure in Guam harbor in June 1945, "Operation Pinwheel" is becoming standard procedure for maneuvering carriers in tight spots, with or without the help of harbor tugs. See ALL HANDS, June 1946, p. 49.—Ed.

Out-of-Bounds Passes

Sir: What are the current directives concerning out-of-bounds passes?—J.M.A., YNC, USN.

• The only Navy Department directive relative to out-of-bounds passes is Art. 1725, U.S. Navy Regs., 1920, which states, "Permission granted orally to leave the ship or station temporarily, instead of formally authorized leave of absence, does not convey permission to leave the general vicinity of the port or station, unless especially so stated." This article has not been cancelled or modified by Alnav or other instructions issued by the Navy Department. The manner of carrying out the instructions contained in this article is a function of district commandants under authority of General Order 245, and varies in different districts.—En.

Liberty or Leave

Sir: Is it true that all absence from duty beyond 48 hours is counted as leave? Has there been such a change in the BuPers Manual? If so, what change was it? My yeoman manual states that absence from duty for more than 72 hours is counted as leave.—N. G. M., YNSN, USN.

• Absence from duty for periods of less than 48 hours should be considered as liberty. Periods of liberty may be extended to 72 hours by your CO if the period includes a holiday proclaimed by the President and/or authorized by the Secretary of the Navy. Periods of absence in excess of 48 hours should be considered as leave, except when so extended. Leave rations will not be credited for periods of less than 72 hours, however. Change 12 is the latest change to BuPers Manual. See BuPers and BuSandA Joint Ltr. dated 25 Aug 1947 (NDB, 31 Aug 1947) for current regulations on leave.—En.

NA Age Limit Raised

Sir: (1) Was the age limit ever raised to 23 years of age for enlisted naval personnel to be eligible to qualify for the Naval Academy Preparatory School at Bainbridge, Md.? (2) If so, were there any candidates between the ages of 21 and 23 who entered the school? (3) Under what Alnav was it announced and is it still in effect?—L. E., USN.

• (1) Yes. Public Law 255 raised the age limit for entrance to the Naval Academy to 23 for any candidate, whether competing for appointment by the Secretary of the Navy, Congress or the President, provided he has served honorably at least one year during World War II. Requirements for the Naval School, Academy and College Preparatory, are geared to meet Naval Academy entrance requirements. (2) Approximately 50 men between the ages of 21 and 23 entered the Preparatory School in the 1947-48 session. (3) Alnav 7-1946 published the change in the age requirements. BuPers Manual, Article D-6103 (d)—which was published as change 12 dated 5 June 1947—incorporated the change into procedure for appointment of enlisted men to the Naval Academy by the Secretary of the Navy. Both the Alnav and Article D-6103 are still in effect.—Ed.

Citations and Awards

Sir: Does uss Redfin (SS 272) rate the Philippine Liberation medal?—R. T. N., MM1, USN.

• Yes. uss Redfin (SS 272) is entitled to the Philippine Liberation ribbon with one star for service 4-16 Nov 1945 and 25 Nov to 22 Dec 1945. uss Washington (BB 56) rates 12 stars on the Asiatic-Pacific Area Campaign ribbon and one star on the European-African-Middle-Eastern Area Campaign ribbon.

• If the LSMs are listed in NavPers 15,787 and Supplement No. 1 thereto and any additional supplements to NavPers 15,787, they are then entitled to whatever awards are contained therein.—En.

OUT-OF-BOUNDS Passes is Navy's new method for maneuvering our huge carriers in tight spots.
LETTERS TO THE EDITOR (Cont.)

NUC for Marblehead

Sir: (1) Is uss Marblehead (CL 12) entitled to the China Service Medal for three different periods? (2) In what official publication is Marblehead listed for a Navy Unit Commendation? (3) When and in what engagement did she earn a star on the European-African-Middle Eastern Campaign Medal? W. H. C., LtJg, USN.

NUC: Marblehead is entitled to the China Service Medal for the period 1937-1939 but not for postwar service. (2) The light cruiser is listed for the NUC in BuPers Cir. Letr. 130-48 (NDB, 15 July 1948), also see Alt HANDS, September 1948, p. 16. (3) Marblehead is entitled to one star on the European-African-Middle Eastern Campaign Medal for the invasion of Southern France for the period 15 Aug-25 Sept 1944.—Ed.

Temporary Duty Ashore

Sir: Please clarify recent BuPers Cir. Letr. 101-48. All students here for a course of instruction came from sea activities for temporary duty under instruction and for further assignment by BuPers. Does the normal tour of shore duty for us begin at the end of the course or when we report in? P. A. B., HMC, USN.

- If a man is ordered to shore duty from a school without going to sea his tour of shore duty begins when he first reported ashore, i.e., as stated in BuPers Cir. Letr. 101-48 paragraph 3(d) protects a man's eligibility provided he goes back to sea within one year.—Ed.

Warrant Retirement

Sir: I read in a recent copy of All Hands that the Navy was considering whether warrant service could be counted toward retirement under the present law which permits an officer to retire after 20 years' service, if 10 of them were in commissioned status. I know a lieutenant in the Navy who entered the service in 1925, made warrant in 1937 and was commissioned in 1942 while a prisoner of the Japanese. Upon his liberation from the Japanese in 1945 he received his present rank. Under the present law this officer will have 27 years' service before he will be eligible to retire with full monetary benefits. I would appreciate your retirement board opinion on this important subject of allowing warrant service to be counted toward retirement.—D. B. B.

- Under existing law, warrant service may be counted as time toward retirement, but it may not be counted as commissioned service, 10 years of which are required for retirement after more than 20 years of active naval service.—Ed.

Seniority Among CPOs

Sir: Could you tell me exactly how seniority among CPOs is determined? This subject is constantly being debated by the CPOs of my squadron. Also I would like to know which rate is senior in the aviation branch.—J. D. H., AMC, USN.

Seniority of chief petty officers dates from date of advancement to pay grade 1A. Senior rating in the aviation branch is AD.—Ed.

Dependency Discharge

Sir: I enlisted in the U. S. Navy for a six-year hitch. My previous classification was SV-6. Can I be discharged from the Navy under the SV-6 program? If not, can I get a dependency discharge?—F. M., SN, USN.

- AllNav 512-46 authorized discharge of certain ratings with SV-6 classification during the month of Sept 1946 only. This directive is no longer in effect. You may, however, make application to the Chief of Naval Personnel for discharge by reason of dependency in accordance with Article D-9108, if you so desire. Submission of application is no assurance that discharge will be granted.—Ed.

No Travel Allowance

Sir: When I changed over from the Reserves to the regular Navy I was paid travel allowances. Recently this pay was taken away. Can you explain the reason for this?—H. E. B., ADl, USN.

- U.S. Navy Travel Instructions, paragraph 7451, provides that enlisted personnel are not entitled to transportation nor travel allowance when discharged prior to expiration of enlistment for the purpose of enlisting in another branch of service. This is in accordance with Pub. Law 720 (79th Congress). However, if any part of a National Guardsman's service is served in an active duty capacity with the U. S. Army, such active duty time will be credited for retirement, or longevity pay purposes for retainer pay after transfer to the Fleet Reserve and release to inactive duty.—Ed.

Awards and Combat Stars

Sir: What campaign bars and combat stars are the uss Triumph (AM 329) entitled to?—A. F., DC2, USN.

- Is the uss LCI-G (449) entitled to the Presidential Unit Citation for the attack on Iwo Jima 17 Feb 1945?—B. W. T., FP3, USN.

Sir: I would like to know what ribbons and battle stars and awards are the uss Cabot (CVL 28) entitled to?—R. S., USN.

- 1) uss Triumph (AM 329) rates five stars on the Asiatic-Pacific Ribbon and one star on the Philippine Liberation Ribbon. (2) Yes. If the uss LCI-G (449) was a part of Group 8 on 17 Feb 1945. (3) uss Cabot (CVL 28) rates nine stars on the Asiatic-Pacific Ribbon and was awarded the PUC for service 29 Jan 1944 to 8 April 1945.—Ed.

Souvenir Books

In this section All Hands each month will print notices from ships and stations which are publishing souvenir books or "war records" and wish to advise personnel formally attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn: Editor, ALL HANDS), and should include approximate publication date, address of ship or station, price per copy and whether money is required with order. ALL HANDS has no information on souvenir books published by any command, except those notices which have appeared in this space since March 1946. BuPers is in receipt of numerous requests for information on books published by various commands. It is therefore requested that COs and ONIICs having knowledge of souvenir books, announcements for which have not appeared in this space, notify BuPers (Attn: Editor, ALL HANDS) promptly.

- uss Anthony (DD 515). A 24-page booklet telling the story of war duty of the vessel. A limited number of copies are available. Enclose six cents in stamps. Address Commander J. H. Raymer, USN, Dept. of Marine Engineering, U.S. Naval Academy, Annapolis, Md.

- uss Chandelier (AV 10). Extra copies available free to all personnel attached to ship or to squadrons based on board at any time. Address Captain J. S. Tracy, USN, N.A.B., Naval Air Station, Seattle 5, Wash.

- World War II history of the Second Division. The Second Marine Division History Board is almost ready to distribute free copies of this unoffical history to men who served in that organization between 7 Aug 1942 and 2 Sept 1945.

The board is looking for more than 20,000 wartime members of the division who moved without leaving forwarding addresses, or failed to acknowledge "gift offers." Eligible men who have not received confirmation address cards are requested to communicate with the Willa Maddern Agency, 215 Fourth Avenue, New York 3, N. Y., in order to receive their free copy of this book. The history was written by Richard W. Johnston, war correspondent.
It Was Lloyd Thomas (DD 764)

Sir: Your July 1948 issue contained an article on page 37 under the title "Visit to Ireland" which contained an error that all hands on board this ship would like to see corrected. In the last paragraph you mentioned the destroyer escort Thomas (DE 102) as being in company with Valley Forge and Lassie. It was Lloyd Thomas (DD 764) that was in company with them in Bergen, Norway, as it was all the way around the world.-J. L. C., CDR, USN, Commanding Officer, USS Lloyd Thomas.

- Our information came from a Navy dispatch sent to ALL HANDS from Ireland while the ships were visiting there, listing your vessel only as Thomas and without supplying type or designation number. The 1948 BuShips Naval Vessel Register, an alphabetical compilation, carries Thomas under the "T" listing and Lloyd Thomas under "L." Even if our staff writer suspected a mistake in the dispatch, he would have had to choose Thomas (DE 102) as the most likely to be correct. Furthermore, the register lists, in all, six ships of that name. In addition to the two mentioned, there is Harold C. Thomas (DE 21), Herbert J. Thomas (DD 833), Leland E. Thomas (DE 420), and Garfield Thomas (DE 193).—Ed.

Service in China, Philippines

Sir: I served with the American Consulate, Amoy, China, and in the USS Augusta (CA 31) from April 1940 until 16 April 1942. On 29 June 1942 I was put aboard MS Gripsholm and sent back to the States. (1) Am I entitled to wear the China Service medal? (2) Do I rate wearing the Philippine Defense ribbon?—G. J. S., CHRELE, USN.

- (1) No. First eligibility date for the China Service medal terminated 7 Sept 1939. Issuance of this medal was extended beginning 2 Sept 1945 to an indefinite date. (2) No. The Philippine Defense ribbon was authorized for those who served in the defense of the Philippines. Service in China is not included.—Ed.

Commissions Forwarded

Sir: After an officer has complied with all the requirements listed in BuPers circular letters listing officers eligible for promotion to lieutenant (junior grade), is it necessary for that officer to wait for confirmation from BuPers before he may be promoted?—V. M., ENS, USN.

- Yes. Action completed by officer concerns his examination to qualify for promotion. Upon qualification, confirmation by the Senate and appointment by the President is necessary before advancement in rank. Commissions are now being forwarded to qualified officers. Receipt in the service will commence shortly.—Ed.

USS Case—(DD 370) Veteran of tough fighting in the Pacific was sold in November 1947 through the War Shipping Administration and is no longer with the U. S. Navy.

Tin Can Is Sold

Sir: Would you please tell men what has become of USS Case (DD 370)?—B. C. M., MEC, USN.

- USS Case (DD 370) was sold through War Shipping Administration in November 1947.—Ed.

Early Discharge for School

Sir: Can a member of the U.S. Navy be discharged a few months before his enlistment expires for the purpose of going to school at the beginning of a semester? If so, how is such a discharge obtained?—C. W. L., HM2, USN.

- No. Early discharges are not authorized for the purpose of enabling individuals to return to school. See Article D-907, BuPers Manual.—Ed.

U.S. Army, Navy Time Counts

Sir: I was formerly in the Philippine Army. In 1941 I was inducted into the U.S. Army Air Force. At the liberation RM2, I was discharged and listed in BuPers as being in company with them in Bergen, Norway, as it was all the way around the world.—Eo.

- No. Time spent in both U.S. Army and U.S. Navy counts for longevity, but time spent in the Philippine Army does not count.—Ed.

Word on Achelous Award

Sir: If a man served on board USS Achelous (ARL-1) from 2 April 1943 until 3 April 1944, is he entitled to the Navy Occupation Service Medal for the European-African-Asian Area? If he served on LCI(L) Flotilla 1, LCI(L) Group 2, Flotilla 1, LCI(L) Group 3, Flotilla 1, during the period of 3 April 1944 to 15 March 1945, could he receive this medal?—J. D. R., FNI, USN.

- Yes. Action completed by officer concerns his examination to qualify for promotion. Upon qualification, confirmation by the Senate and appointment by the President is necessary before advancement in rank. Commissions are now being forwarded to qualified officers. Receipt in the service will commence shortly.—Ed.

Request for Shore Duty

Sir: I have had continuous sea or overseas duty since 22 June 1946. According to information supplied in a recent ALL HANDS' article I am eligible for shore duty. Must I wait until three months prior to expiration of tour of duty in the Philippines area before I can submit my request for this shore duty?—C. W. A., RM2, USN.

- No. You may submit a request for a normal tour of shore duty provided you meet the eligibility requirements contained in BuPers Circ. Ltr. 101-48 (NDB, 31 May 1948).—Ed.

Awards for Waller

Sir: Was there a souvenir book published for USS Waller (DD 466)? How many battle stars does her crew rate?—R. T. B., SKD2, USN.

- None has been published to date. USS Waller is entitled to Asiatic-Pacific Area Campaign Medal with 5 stars for period 4 Sept 1945 to 3 Oct 1945. USS Waller is included in the Dual Eligibility List for (Navy Occupation and China Service Medals) from 5 Sept 1945 to 13 Dec 1945. To be eligible, however, an individual must have qualified for both medals in accordance with regulations set forth in NABP 15707 for each medal.—Ed.
RECRUITS explain fog nozzle to John (below) during his visit to NTC, Great Lakes (above). Charming, she's Patricia Cotter and slide by men of Fighting Squadron 63. Left: Treatment at a west coast shipyard. Love Paul, FA, Floyd, EMFN, and Claude, EI. Antietam. Below: Homer, Navy carrier war, is read riot act by Wave Lieutenant.
Navy Expands East Coast Carrier Facilities
As Part of Emphasis on Anti-Sub Operations

Site Is Jacksonville, Fla.

By December 1948 two carrier air groups of approximately 135 planes each are expected to be set up at Jacksonville, Fla., in what is slated to be the forerunner in that area of a major fleet air base for the Navy's largest carriers.

A vast expansion plan makes provision for doubling the carrier forces at the base. Berthing facilities would be established to handle two carriers of the Midway class.

Six patrol squadrons, two utility squadrons, assembly, repair and overhaul facilities would be accommodated at the projected new naval base.

Establishment of a new carrier base on the Atlantic seaboard emphasizes the Navy's increased stress on anti-submarine operations (see ALL HANDS, October 1948, p. 3).

When the new base finally is activated, all flight training operations at Jacksonville will be transferred, presumably to available facilities at Corpus Christi, Tex.

Among changes contemplated are dredging of St. Johns river to a depth of 42 feet from its mouth to the point where it joins the entrance to Ribault Bay and widening to 500 feet the entrance channel to the bay. Quay walls would be constructed to provide berthing for one Midway class carrier. Two berths would be constructed, with a pier connecting them to the mainland. Depth of the entire turning basin would be 42 feet.

Safety Device Developed
For Use in Arc Welding

The welding laboratory of the U.S. Naval Engineering Experimental Station, Annapolis, Md., has perfected an automatic safety device for use in arc welding.

The device, which promises to be especially valuable in underwater welding, automatically reduces the electrical power furnished a live welding electrode while not in use. As a result, the danger of electrocution of a diver engaged in underwater welding or oxy-arc cutting is greatly reduced. Development of the device is part of a broad Navy program to increase the safety of its personnel.

Medical Services Inspected

Travelling 20,000 miles by plane and visiting Hawaii, Kwajalein, Guam, Japan, Aleutians and Alaska, a committee on medical and hospital services of the armed forces has inspected military medical installations in the Pacific and Alaskan areas.

The committee was appointed by the Secretary of Defense to coordinate medical and hospital services of the Army, Navy and Air Force for efficiency and economy. The conclusions reached by the committee will be incorporated in a report and recommendations to SecDefense.
NEW CARRIER will be the largest naval vessel ever constructed. Design features will include a flush deck and a telescopic bridge.

Drawing Shows Details of Giant Carrier

Pictured here is an artist’s conception of the 65,000-ton super flush-deck aircraft carrier, only the totally clean deck operating area for its planes, and without the usual “island” on the starboard side. Shown also are the five elevators—four along the sides with a larger one at the after part of the flight deck. The elevators are used to transfer planes between the hangar and flight decks.

Also pictured are four catapults, one on either side launching to the sides and two on the bow, launching forward. By so increasing the number of catapults, the launching interval will be shortened.

Flag and ship bridges, formerly on the island, will be telescopic—temporary structures which may be hinged up or down (See All Hands, September 1948, p. 43). Radar permits dispensing with the island, providing more flight deck space with the added advantage of making the ship less visible to an enemy.

The new ship will be the third flush-deck carrier in the Navy’s long line of “fast traveling air bases.” The others were USS Langley and USS Long Island. The super carrier’s increased dimensions emphasize advances made in naval planning—containing improvements dictated by experience.

Continued increases in size and weight of jet propulsion and heavy fighting planes underline the need for increased size. By contrast, the history of USS Saratoga lends credence to the size factor. Saratoga’s first flight deck was 11,300 square yards with a combat radius of roughly 400 miles—in 1927. Twenty years later, in 1947, when the “Sara” was stricken from Navy records she was able to handle planes with a fighting weight of more than 18,000 pounds and a combat radius five times as great as her first air groups.

The CVA class accordingly is designed to be capable of operating an airplane of well over 100,000 pounds, assuming the growth of plane size continues. Operation of such aircraft with their increased range reduces the carrier’s chance of discovery by an enemy but greatly increases the probability of surprise attack by the carrier’s planes.

Addition of the super carrier to the fleet means that the Navy gets another potent weapon in its traditional mission of controlling the sea. At least 48 months will be taken to complete construction of the vessel.

Turtle’ Tours South America

The Navy’s famous PV patrol plane, the “Truculent Turtle,” holder of the world’s non-stop distance record of 11,236 miles, has set out to make an extended tour of South America.

First leg of the journey began at NAS Patuxent River, Md., and was scheduled to end at Santiago, Chile, 6,192 miles away. A burned-out transmitter brought about a brief stop at Antofagasta, Chile, a few hundred miles short of the goal, however, before the plane proceeded on to Santiago.

Members of the Truculent Turtle’s complement planned to visit U.S. naval missions at Santiago and Valparaiso, Chile; Buenos Aires, Argentina; Rio de Janeiro and Belém, Brazil; Caracas, Venezuela; Guayaquil and Quito, Ecuador, and Lima, Peru.

The scheduled route totalled about 18,400 miles.

Nation’s War Potential

Two new committees have been appointed by Secretary of Defense Forrestal to provide the armed forces with information on specialized phases of the nation’s war potential.

The scientific and synthetic analysis committee will examine all aspects of military activity such as supply, transportation, stock piling, troop movement and combat operations to ascertain where scientific methods, particularly those making use of high-speed computers, can be utilized to improve existing procedures.

The committee on fibers is planning positive steps toward a continued supply of fibers necessary in the manufacture of twine and cordage.

Good-Will Calls

Due to arrive in the United States in December after making good-will stops at four African and three South American ports are the light cruiser USS Huntington (CL 107) and the destroyer USS Douglas H. Fox (DD 779).

The two vessels were relieved in September after duty in the Mediterranean. On their homeward bound cruise to Newport, R. I., the two ships were to make brief visits at Massaua, Eritrea; Mombasa, Kenya Colony; Durban and Capetown, South Africa; Buenos Aires, Argentina; Montevideo, Uruguay; Rio de Janeiro, Brazil and Trinidad.
Hospital Ship Exhibited

The hospital ship *USS Consolation* (AH 15) was on exhibition during the 50th anniversary convention of the American Hospital Association in Atlantic City, N. J.

Ship's personnel welcomed 5,000 medical men aboard as visitors during the three-day stay. Guided tours were conducted aboard the ship, centering around key medical stations. Facilities for berthing and furnishing meals to patients were pointed out to the visitors, as well as various methods of treatment.

Immediately after commissioning in 1945, the 15,000-ton *Consolation* was employed in returning more than 1,000 Allied prisoners of war from Japan. The patients were treated for malnutrition on their way across the Pacific, and showed marked improvement upon arrival in the U.S.

With a top speed of 17 knots and a cruising range of 12,000 miles, *Consolation* can maintain her position in relation to almost any task force. Patients can be transferred at sea from fighting ships to the hospital ship with ease, with practically no discomfort or danger to the patient.

Upon completion of the Atlantic City visit, *Consolation* returned to Norfolk, Va., where she serves as hospital guard ship, giving medical, surgical and dental care to patients from other ships in the area.

Two ships of the *Consolation* type are now in active commission in the Navy, with four others in moth balls.

Air Reserve Carrier Duty

Combat carrier operations for Naval Air Reserve groups may soon become established policy as the result of a precedent setting demonstration by the Dallas, Tex., NAR detachment.

During its annual two weeks of active training duty the detachment engaged in complete full scale, simulated combat operations on board the aircraft carrier *USS Wright* (CVL 49) in the Gulf of Mexico. The Dallas unit consists of 103 officers, 180 enlisted men and 56 carrier planes.

It was the first occasion of its kind in the history of NARTC. During the training period the Reserve pilots made a total of 421 landings on *Wright*. They executed routine sorties and simulated attacks.

The training operation was a small scale experiment before the Navy establishes the policy to make this type of operation a general requirement for Naval Air Reserve training.

Sightseeing Tin Can Covers 30,000 Miles

Tourists were plentiful and the climate favorable. Gondoliers on Venice’s Grand Canal weren’t singing. Crew members of the destroyer *USS Zellars* (DD 777) were told that was because the romantic peddlers sing only when they’re hungry or cold.

Venice was but one of many Mediterranean area ports visited by *Zellars* whose summer odyssey covered 30,000 miles in three and a half months. The tin can’s officers and men are now full-fledged world travelers who can reel off an impressive list of geographical data, sociological facts and personal experiences all with a nonchalant lift of a collective eyebrow.

“There was swimming at the Lido, sight-seeing on the Grand Canal and for one of our ship’s company a lift home in the milk boat,” writes a *Zellars* correspondent.

The Venice interlude was preceded by a brief visit in Trieste—quiet for a change, made so by a tranquil general strike.

A touch of home greeted the liberty-bound sailors who hit the beach on the island of Sicily. A Maine-born Italian guide related to the Navy visitors the glories of ancient Siracusa. The guide’s spiel—accompanied by impromptu gesticulations—came packed with a perfect New England accent.

A layover in Naples was followed by a brief stay in Ancona, Italy. The grandeur of the Old World was seen at first hand by *Zellars* crew. Many of the sailors poked about the ruins of Pompeii, while others took a steamer to the Isle of Capri.

If there were any doubts about the American influence in the Mediterranean, they all were quickly dispelled for the crew when they went ashore on the Isle of Capri. Tin Pan Alley is a long way from the small island, but it might as well have been next door.

A one-day run from Naples to Malta took the destroyer past Stromboli, a cone-shaped volcano rising suddenly out of the sea. *Zellars* had a short visit at Valletta, Malta, then proceeded to Port Said and through the Suez Canal.

The land of the thousand-and-one nights, flowing robes and veiled women—Arabia—was seen at first hand. There, too, the crew became reacquainted with iced “cokes” in the small American supply port of Ras El Misha’ab. They also enjoyed American hospitality at Ras Tanura before sailing to Argostoli Bay, Greece—the last stop before starting on the return trip to the U.S.

Was the cruise enjoyed? You bet. A *Zellars* correspondent reports that “many of us have seen people and places previously encountered only in our grade school geography books and on local merchants’ calendars.” They’ve seen them but now they’re happy to be home.
Atom-Smashing Cannon

Under construction at Stanford University in Palo Alto, Calif., is a Navy-financed atom-smashing “cannon” with a barrel 160 feet long. When ready for operation, the scientific instrument will take its place in the continuing Navy program in basic research in nuclear physics.

Known as a linear electron accelerator, it is designed to fire nuclear projectiles with energies of approximately one billion electron volts. It will assist in the understanding of nuclear structure and add to knowledge of nuclear physics, according to Navy scientists.

The Stanford accelerator is but one of a number of scientific instruments constructed under contract with the Office of Naval Research.

Get 'Em in the Air

Making all standard combat divisions transportable by air is the ultimate goal of the Joint Airborne Board composed of Navy, Army and Air Force representatives. The board, recently organized, intends to develop airborne doctrine, procedures and equipment of common interest to the three armed forces.

The board's aim is to permit easy air transportation of all standard combat divisions.

Work toward making all divisions air transportable is proceeding along two general lines. These include (1) increasing the capacity of aircraft to carry the men and equipment needed for sustained combat once the unit is on the ground and (2) decreasing the weight of weapons and equipment without sacrificing essential firepower.

Disabled Veterans Are Able

Physically handicapped veterans—approximately 19,000 of them—are gainfully and effectively employed throughout the Navy's shore establishment in the United States.

Of the total number of disabled veterans the Navy employs, more than 2,500 work in Bureau of Ordnance field activities. Examples of employment show that out of 2,617 civilian employees at the Naval Ammunition Depot, Crane, Ind., 429 or approximately 16 per cent are disabled veterans; at NAD, McAlester, Okla., 272 of the 1,730 employees or about 15 per cent are disabled veterans.

BuOrd's field activities work closely with the Veterans Administration and the U.S. Employment Service in training handicapped veterans for vital defense work. These civil service jobs are not "made," but are filled after careful analysis of the job and workers' ability to see if they can perform the required tasks.

Commanding officers of various BuOrd field activities are high in their praise of World War I and World War II disabled veterans working for them. These veterans, COs report, show a high degree of efficiency and account for low absenteeism.

Train to Test-Fly Jet Planes

For the first time experienced Navy and Marine Corps aviators are training to test-fly various types of Navy aircraft, including jet planes.

The first such Navy training school for engineering test pilots is underway at the Naval Air Test Center, NAS Patuxent River, Md. Thirteen Navy and three Marine Corps pilots comprise the initial class.

During the course of six-months duration the pilots will be given classroom instruction and undergo specialized flight training.

A tour of duty in various test divisions of NATC will follow completion of the course. Most pilots are expected to be assigned to engineering test work. All future Navy test pilots are expected to enter test work through the school for which new classes will be convened every six to nine months.
Peary Cache Found
Crews of the Navy icebreaker USNS Edisto (AG 89), the Navy cargo vessel USNS Wyandot (AKA 92) and the Coast Guard icebreaker USCG Eastwind (WAG 79) have discovered that Kilroy was not the first person to leave evidence of his presence in distant places.

During the past summer these ships, with Canadian representatives aboard, resupplied the joint weather stations established in 1947 at two far-northern Canadian points. While reconnoitering a site for an additional joint station, the two icebreakers reached a point once visited by the British explorer, Sir George Nares and later by the U.S. explorer, Admiral Robert E. Peary. In a rock cairn at the northeastern end of Ellesmere Island, personnel of the expedition found a bottle containing a note left by Admiral Peary in 1905 and a copy of a note left by the British explorer 29 years earlier. As is customary with explorers, Peary had removed Nares’ original note and replaced it with a copy.

The Nares document revealed an account of hardship once typical of polar exploration. “The sledge crews after a very severe journey over the ice succeeding in attaining Lat. 83° 20’ 36” N. no land has been sighted to the Northd,” the paper recorded. It continued in a later paragraph, “Scurvy attacked nearly all the men employed in sledge travelling.”

Admiral Peary’s note was shorter and contained little except an itinerary of the Peary Arctic Club’s ship, Roosevelt and enclosed a roster of Roosevelt’s crew in the cairn.

Discovery of the cairn and its contents was made as a result of an impulse. Personnel had been stranded ashore when their ship was forced to evade shifting ice. Helicopters were returning the last two persons to the ship when the decision was made to search previously discovered rock structures for such documents. The explorers discussed the matter over the inter-plane radio and decided to land near the cairns. Having arrived, they directed the Seabees in the area to search for such documents.

BATTING a forest fire that threatened to destroy Ojai, Calif., Seabees from Port Hueneme earned praises of a grateful citizenry.

Seabee Ingenuity Halts Forest Fire

How to fight forest fires Seabee fashion—and save your own town in the process—was taught to grateful residents of Ojai, Calif., amid flying sparks and shifting winds.

Gas leaking from a tank igniting a near-by tree caused the fire, and from that Sunday afternoon until the following Thursday the flames raged in or around Ojai.

By the time the worst was over, some 25,000 acres of Los Padres National Forest lay blackened and charred with damages estimated in the millions of dollars. But little Ojai, minus about 30 houses, still stood erect.

A hundred men from the Seabee center at Port Hueneme, 35 miles away, answered the first call for aid on Sunday. When it was seen the fire was getting out of hand on the following day, the construction schools were closed and every available man on the base—638 to be exact—was alerted. Except for a skeleton crew left behind to prepare the base for possible arrival of refugees from Ojai, all reported for fighting.

Swinging into full action, the Seabees were directed in over-all operations from the station’s main gate by the station CO and the CO of the construction school.

At the scene of the largest fire was another control center consisting of a moving van equipped with desks, typewriters and a loud speaker. The school’s exec took charge here.

Also dispatched to various critical areas were eight large bulldozers used in the earthmoving schools of Port Hueneme.

Seabee drivers took over the base’s large trucks and lined the streets of Ojai in orderly fashion to be ready for a complete evacuation if necessary. Other personnel turned to with shovels and picks.

Around and in Ojai the fire fighting progressed furiously until Monday night when the flames were halted from destroying the town’s business district, although 30 homes in the outskirts were consumed.

The fight went on in other locations high in the mountains. As the fires spread, several helicopters were called into service to fly Seabee volunteers to the most hazardous places.

Dangers were many but teamwork more than once prevented personal disaster.

On one occasion, a group of four isolated men found themselves trapped by their own backfires.

Food was one of their main morale builders. Throughout the long periods of fatiguing work, food in the form of steaks, hams, bacon and eggs, mulligan stew and watermelon was sent from the base and prepared on the spot.
EXPERIMENTS conducted by the Navy indicate that the new hulls will prove themselves superior to the best ply-wood boats of similar design.

Navy Tests All-Plastic Hulls for Boats

Small boats made of plastic are being tested by the Navy. Experiments thus far conducted indicate the plastic hull boats are superior to plywood boats of a similar design. Among the advantages of the new design is rapid and economical construction. Rough estimates indicate that 90 per cent of the hull construction time can be saved with nearly 50 per cent of the over-all fitting out time being cut.

The plastic boat hulls are produced from low pressure polyester-type resins reinforced with fibrous glass in a mat form. This combination produces a structural material with one-half the flexural and tensile strength of steel and three times that of wood (Douglas fir). In compression, flatwise, its strength is two-thirds that of steel, edgewise one-third that of steel and in each case more than three times that of wood. Its water absorption properties stand at 17/100 of one per cent as opposed to 48 per cent for wood. Its weight is 20 per cent that of steel.

The new type boat will eliminate practically all hull maintenance cost. There are no seams to caulk, no fastenings to loosen and the hull cannot be affected by adverse weather. Desired colors are pigmented into the resins during the molding operation, eliminating the use of paint.

Fungi, bacteria, the teredo or ship worm and termites which damage wooden hulls have no effect on the plastic boats. The raw materials for manufacturing the plastics are coal and sand. Another advantage is that practically any hull shape or form, no matter how complex, can be made by this method.

Contracts for five experimental 36-foot plastic LCVP's have been awarded to contractors by BuShips. Should plastic boats prove successful after further exhaustive testing, it is expected the Navy will adopt this type construction for mass production of its small boats. Experimental work on the boats is being conducted at the U. S. Naval Shipyard, Philadelphia, Pa.

Testing Plane Repair Jobs

Because of higher speed aircraft now being overhauled, the Navy has installed two vital pieces of electrical equipment at NAS Alameda, Calif., to insure perfect repair jobs on all planes.

The new apparatus is used for the first time at Alameda, the Navy's only base where jet aircraft are overhauled. It consists of an X-ray machine to determine presence of defects in the interior of metal castings or parts and a "Zyglo electric magnet flux" to spot surface imperfections on aircraft metals.

A "shadowgraph" appears on the X-ray film, indicating internal cracks, holes, or the presence of any foreign material, such as dirt particles. The X-ray is used for interiors of all castings and forgings to determine presence of defects, cracks or blowholes not apparent to the human eye and dangerously weakening to the aircraft structure.

New Powerful Plane Engine

The speed and range of naval aircraft soon will be substantially increased through use of a new type high-powered aircraft engine.

Known as the "turbo-Cyclone 18," the engine employs a compounding system to recover the energy normally lost through exhaust gases. When used to operate a series of turbines, these gases generate power transmitted directly back to the engine crankshaft.

Despite the increased horsepower generated by the new engine, a fuel saving of more than 15 per cent is realized. Among advantages of the new power plant are its operating efficiency at both sea level and high altitudes—as contrasted with jet engines, which are efficient only at great altitudes.

The engine combines the conventional Wright Cyclone 18 reciprocating power plant, which is used in the Navy P2V Neptune and AD-1 Skyraider, with three velocity turbines operated by the exhaust gases.

The compounding elements of the "turbo-Cyclone 18" fit into the basic engine design with little change in size or appearance. Little engineering is therefore required to install the new type engine in an airplane that uses the Wright Cyclone 18 engine.

The engine is an answer to the Navy's requirements for longer-range combat aircraft.
Air Missile Test Center

To accommodate various types of missiles during actual flight testing, intricate launching devices are required. Also required is an elaborate system of facilities for tracking and guiding missiles in flight.

These and their supporting facilities soon will dot the Naval Air Missile Test Center at Point Mugu near Oxnard, Calif. First phases have started to make permanent the “temporary” NAMTC whose transformation ultimately will become a $30,000,000 project.

The main base will occupy a low lying area along the coast. One of the first projects to get under way involves the filling of much of this area with approximately 5,000,000 cubic yards of material. This material will be dredged from the existing shallow lagoon near the seaward edge of the base. The dredging itself will provide sufficient depth to accommodate seaplanes if such facilities are desired later.

The test center’s prime mission is to test radio-controlled weapons. Technical facilities to be provided include transmitter and receiver buildings on Laguna Peak, launching pads, a booster rocket assembly building and a rocket storage building. Also included are a flight test control building, theodolite and telemetering stations, equipment maintenance and missile assembly buildings, laboratories and shops.

The initial appropriation also calls for improvement of the air field including construction of a new hangar. To support the main operations new personnel accommodations will be provided. These are to consist of barracks, mess hall, cold storage and bakery facilities, quarters for married officers, enlisted men and civilian technicians as well as ships’ service and recreation facilities.

Most of the completed missiles to be tested will be launched from the main base at Point Mugu. Observation stations are slated for construction not only on the mainland but also at island stations offshore—in Santa Barbara channel 30 or more miles from the coast.

This offshore phase of the program includes construction on barren San Nicolas and Santa Cruz island. In addition to utilizing these island facilities for such things as telemetering (electronic observation by means of robot radio signals) pilotless projectiles, it also is planned to use San Nicolas island for certain types of launching.

The Point Mugu test center is the only establishment in the nation where rockets and other guided missiles can be tested over the ocean. It was commissioned 1 Oct 1946 when the Naval Air Facility at the same location was disestablished and NAMTC set up in its stead. At the same time the Pilotless Aircraft Unit at NAS, Mojave, was decommissioned with the entire unit and its personnel, facilities and material being transferred to Point Mugu.

Construction work is being carried on under BuDocks administration.
Navy Will Select 2,300
For College Scholarships
Under NROTC Program

The Navy will select 2,300 candidates for 1949 college scholarships under the Naval Reserve Officers Training Corps program. Of this number, about 230 will be selected from Navy and Marine Corps enlisted personnel on active duty.

College aptitude tests will be given throughout the United States, Hawaii, Alaska, Canal Zone and at all ships and stations having candidates on 11 Dec 1948. All applications for the test must be submitted by 15 Nov 1948. Enlisted personnel on active duty must be recommended by their commanding officers. Male high school seniors and graduates between the age of 17 and 21 are eligible to take the tests.

Candidates successfully passing the aptitude test must also meet prescribed physical and mental standards before being accepted for the program. They must also participate in NROTC drills and cruises.

Upon graduation the student must accept a commission in the Regular Navy or Marine Corps, if qualified. After two years of active duty he may transfer to the Reserve and return to civilian life, or he may remain in the regular Navy if he desires and is selected.

Civilian applicants may obtain application blanks and complete information concerning the program from high school principals, college deans, professors of naval science in colleges and universities, offices of naval officer procurement and Navy recruiting stations.

First 288 Women Selected
For Commissions in USN;
More Appointments Due

An initial group of 288 women officers has been selected to receive commissions in the regular Navy. Of this group a total of 200 will be commissioned soon, with the remaining 88 to be appointed later.

The 288 figure represents women officers of the Naval Reserve who requested transfer to or appointment in the regular Navy, and former Wave officers who applied and were selected for commissions. Also to be appointed later are women to be commissioned from among qualified enlisted Waves and civilian women who are college graduates.

The Women’s Armed Services Integration Act of 1948 authorizes appointment of 500 regular Navy women officers during the period ending 11 June 1950. Appointments of women officers in the regular Navy will be made in equally spaced increments of the initial 200 and the remaining three groups of 100.

The selectees will be appointed in the order of their seniority within grade according to a lineal list being prepared by BuPers. It is anticipated that the appointments of civilian women and qualified enlisted women will commence with the second increment.

Allocation of the women officers selected is as follows: 224 to the line, 39 to the Supply Corps, 21 to the Medical Service Corps, two to the Medical Corps and two commissioned warrant officers.

Iowa’s Emblem Sets Style
For Other Ships of PacFlt

The crest adopted by personnel of the battleship USS Iowa (BB 61) is being used as a model or example by other ships of the Pacific Fleet in designing insignia.

Other CincPacFlt correspondence on emblems and insignia for ships has pointed out that “... having an insignia which is distinctive to a certain unit would tend to foster unit pride and esprit de corps.” It is suggested that crests could be used for mounting in wardrooms, cabins.
and crew's receptions rooms. Also they could be reproduced in color on cloth for sewing on stewards' mess jackets, boat cloths, seat covers, curtains, athletic uniforms and similar equipment. Another plan is to emboss or print them on semi-official correspondence paper, invitations, programs and announcements. A general practice of painting large colored insignia on the exterior of ships is not being encouraged.

Iowa's insignia was adapted from the design on the flag of the state of Iowa. For most purposes, it will be embroidered in blue and gold on a four-inch circular cloth. The design consists of a flying eagle holding in its beak a long banner bearing the words, "Our liberties we prize and our rights we will maintain." Below are printed the words, "uss Iowa."

BuPers of Today Grew From Small Beginning

BuPers, the Navy's complex personnel control center that keeps its fingers on every officer and man in the naval establishment, had a very humble beginning.

In a report to President Polk dated December 1848 the Secretary of the Navy stated:

"There is one great defect in the present organization of the Navy Department. The duty of ordering and detailing of officers for service, of the general superintendence of enlistments, of deciding primarily on applications for service, relief for discharges, occupies too large a portion of the Secretary's time, and cannot be so satisfactorily performed by him as by an officer of rank bearing the relation to the War Department and to the Navy which the Adjutant General does to the War Department and to the Army.

"The establishment of a Bureau for this most important duty would involve a trifling expense. There would not be required for the purpose any additional clerical labor: the register and clerks now engaged on the same duty would be sufficient. It cannot be doubted that the effects of such an improvement in the organization of the Department would be highly beneficial."

MarCor to Examine Officers Eligible for 1949 Promotion

The Marine Corps plans to conduct examinations in early 1949 for officers who become eligible for promotion between 1 Jan 1949 and 1 Jan 1950. Also announced were the groups of officers who may be considered for promotion during 1949.

All permanent commissioned officers and warrant officers on the active list of the regular Marine Corps must be professionally examined prior to promotion.

Air Groups Get New System Of Numerical Designations

All naval aircraft groups and squadrons now are operating under a new system of numerical designations.

Numbers in the new designations are assigned according to the primary function of the unit.

Alphabetical short titles for squadrons are as follows—CVG (carrier air group), VF (fighter), VA (attack), VC (composite), VP (patrol), VR (transport), VX (development), VO (observation), VU (utility), HU (helicopter), FAETU (Fleet Air Electronics Training Unit), and FAWTU (Fleet All Weather Training Unit).

MarCor Reservists May Take Training Cruises in Ships

Marine Corps Reserve personnel are authorized to take week-end training cruises in ships assigned to Naval Reserve training.

The number of such personnel who may go on the cruises will be determined by agreement between the district director of the Marine Corps Reserve and the commandant of the naval district.

Armed Forces Staff College Convenes 2 Classes in '49 To Study Joint Operations

Classes will convene at the Armed Forces Staff College, Norfolk, Va., on 1 Mar 1949 and 1 Sept 1949. Each five-month course of instruction will be attended by 150 officers of the Army, Navy and Air Force. Line and staff officers of the regular Navy of the rank of commander are eligible for the course.

Training officers in joint operations is the mission of the college. The scope of instruction includes: Characteristics, organization and employment of Army, Navy and Air Forces and the relation of these forces to each other; joint staff techniques and procedures; trends of new weapons and scientific development and their effect upon joint operations; organization, composition and functions of theaters of operations and major joint task forces and the responsibilities (strategic, tactical and logistical) of force commanders; preparation of plans for amphibious and airborne operations involving the employment of joint forces.

Although applications are no longer required for the course, BuPers Circ. Ltr. 179-48 (NDB, 30 Sept 1948) states that applications may be submitted in accordance with that directive and BuPers Circ. Ltr. 15-48 (NDB, 15 Feb 1948).

Ample quarters are available at the college for officers not accompanied by dependents. Quarters are available for approximately 85 per cent of the officers accompanied by their families.

FltLogSupWing Pilots Required To Log 30 Hours Per Month

Pilots within the Fleet Logistic Support Wings now are required to fly a minimum of two missions and log at least 30 hours a month. Purpose of this new ComFltLogSupWings directive is to increase aviator proficiency.

The new requirement is for all naval aviators on duty involving flying within the Fleet Logistic Support Wings. It is aimed primarily at pilots who are in administrative billets as their primary duty. A special plane commander school is in session by VR-44 at Moffett Field, Calif.
All Naval Personnel Subject to Federal Income Tax Starting 1 Jan

Monthly pay of every person in the Navy—from seaman recruit to fleet admiral—is subject to federal income tax deductions starting 1 Jan 1948. The $1,500 income tax exemption for commissioned officers and full exemption for other service personnel was not extended by Congress beyond its 31 Dec 1948 expiration date. Even though the 81st Congress may enact legislation early in 1949 to restore the special wartime exemptions of service pay for tax purposes, it is a safe bet that the principles of the pay-as-you-go tax plan hereafter will be followed for tax collection.

Regulations issued by the Bureau of Supplies and Accounts to all disbursing officers afloat and ashore call for deduction of pay equal to the monthly amount due the federal government for income tax purposes. Initial deductions will be made on the first pay day in January 1949.

In general, an overall tax of approximately 15 per cent is imposed on all service personnel—after exemptions. The Navy, however, will deduct only from the following naval income—base pay plus longevity, and additional pay for doctors and dentists. This will be accomplished via the "withholding tax" procedure similar to that in civilian life.

All naval income, moreover (except certain allowance such as subsistence and quarters, and commuted rations) is taxable. The rates of deductions in themselves make allowances for exemption of 10 per cent of net income claimed as contributions to charitable and religious organizations.

No one in the Navy will be exempt from provisions of the income tax law. Some naval personnel will not actually pay taxes because of their exemptions, but nevertheless will be required to file income tax returns annually.

An exemption of $56 per month for each dependent person is established by law. (See accompanying article.) Each serviceman may claim himself

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### Monthly Wage Bracket Table for Withholding Tax Deductions

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15 percent of the excess over $1,000 plus—

| $10,000 and over | $149.40 | $141.10 | $132.80 | $124.50 | $116.20 | $107.90 |

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as a dependent. By this means an automatic exemption of one person is earned for computation of tax.

Of course, no one is required to claim exemptions for dependents. It is possible a wife may be employed in civilian life and is claiming one exemption for herself in the exemption certificate filed with her employer. In this case the husband in the Navy should not also claim an exemption for his wife.

The Navy's system of withholding tax which is in some respects similar to that of a civilian employer's deduction system, based on a table of income brackets and exemptions. The nature of certain additional naval income (such as aviation and sea pay) alters the Navy procedure of deductions from civilian methods since such pay is not necessarily constant. Items which are taxable, therefore, but on which tax will not be withheld by Navy disbursing officers include:

- Aide pay
- Arms qualification
- Aviation lump sum payments
- Aviation pay
- Back payments of all types of pay (one-time credits of retroactive pay)
- Battle efficiency prizes
- Dividing pay
- Lump sum settlement for unused leave
- Medals
- Messman
- Reenlistment allowance
- Sea and foreign service duty
- Submarine pay

There are other items of income—other than pay—which naval personnel receive because of their service in the Navy, but are not credited on pay records, which also may be subject to income tax. These include such things as mileage, and transportation of dependents—as distinguished from items listed above. They must be reported by the individual on his income tax return in the same manner as income from outside sources.

In most cases, BuSandA reports, the actual withholding tax deductions will be less than amounts actually due the government. This means that the individual must pay in cash the difference between what was deducted from his monthly pay (base pay and longevity) and the total income tax due at the end of the year. Most affected will be those on sea and foreign service duty and those in flight status, and those in flight status should file declarations of estimated income tax and make appropriate payments quarterly.

Like all taxpayers, naval personnel by law are required to file their own individual income tax returns. At the end of the calendar year each person in the Navy will be supplied by disbursing officers with Bureau of Internal Revenue IRS Form W-2.

The Navy merely acts as an "employer" for purposes of the withholding procedure. Funds so deducted from pay will be turned over by the Navy to the Bureau of Internal Revenue. Therefore, in cases where a disbursing officer inadvertently withholds more monthly tax than an individual is actually required to pay, the Navy will not reimburse the officer personnel the amount of the over deduction. Upon filing of the return, reimbursement for the over deduction will later be made by the Bureau of Internal Revenue.

The withholding exemption certificate (IRS Form W-4) is used to indicate the number of dependent exemptions claimed by the serviceman taxpayer.

Checkage Won't Affect Taxes Withheld

Court-martial sentences involving loss of pay have no effect on amounts withheld from pay of naval personnel for income tax purposes.

Where a court-martial levies a fine, such cash penalty is not a reduction in earned compensation, according to the Bureau of Supplies and Accounts. The full amount of withholding tax determined before imposition of the fine will be deducted on a monthly basis during the period of liquidation of the sentence.

In addition, the full amount of pay credited (base pay and longevity) will be reported as earned income, and therefore subject to the tax.

In cases where existing regulations authorize checkage of pay for absence due to misconduct, over leave, without leave, excess leave or for confinement, such deductions will not affect the withholding rate nor the monthly deductions. The tax will continue to be withheld.

Checkages also are applicable where absence from duty station requires a deduction because of being in hands of civil authorities or loss of pay for other similar purposes. Such pay checkages generally affect personnel who are absent from duty for short periods.

Although the monthly withholding tax rate will continue to be maintained during periods of absence, checkages are to be deducted in computation of taxable income to be reported on withholding statements (IRS Form W-2) at the end of the calendar year. This procedure is being followed since personnel absent in such cases actually earned no pay.

If the same seaman were married he would not pay any tax since the total of his exemptions (himself and his wife—each exempt $65—totaling $120) is greater than his monthly income of $90.
**How to Figure Your Monthly Income Tax**

Here’s a thumb-nail method of figuring your monthly withholding income tax based on a percentage method of computation. In case there isn’t a pay bracket table handy, it will differ slightly in some cases from the table computations:

(1) Multiply $56—the amount of one withholding exemption—by the number of your dependents. You are your own dependent.

(2) Subtract the amount thus determined from your monthly base pay plus longevity.

(3) Multiply the difference by 15 per cent. It is this figure which will be your monthly withholding tax rate.

Thus, if you are a seaman (SN), with a base pay of $90, unmarried, on continental United States shore duty and with but two years’ service (no longevity), you’d figure your tax as follows:

(1) Total monthly pay... $90.00
(2) Amount of one exemption (yourself) $56.00
(3) Number of exemptions claimed on IRS Form W-4 (yourself) 1
(4) Line 2 multiplied by line 3 56.00
(5) Subtract line 4 from line 1 34.00
(6) Multiply line 5 by 15 per cent .15
(7) Tax to be withheld each month $5.10

**V-5 and V-7 Personnel Not Subject to Draft**

Personnel who participated in the V-5 and V-7 programs are not subject to the draft.

Those in the V-5 (aviation program) and V-7 (Reserve midshipmen program) categories were under direct Navy control at all times and their training was purely military in character. Personnel participating in V-5 and V-7 training were given for periods of active duty performed solely for training. To clarify this further, BuPers explains that active duty performed by V-12 and NROTC students who graduated between 12 Jan to 2 Mar 1946 and were assigned to active duty in the fleet as ensigns, USNR, for indoctrination training instead of duty at Reserve midshipmen schools (V-7 program) is considered as active duty. This is the same as duty performed in the V-7 program for determining Selective Service deferment.

**Active Duty No Bar to Men Eligible for GI Benefits; Should Know ‘C’ Numbers**

Thousands of sailors on active duty are entitled to veterans’ benefits. If they’ve ever filed a claim they should memorize their “C” (claims) number.

In case there’s any doubt about why the “C” number should be remembered, the Veterans Administration comes up with this data:

- A number is issued to each veteran applying for compensation, pension, schooling, on-the-job training or other benefits. The number, appearing on his case folder, identifies him in VA records the rest of his life and may be used by dependents after his death.

These “C” numbers are often the only means to distinguish one veteran from another. Names don’t mean much since with approximately 24,000,000 veterans’ names in the files, many are duplicated thousands of times.

The files contain 217,000 Smiths, of whom 12,500 are named John; 38,500 Adamses, with 960 of them John Quincy; 7,000 John Browns; 9,000 William Browns; 12,000 Bradleys; 102 Eisenhowers.

Because of this duplication of names, the “C” number must be relied upon for accurate identification of the veteran. When requesting information from VA, a veteran should supply the “C” number to reduce time consumed in locating his file.

**Reservists Over 60 Years Old Should Check on Retirement**

Naval Reservists more than 60 years old who believe they are entitled to retirement benefits since passage of Public Law 810 of the 80th Congress should write to BuPers.

Information on retirement pay or pensions under the new law may be obtained by enlisted personnel by writing to the Chief of Naval Personnel (Attn: Pers-325). Officers should address their correspondence to (Attn: Pers-663). Officers should address their correspondence to (Attn: Pers-325). The letter must give exact information concerning date of birth, including month and day.

For more information on reserve retirement pay, see All Hands, August 1948, p. 54.
Draft Policies Covering Active Duty Personnel, Civilian Workers Listed

Deferred policy of the National Military Establishment under the Selective Service Act of 1948 has been announced by the Secretary of Defense.

The policy will govern requests from the Navy, Army and Air Force for deferment of their civilian employees, and also the support given requests by private employers whose work is important to the National Military Establishment.

Three primary factors will be considered in evaluating such requests:

- Whether there is a shortage of persons in the occupation which cannot be filled despite aggressive recruiting efforts.
- Whether the occupation requires an extended period of education, training or specialized experience.
- Whether it might be possible to maintain production by job simplification, training, or a similar means.

Occupational deferment requests made or supported by the Military Establishment will be restricted to an absolute minimum. They will be limited to clearly justifiable cases, and then only for the time required to get replacements or to make other adjustments. No action will be taken to obtain group deferments. All deferment requests will be made on an individual basis.

Recruitment of men between the ages of 19 and 26 for civilian employment overseas will be limited to those pronounced not liable for induction, as determined by the local selective service board. Such civilian employees must obtain a permit to leave the U.S., issued by the local selective service board. The permit must cover the period of proposed employment.

In announcing the deferment policy, the Secretary of Defense pointed out that the Military Establishment has a dual interest in the problem: To attain military manpower objectives and to continue essential services, research, development and production which are accomplished by civilian manpower.

Also touching on selective service, Alnav 59-48 (NDB, 30 Sept 1948) gave the following information:

In establishing quotas for the number of men that must be provided under the Selective Service Act of 1948, the various states, territories, possessions and the District of Columbia can credit themselves with residents who are already in the Armed Forces. A form was made available to all ships and stations for reporting to each state director of Selective Service the personnel on board whose home address is listed as that state.

The Alnav includes instruction to COs for reporting compliance with its context.

Thomas Jefferson Holds First Annual Reunion

Navy and Naval Reserve officers and men who served aboard USS Thomas Jefferson (APA 30) during the war held their first annual convention at Hotel Sheraton, New York City, on 25 September.

Thomas Jefferson participated in invasions in North Africa, Sicily, Italy, France and Okinawa during World War II. Most of the commissioning crew remained intact for almost three years. It was among the original crew that the idea for a post-war reunion first developed.

Personnel Ordered to U.K. Required to Have Passports To Obtain Ration Books

Navy and Marine Corps personnel stationed ashore in the United Kingdom must have passports in order to obtain British civilian clothing and food ration books.

As a result of this requirement, officer and enlisted personnel ordered to the British Isles must obtain a passport before leaving the United States. A British visa is not required at this time, however, according to BuPers Cirl. Ltr. 164-48 (NDB, 15 Sept 1948).

Personnel requiring passports are cautioned to apply early enough to allow at least two weeks for processing plus necessary mailing time. Those on duty outside the Washington, D.C., area should apply to the clerk of the nearest U. S. court. Washington, D.C., duty men apply in BuPers, Room G-635, Arlington Annex.

Documentary proof of American citizenship, birth certificate or baptismal certificate must be submitted by enlisted personnel when they apply for a passport. All personnel are required to submit a copy of orders assigning them to duty abroad.

Chief Keeps Navy in Public's Mind

A Navy recruiter with a high batting average when it comes to keeping the service in the public's mind is Chief Commissaryman D. L. Hobbs, USN.

From his recruiting office in a downtown building in Richmond, Va., Hobbs promoted many schemes for increasing public good-will. Perhaps one of the most successful was the Navy recipe plan. In this, Richmond papers carried a write-up concerning the Navy's supply department and its operations. Included was a statement informing readers that they could obtain Navy recipes by contacting the local recruiting office.

Standard Navy recipes, reduced to family size, were sent to individuals upon request. Typical of the requests for recipes was the one which concluded, "My husband was in the Navy during the war and likes the way the Navy cooked most foods."

Another good-will activity of the chief is arranging the appearance of well-known Navy figures at social functions.

Accounts of unusual and outstanding recruits discovered by Hobbs have appeared in Richmond papers. One news item mentions five candidates who achieved perfect scores in initial placement tests, and one who accomplished the feat in 20 minutes — less than half the allotted time.

Perhaps the high spot of the chief's career came when his name appeared among those of candidates for the position of City Manager of Richmond. Hobbs turned down that opportunity by withdrawing his name, and remains at the recruiting office where he tells applicants about the opportunities to be found in the Navy.
Applicants for LDO Commissions Must Meet 15 Jan 1949 Deadline

Applications for commission in the Supply Corps, the Civil Engineer Corps or any one of 10 classifications in the line now are desired. Applications for appointment during the calendar year 1949 must be received by BuPers prior to 2400 on 15 Jan 1949.

A selection board will be convened as soon as practicable after the deadline to consider all applicants and recommend those considered best qualified for commissions in limited duty status. It is anticipated that the 1949 program will be the last opportunity for limited duty applicants to obtain appointments in the regular Navy in grades above ensign.

BuPers Circ. Ltr. 175-48 (NDB, 30 Sept 1948), which gives this information, points out the following rules governing eligibility:

- Applicant must have completed, as of 1 Jan 1949, 10 or more years of active service in the Navy, exclusive of training duty in the Naval Reserve.
- Applicant must be able to complete 30 years' active naval service not later than his 55th birthday.
- Applicant must hold permanent status as commissioned warrant officer, warrant officer, chief petty officer or petty officer first class in the regular Navy.

To be eligible for original appointment above the rank of ensign, personnel must meet the following additional requirements:

- Must have been serving on 1 Jan 1948 in such higher rank or have previously held an unrestricted temporary appointment in such higher rank.
- Must have completed, as of 1 Jan 1949, 14 years' active naval service for lieutenant (junior grade), 17 years' active naval service for lieutenant, 23 years for lieutenant commander or 29 for commander.

It is intended that Congress will be requested to enact legislation which if approved will permit applicants having past active service in the Marine Corps to count this service toward eligibility for limited duty appointment. This would also allow such service to be counted in determining eligibility for retirement as a limited duty officer upon completion of 30 years' service. Time spent on training duty in the Marine Corps Reserve would not be counted. The letter states that men having such service should consider that the proposed changes have been approved, and that the phraseology of the letter has been appropriately modified.

Applicants' responsibility in submitting applications is outlined by BuPers Circ. Ltr. 175-48 as follows:

- Applicant must first determine that he is eligible. Only active duty in the Navy, exclusive of training duty in the Naval Reserve may be used in computing minimum service eligibility. Service in other branches of the Armed Forces cannot be used.
- Submit the completed application, and the signed fitness reports completed through item five, to the Chief of Naval Personnel via the CO in the form shown as an enclosure to the letter under discussion. This must be done in time to insure receipt of the application in the Bureau prior to the deadline. Give full details wherever possible.
- If the Bureau letter acknowledging receipt of the application has not reached an applicant by 1 Feb 1949, he should immediately notify his CO who will send by air mail a duplicate signed application to the Bureau.
- Incorrect and incomplete applications will not be given the selection board for consideration. Such applications will be returned to the applicant, and it will be the applicant's responsibility to forward the correct and completed application in time to insure receipt in the Bureau before the deadline.

All eligible personnel who desire permanent commission in LDO status—including those with Marine Corps service who will become eligible if the law is amended—not rule make application in accordance with provisions of BuPers Circ. Ltr. 175-48. It is appreciated by the Bureau that a number of eligible personnel did not submit applications during the last LDO selection program because of certain questions regarding limited duty status which could not be answered at that time. The Bureau believes that answers to these questions are now available in BuPers Circ. Ltrs. 151-47, 178-47 and 173-48.

Even if other questions remain unanswered, the Bureau suggests that those who are eligible and desire LDO status should apply. They are advised that their applications may subsequently be withdrawn, and appointment, if offered, may be declined if applicant so desires. Personnel who applied for an LDO commission under the recently completed program and who were not recommended for appointment are assured that the action of the selection board in their cases will not influence the decision of the new selection board.

Pointers for preparation of applica-

Nautical Canine Can't Out-Growl Chief

One more member of the Navy's canine component is Brownie, dog clerk third class, USN.

Brownie enlisted in the Navy for six years on 1 July 1948, and received his recruit training in the disbursing office at the Naval Receiving Station, Yerba Buena Island, San Francisco, Calif., where he is still on duty. He is a veteran of three major engagements of the civilian clerks. Noon hour finds him in the disbursing office, engaged in a daily duel with the office chief for the only couch. To date the chief—a veteran of 26 years' naval service—has been able to out-growl the canine recruit, but all bets are on Brownie to win in the long run.

Brownie has his own I.D. card, complete with photo. It lists him as a minor and describes his hair as light brown, his eyes as brown and weight as 17 pounds.

Being a manly sort of beast, Brownie answers all orders with a cheerful, "Arf, arf, sir!"—John R. Samuelson, QM1, USN.
Limited duty status. There are some applications for commission in necessity for which was dictated by changes in the application form, the completed program.

- Applicants should use information given in paragraphs eight and nine of BuPers Circ. Ltr. 175-48 and that given in BuPers Circ. Ltr. 104-48 to determine highest rank for which eligible and the classifications for which they desire to be considered.
- Samples of detailed statement of service are shown as an enclosure to the letter. This is not a computation of service derived from the recently given to completeness and accuracy. The letter includes detailed instructions for

LDO Selectees May Keep Temporary Rank

Of vital interest to Navy men who have been selected for LDO status or hope to be selected in the future is the information contained in BuPers Circ. Ltr. 173-48 (NDB, 30 Sept 1948).

Limited duty selectees now holding a higher rank or higher lineal precedence within rank in a temporary status than they will hold in LDO status will be especially concerned with the following two paragraphs from the letter:

- "At the time of enactment of Public Law 381 (80th Congress) and at the time of inviting applications for LDO status, it appeared that the number of temporary officers on active duty would be steadily decreasing. Since that time, the Navy's personnel plans have changed substantially. It now appears that, for the immediate future at least, practically all temporary officers will be permitted to retain such status."
- "The proposed change, if approved, will permit selectees who are temporary officers in the grades of ensign or above to delay acceptance of limited duty appointments until the expiration of the period during which temporary appointments can be held, which will in no case be later than 1 Jan 1957. These selectees will be allowed to continue in their temporary status and while so serving will for all purposes retain such status until their limited duty appointments are accepted or they are separated from the active list of officers."

So as not to believe mistakenly that this legislation has already been passed, one should note the phrases, "... it has been decided to request... legislation..." and "The proposed changes, if approved..."

If the selectee chooses to delay acceptance of his LDO appointment, the letter continues, his prospective position on the LDO lineal list would be the same as if he had accepted LDO status immediately. The grade to which he would be finally appointed would be that held at that time by his contemporaries on the LDO lineal list. He could not, however, be appointed to a higher rank or grade than that held by him in his then current temporary appointment.

Such selectee would be required to meet the physical standards for

Grays OK for Sea; CPO Blues Changed

Navy personnel on board ship actually at sea may continue to wear gray uniforms until 15 Oct 1949. In stating this, Alnav 61-48 (NDB, 30 Sept 1948) grants the same extension to Naval Reserve personnel for drills and normal periods of training duty not extended. The gray uniform will be worn in general conformance with regulations governing khaki uniforms.

Other rulings regarding uniforms are given in Alnav 63-48 (NDB, 30 Sept 1948):

- Half stripes on officers' blue uniforms are no longer authorized.
- Dark gray uniform for the Navy Nurse Corps is abolished.
- Old-style CPOs' blue coat and overcoat are abolished.

The old-style chief petty officers' overcoat can be changed to agree with new regulations by adding a half belt in back and putting new-style buttons on the coat. To alter the blue uniform coat to conform in general to regulations, the two center buttonholes would have to be removed and a new buttonhole cut between the upper and lower ones. The three buttonholes then existing must be large enough to accommodate the larger officer-style buttons.

Alnav 63 authorizes senior officer present to permit wearing of khaki working uniform with coat as a liberty uniform on foreign stations by ship-based and advance base personnel when suitable dry cleaning facilities are not available.
NAS Lends New Personnel Temporary Housing Gear

Personnel stationed at NAS Alameda can get their houses equipped for free— for a limited time.

The NAS’ recreation department has installed a unique service of furnishing temporary housing gear for personnel newly transferred to the base, or recently married.

For only a slight fee to cover the cost of cleaning, officers and enlisted personnel may obtain sheets, blankets, pillows and other linens to equip apartments until these furnishings can be obtained. Complete kitchen utilities also are available, such as cooking utensils, dishes and silverware. There is no charge for these items except in cases of breakage or loss.

As many as 50 complete sets of gear are often out on loan at once.

Realignment in accordance with the law assures that, consistent with present lineal position and total naval service, the maximum number of limited duty officers practicable will reach the grade of commander before completing 30 years’ active service.

The lineal order presented by the list enclosed with BuPers Circ. Ltr. 173-48 is the permanent relative position which will be assumed by selectees upon accepting limited duty appointments. That order will be expanded upon completion of the 1949 selection program to include the names of additional selectees in grades up to and including commander. The lineal order of these later selectees will be determined in the same manner as that of the selectees named in the current list. The new names will be inserted according to the seniority determined. It is anticipated that the 1949 program will be the final program for selection of limited duty officers to grades above ensign.

When a selectee accepts a limited duty appointment and becomes a permanent officer, he becomes subject to the selective process for promotion. If selected for promotion, he is subject to the promotion examinations required by law. As part of an enclosure to the letter being discussed, the probable date of advancement of persons accepting LDO appointment is given, subject to the selection process. The subjects in which a limited duty officer should prepare himself for the written examination are indicated in BuPers Circ. Ltr. 17-48 (NDB, 15 Feb 1948).

In regard to promotion, the law provides that on or after 1 July 1949 LDO officers holding a permanent commission in the line of the regular Navy will not be promoted to a grade above lieutenant unless they have served at least two years’ sea or foreign service in the grade in which serving or on the promotion list for that grade. It would therefore be of advantage to the LDO selectee for the grade of lieutenant or above in the line, who would not have had the required sea or foreign service by the time he would ordinarily expect to be promoted in permanent LDO status, to delay acceptance of his LDO commission until he has fulfilled this requirement, or until his contemporaries on the LDO lineal list have been promoted.

No officer will be accepted for appointment as LDO after the date he completes 30 years of active naval service exclusive of active duty for training in a Reserve component. This means that his acceptance and oath of office must be executed before he completes 30 years’ service. This is because of the law’s requirement that each permanently commissioned LDO officer must be retired on the last day of the month following the month in which he completes 30 years of active naval service exclusive of active duty for training in a Reserve component.

A permanent limited duty appointment will be forwarded in the near future to each applicant selected for the grade of ensign or above who is not now a temporary officer in the grade of ensign or above. These selectees will be required to accept or decline the appointments prior to 1 Dec 1948.

Other selectees desiring to accept limited duty appointments must initiate a written request to the Chief of Naval Personnel (Attn: Pers-3630) in a letter form shown in an enclosure to BuPers Circ. Ltr. 173-48. Upon receipt of this, and subject to the CO’s recommendation, the Bureau will take necessary steps to forward the appointment with as little delay as possible. So that the annual computation of LDO strength and prospective vacancies required at the end of each calendar year can be made,

Special Committee Is Formed To Exchange Technical Info

The Navy is working with representatives of the Army and Air Force as well as civilian scientists to promote the effective exchange of research and development information.

A special committee on technical information has been formed within the National Military Establishment to collect, correlate, reproduce and disseminate technical information potentially useful in the research and development program of the armed services.
selectees will not be authorized to accept LDO appointments during December of each year.

If the legislation previously mentioned is not enacted prior to 7 Aug 1949, all commissions in limited duty status must be accepted prior to that time. If the recommended legislation fails or does not appear likely to be enacted by that time, the Bureau will insure that each selectee has ample opportunity to accept his appointment before 7 Aug 1949.

Naval Reservists Who Move
May Rejoin New Drill Units

New instructions now enable Naval Reservists who change their place of residence to be transferred to the Volunteer Reserve in the new locality, in a non-drill-pay status.

Upon arriving at his new location, a Reservist may be associated with a local organized unit on a temporary basis, pending receipt of his official transfer notice. So doing, he will retain his draft-exempt status. In past procedures, members of organized units who moved away from the area of their drilling units were transferred to the Volunteer Reserve for inability to attend prescribed drills. As a result, they became eligible for induction.

Naval Reserve multiple address letter 42-48 emphasizes that it is the responsibility of the individual concerned to request transfer to another unit upon moving. In making his request, he should advise his commandant of the effective date of his transfer. Commandants will not initiate any such action unless requested to do so.

At his new location, the Reservist should start attending drills without delay. Any member who misses more than 10 per cent of his drills or fails to take his two weeks' training duty when not excused loses his draft exemption.

Transfers will usually be in a non-drill-pay status, but commandants may assign transferred personnel to organized units in a pay status if vacancies exist.

Enlisted transfers will be performed by commandants. For officers a specific request must be made to BuPers.
Armed Forces Plan Extensive Loyalty Check

A coordinated plan to detect disloyalty among men on active duty and to prevent subversive persons from infiltrating into the Army, Navy and Air Force through Selective Service inductions may be adopted by the armed forces.

Prepared by the Armed Services Personnel Board, the plan places within each service branch the responsibility for detection of an action against subversive persons. Secretaries of the three service branches and the Treasury were asked to make recommendations on the plan before it is sent to Secretary of Defense James Forrestal for final approval.

Authority for the armed forces to draw up their own plans for prevention of subversive infiltration was contained in the Selective Service Act of 1948, which stipulates that inductees "must be acceptable to the armed forces."

In addition to screening personnel entering the armed forces by Selective Service inductions, the program provides for action to be taken against personnel detected as disloyal while on active duty.

Servicemen charged with overt acts of disloyalty may be court-martialed by the service or turned over to civil courts for prosecution.

For other than acts of outright disloyalty, the Personnel Board plan recommends that action should be taken in the following manner:

- Men determined by special investigation to be disloyal should be discharged under other than honorable conditions.
- Men whose loyalty is suspected but who are not proven to have subversive affiliations should be retained on active duty under close observation and given tasks in which they will not have access to classified material while further investigation is in progress.

491 Ensigns Become Eligible For Promotion by 31 December

Four hundred and ninety-one ensigns become eligible for promotion to the rank of lieutenant (junior grade) by 31 Dec 1948. The list of eligibles is contained as an enclosure to BuPers Circ. Ltr. 166-48 (NDB, 15 Sept 1948).

The directive gives instructions to be followed by the officers in establishing their physical and professional qualifications for promotion. Appointments to the rank of lieutenant (junior grade) will be issued to officers found qualified.

Included in the list of officers eligible for promotion are personnel holding permanent appointments as ensigns in the regular Navy or in the Naval Reserve as well as temporarily commissioned officers in the Regulars and Reserves.

Broken down by classification, eligible officers include 356 line, 104 Supply Corps, 28 Civil Engineer Corps, one in the Medical Service Corps and two in the Nurse Corps.

Other Facilities Unavailable, Army, Air Force Hospitals Care for Navy Dependents

Dependents of active duty Navy and Marine Corps personnel now may be provided medical care at Army and Air Force hospitals and dispensaries the same as at naval medical activities.

Also, Navy medical installations having facilities for dependents' medical care are authorized to care for dependents of active duty Army and Air Force personnel. In-patient charge for dependents of all Armed Forces personnel at any Armed Forces medical facility is $1.75 per day. There is no charge for out-patient treatment.

In so stating, Alnavesta 24-48 points out that Army and Air Force medical facilities will furnish care to Navy dependents only when the Navy has no such facilities reasonably available in the area.

New Veterans Information Manual Published by Navy

A new book, called Navy Manual of Veterans Information, giving full information on the rights and benefits of naval veterans and active duty personnel has been distributed to all ships and stations.

The manual is designed to serve as the official guide to the solution of many problems encountered by men and women formerly of the naval service and also by those still on active duty. It will be used by civil readjustment personnel and by all within the Navy charged with handling veterans' problems.

Material published in the manual includes such subjects as discharges, separation documents, records, uniform regulations, decorations, unsettled pay accounts, mustering-out pay, eligibility for training and education, loans, medical treatment and many other subjects. There is an especially helpful section on state rights and benefits.

As the need arises, the manual will be amplified and amended by supplements designed to keep it up to date. The first of these is being prepared by the Civil Readjustment Branch of BuPers and will be sent to all manual addressees.

The new manual replaces the Manual for the Administration of the Civil Readjustment Program. For
To the Editor:

In the hurry and bustle of modern living and working, few veterans stop to think of their pleasant association while in the service, Army or Navy.

Up until my enlistment in the Army I had very little contact, if any, with the Navy. I had been told that the sailor disliked the soldier and vice versa. I soon learned that it was not so much a dislike as friendly competition.

I had come from a comfortable home, graduated from a good college, and so I suppose, a relatively soft and pleasant existence. I soon learned that many of my Navy friends had come from the same kind of home life or environment.

Then all at once I realized that they were part of a great horde of young men all inspired as I was by a hatred of tyranny and a love for their country, and a determination that centuries of civilization should not be blotted out by the madness of a few fanatics.

Also, I was learning more than I had ever learned in civilian life of the meaning of democracy. I was thrown into close contact with men who had sold shoes or driven trucks or plowed fields—men who were authors or artists or musicians—men of varied creeds and social backgrounds. But all of them, however they phrased it, had developed in them an atmosphere born of a common ideal and mutual respect increased. We would fraternize in spite of many differences. I could not think of those men as strangers after I had eaten with them, laughed with them, and exchanged stories with them. Our horizons were broadened and our friendly competition.

I also discovered that the brotherhood born of a common ideal and the sharing of common danger extended to the men of the armed forces, Army or Navy. At New York’s famous Stage Door Canteen men from all sections of the country fraternized in spite of many differences. I could not think of those men after I had eaten with them, laughed with them, and exchanged stories with them. Our horizons were broadened and our mutual respect increased. We would remember Bill and Jim as friends and so they would remember us.

The Stage Door Canteen was famous for many things. To me, it represented a successful experiment in international understanding and good will. I think the best ambassadors of good will were and for many years will continue to be the men who fought and defeated the Axis.

As I witnessed the transformation of successive groups of young civilians into disciplined fighting men, I also noticed that their Navy training had developed in them an atmosphere conductive to a well-balanced moral character.

We have all learned through bitter experience that no one nation, however well-intentioned, can enforce world peace through wishful thinking. I believe that we must protect ourselves and exert a beneficial influence on our neighbors by understanding and friendship—backed by a strong national defense capable of providing the powers needed to give vitality to our peaceful policies. That the Navy of the future should interest our fighting men of today. It needs them, and they, in many cases, need the security and balance it can give them.

When those men left their communities four or five years ago, they had no particular standing as a group. They were just average Americans of all schools of thought and from every walk of life. The thing that united them was love of country. Now, Navy training, years of living together, sharing danger together, winning the victory together, have welded them into a unit whose influence on the political and social life of their country and the world must be enormous. They cannot untrain themselves and drop back into their pre-war grooves like letters dropping back into the slots on a linotype machine. The chapter of history they have helped to write has left too deep an impression upon all of them.

I believe these men, united by their common memories, may become the greatest influence for good in all the country’s history. Many of them have gone back to their homes and peace-time jobs. Many others have remained in the service of their country.

Many remained in the service in order to take advantage of the great opportunities offered by our present day Navy.

The Navy has already done much to give its men training in such fields as aeronautics, radio and radar. Due to this training many of them have left the Navy well qualified for good positions in industry and business.

My hope is that this educational program may be expanded and intensified.

Sincerely yours,

W. Earl Hopper,
Long Branch, N. J.
Transfer Open to Certain Naval Aviators

Applications for transfer to the regular Navy are desired from former naval aviation cadets who have been designated naval aviators and have received their commissions since 31 Dec 1946. About 400 reserve officers are eligible to apply.

BuPers Circ. Ltr. 165-48 (NDB, 15 Sept 1948), referring to Public Law 775, 76th Congress, as amended, authorizes the appointment to commissioned grade in the line of the regular Navy, Naval Reserve aviators possessing the following qualifications:

- Applicants must have completed, before 1 Jan 1949, not less than 18 months of continuous active commissioned service next following completion of duty as an aviation cadet undergoing training.
- Applicants must have been less than 25 years old upon successful completion of training as aviation cadets.

It is expected that a board will convene in the Navy Department on or about 1 Feb 1949 and semi-annually thereafter to select eligible officers for appointment to the regular Navy. Selection will be based upon information submitted in the application, upon the individual's records on file at BuPers and upon information obtained from the Bureau of Medicine and Surgery.

- Applications should be submitted on Form NavPers 9534 (rev. 2-47). (A supply of these forms is available at district publications and printing offices. Applications must be forwarded in time to reach BuPers before 1 Jan 1949.
- All applications must be forward-

revoked the commission of any officer of the regular Navy who has had less than three years' continuous service as a commissioned officer at the date of revocation. Officers whose commissions are so revoked will be discharged from the service without advance pay or allowances.

The Bureau desires that all reporting seniors having eligible personnel under their command take positive steps to bring Circ. Ltr. 165-48 to the attention of such personnel.

It is essential, the letter emphasizes, that the fitness report record of each applicant be complete up to the date of the endorsement forwarding the application. Reporting seniors are urged to maintain that applicants are not deprived of an opportunity to have their applications considered, because of failure to submit promptly the required fitness reports.

WHAT'S IN A NAME

Admiral

The title of admiral was for years only an honorary title bestowed upon naval officers of outstanding character. Its first use in the American Navy came into being in 1862.

Its actual origin stems from the Arabic phrase Amir-al-Bahr, meaning "admiral of the Seas."

In 1864 the grade of vice admiral was created and given to Admiral Farragut. After the Civil War he was made Admiral of the Navy and his former rank given to Admiral Porter who also acquired the rank Admiral of the Navy upon Admiral Farragut's death. Even then the title belonged only to the individual and ceased to exist upon the death of the incumbents.

Our early Congress considered the title too reminiscent of a monarchy and it was 3 March 1915 that the rank became a set part of distinguishing naval rank.
Rules Compiled Governing Retention or Termination Of Aviators' Commissions

Naval aviators commissioned from aviation midshipman status under provisions of Public Law 729 of the 79th Congress can find a roundup of statutory provisions for their retention in the regular Navy as permanent officers or for termination of their regular Navy commissions in BuPers Circ. Ltr. 174-48 (NDB, 30 Sept 1948).

Selection for retention will be made annually while the program is in effect, between 1 April and 1 June of the calendar year following that in which such officers accept their commissions.

All naval aviators commissioned from aviation midshipman status who want to retain their permanent commissions in the regular Navy must apply for retention as follows:

- Those who accepted commissions between 1 Jan 1948 and 31 Mar 1948 must submit applications before the first anniversary of date of acceptance.
- Those who accepted or accept commissions between 1 Apr 1948 and 31 Dec 1948 must submit applications before 1 Apr 1949.
- Officers who do not apply for retention in the regular Navy within the time limits will have their commissions terminated by the first anniversary of acceptance of original commissions under the aviation midshipman program.

Those commissioned in calendar year 1948 who apply but are not selected for retention will have their commissions terminated by 30 June 1949 or the first anniversary of acceptance of original commissions under the program, whichever is the later date.

Each officer whose commission in the regular Navy is so terminated is bound by the contractual agreement he entered into upon enrollment in the program.

The Navy Department intends that the naval aviators selected for retention shall receive the equivalent of two years of additional academic education.

Applications for retention should be forwarded to the Chief of Naval Personnel (Attn: Pers-3214). A special fitness report and the recommendation of the CO should be included. Applications may be submitted at any time prior to the established deadlines. Those submitted after the deadlines cannot be considered.

The letter enjoins COS of all ships and stations to insure that all eligible personnel are familiar with its provisions so that no one will fail to apply for retention simply because of failure to receive information.

There are a number of officers other than naval aviators, who have been granted commissions under Public Law 729 (79th Congress) and are subject to similar requirements. Included are those who have completed a four-year college course in the following statuses:
- Midshipman, USNR, as a regular student.
- Reserve midshipman, as a contract student.
- Non-military graduate, appointed directly to commissioned rank from civilian status.

These officers are on a three-year basis, rather than a one-year basis. Those commissioned in 1947 will first become eligible for permanent retention in 1950. Selection board for those officers will be convened between 1 April and 1 June 1950. Information concerning applications from such officers will be published later. A sample form to serve as a pattern in preparing individual letters of application is included in the circular letter.

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**QUIZ ANSWERS**

Answers to Quiz on Page 39

1. (c) Signaling. This secret weapon proved itself most useful for night ship-to-ship signaling.
2. (b) Snooperscope. A similar instrument used on rifles was called Sniperscope.
3. (b) Asbestos. A fire-resistant material.
4. (a) Hot papa. Enables rescue of personnel from burning planes.
5. (c) Presidential Unit Citation.
6. (c) Foretruck. Flown from sunrise to sunset.

**CEC Ensigns to Take Exam Before Promotion to LTJG**

A professional examination for promotion of ensigns of the Civil Engineering Corps will be given 7 Dec 1948.

Listing the scope and bibliography of the examination, BuPers Circ. Ltr. 180-48 (NDB, 15 Oct 1948) states the examinations will not be competitive, but are being given solely to provide evidence by which it can be established that the officer examined is professionally fit to perform the duties of the grade to which he is to be promoted.

Ensigns of the Civil Engineering Corps who will become eligible for promotion to the rank of lieutenant (junior grade) between 1 Jan 1949 and 31 Mar 1949 are listed in BuPers Circ. Ltr. 139-48 (NDB 31 July 1948).

The 17 CEC officers listed in that directive must take the examination.

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OVER HALF GCM PRISONERS RETURNED TO DUTY

The Navy's retraining commands at Mare Island, Calif., and Norfolk, Va., are returning to active duty over half of the confinees sent to these activities.

In the past two years the two retraining commands have received approximately 6,574 general court-martial prisoners for retraining. Of this number, 3,467 have been carefully rehabilitated and returned to active duty on probation.

Operating on a concept that careful, thorough methods will instill in men the will to become good citizens and sailors, the Navy first set up a retraining command in 1944. The Retraining Command at Norfolk was commissioned 15 June 1946 and the Retraining Command at Mare Island was activated in September 1946. A program was established whereby those prisoners who demonstrated their fitness for further service might be restored to active duty honorably and other prisoners might be discharged in condition to meet their duties and obligations as good citizens successfully.

Rehabilitation centers around a program of individualized treatment, including training designed to make the man a more competent sailor. Psychiatric treatment is given to assist in eliminating minor personality deviations, and excellent hobby and recreational facilities are provided. A well-rounded work and sports program is maintained for group morale and to keep the personnel in tip-top physical condition.

At the Retraining Command, Mare Island, Calif., a total of 119 confinees graduated from high school during the past fiscal year. This part of the program was made possible through the active cooperation of the extension division of nearby Vallejo, Calif., high schools. Certificates earned while in confinement will be exchangeable for regular Vallejo high school diplomas when the confinees earning them are honorably separated.

Follow-up studies of men returned to active duty by the retraining commands show that the majority of these men succeed in completing their enlistments successfully.
Naval Personnel Trained For Duty in Connection With Guided Missiles

The Applied Physics Lab in Silver Spring, Md., coordinates and supervises technical research performed in the "Bumblebee" project by more than 20 university research groups and industrial plants.

On-the-job training for the Navy and Marine Corps trainees includes assignments to such projects as jet propulsion, guidance, telemetering, test range instrumentation and others.

In addition to acquiring technical insight into the inner workings of guided missiles, the enrollees are taught preflight testing, launching, and control of the missile during flight.

At the completion of the course, enlisted personnel may become eligible for guided missiles ratings which are under consideration.

With the exception of administrative and clerical personnel, men selected for guided missile training must have good technical backgrounds in electronics, fire control, ordnance and mechanics, with high grades in GCT (General Classification Test) and MAT (Mechanical Aptitude Test).

Officers must have background in engineering, physics, chemistry, metallurgy or aerodynamics.

On-the-job training programs are underway at various other bases as well. At the Naval Ordnance Test Station, Inyokern, Calif., some instruction on the job is given to station personnel and to an Army detachment.

At the Naval Aviation Ordnance Test Station, Chincoteague, Va., similar limited training was given to two Fleet squadrons and 10 Marine Corps technicians, emphasizing the use of the guided missile known as the "Bat."

Another Navy unit at White Sands, Ariz., receives special training in ordnance, propulsion and instrumentation, and various Navy personnel are enrolled in the Army's one-year course at Fort Bliss, Tex.

Guided missile instruction is also written into the curricula of the postgraduate school at Annapolis.

With short range guided missiles scheduled to appear in the Fleet within two years, the Bureau of Ordnance is going ahead full scale with intensive training for specially selected officers and enlisted technicians.

Both Navy and Marine Corps officers and men are being tutored for complete readiness by the time the new weapons become operational realities. "Short range" guided missiles, as defined by BuOrd, have a range of five to 10 miles.

Having commenced in early 1946 at the Applied Physics Laboratory, Johns Hopkins University, in Silver Spring, Md., the instruction program emphasizes on-the-job training under the surveillance of civilian scientists and technicians engaged in guided missiles research and development.

All on-the-job training at APL is coordinated with "Bumblebee," a scientific project engaged in developing guided missiles powered by ram jet engines. Their first product was the "flying stovepipe," which was announced as having attained a speed "far into the supersonic range" in February 1948.

Reservists Forming Units
In Public Relations Field

Activation of the Volunteer Naval Reserve Public Relations Program has been authorized.

Units are being activated in major cities and other locations where a sufficient number of personnel with training and experience in the public relations field can be enrolled.

These units will provide trained public relations personnel for mobilization in the event of an emergency.
What Colors of Various Ribbons Mean

All Hands has received numerous inquiries on the meaning of the colors of the various ribbons. Here are the explanations of the colors and order in which ribbons are worn:

- **Navy Good Conduct Medal Ribbon**—There is no known basic reason for using the color red except red in the American flag signifies hardness and valor.

- **American Defense Service Medal**—Yellow symbolizes the golden opportunity presented to the youth of America to serve their country. The stripes are our national colors.

- **American Campaign Ribbon**—Broad blue denotes width of oceans which protect U.S. shores. The narrow stripes are the national colors of Germany, Japan and the United States.

- **European-African-Middle Eastern Campaign Ribbon**—Brown is for the deserts of Africa and the Middle East. Green is for the fields of Europe. The stripes of red, white, blue and black are the U.S. and German colors.

- ** Asiatic-Pacific Campaign Medal Ribbon**—Blue for the oriental race. The other colors are the Japanese and U.S. colors.

- **Navy Occupation Service Ribbon**—Red, white and black for the national colors of Japan and Germany.

Gold star in lieu of fourth award:

- **Steyer, Charles W., RADM, USN, Washington, D.C.:** CO, SubBase, New London, Conn, January to December 1944.

Gold star in lieu of third award:

- **Burke, Russell S., RADM, USN, Tulsa, Okla.:** Task group commander, operations against the Japanese in the landing at Mindoro, Philippines Islands, 12 to 17 Dec 1944.

Gold star in lieu of second award:

- **Braine, Clinton E. Jr., RADM, USN, Washington, D.C.:** CO, pre-commissioning training center, Newport, R. I., March 1945 to 2 Sept 1945.

- **Carlson, Milton O., RADM, USN (Ret), Little Compton, R.I.:** Task force commander, under the commander of the southern attack force, Okinawa, 18 February to 6 Apr 1945.

- **Clarke, Horace D., RADM, USN (Ret), Portsmouth, Va.:** CO, pre-commissioning training center, Norfolk, Va., February 1945 to 2 Sept 1945.

- **Horne, Charles F. Jr., CAPT, USN, Washington, D.C.:** Communications officer, staff of ComPhipac, operations against the Japanese, Marshall, Gilbert and Marianas Islands, October 1943 to November 1944.

- **Kelly, Monroe, RADM, USN, Norfolk, Va.:** Com 3, 3 Dec 1944 to 2 Sept 1945.

- **McCormick, Lynde D., VADM, USN, Berryville, Va.:** ComBatDiv 3, operations against the Japanese, Okinawa, March to May 1945.

- **Robertson, Marion C., RADM, USN (Ret), Houston, Tex.:** Chief of staff and deputy commander, U.S. Naval Forces, Germany, planning and occupation of Germany, 20 March to 15 Nov 1945.

- **Smith, Oscar, COMO, USN (Ret), Virginia Beach, Va.:** Chief of staff and aide to CinC, August 1945 to April 1946.

- **Soucek, Apolos, RADM, USN, Patuxent River, Md.:** Assistant chief of staff for operations on staff of ComAirPac, January to June 1943.

- **Yates, Charles M., COMO, USN (Ret), Coronado, Calif.:** ComNOSOB Oman, Algeria, and convoy commodore, amphibious invasion of France, August 1944.

First award:

- **Allen, George W., CAPT, USN (Ret), Alexandria, Va.:** Task unit commander and later task group commander in the Mine Force, 5th Fleet, East China Sea, June 1945 to January 1946.

- **Bowling, Jack F., RADM, USN (Ret), Washington, D.C.:** CTG 22.8, operations in the Atlantic, 16 Jan 1945.

- **Bowling, Selman S., CAPT, USN, Washington, D.C.:** ComMTBRon 21, operations against the Japanese, SoWest Pac, April 1945 to January 1944.

- **Durnam, Thomas A., COMO, SC, USN (Ret), San Diego, Calif.:** Staff of ComFair, Atameda, operations against the Japanese, 1 July to 2 Sept 1945.

- **Grant, Vernon F., COMO, USN (Ret), Osprey, Fla.:** Atoll commander of Majuro, Arno and Aur Atolls, and island commander and commanding officer, NAS Majuro, 6 February to 26 Sept 1944.

- **Hrus, Russell M., COMO, USN (Ret), Vallejo, Calif.:** Member of staff of CincPac and CInCPac, October 1943 to May 1944.

- **Estes, John C., RADM, USN (Ret), State College, Pa.:** CO, USS Fayette, operations against the Japanese, Kwajalein, Guam, Peleliu and Leyte, January to November 1944.

- **Simons, Robert B., CAPT, USN (Ret), Charleston, S.C.:** CO, USS Raleigh, action against the Japanese at Pearl Harbor, 7 Dec 1941.

- **Smith, Oscar, COMO, USN (Ret), Virginia Beach, Va.:** Deputy chief of staff to CinC, December 1944 to August 1945.

- **Titus, Jack C., CDR, USN, Washington, D.C.:** CO, USS Narwhal, 14th war patrol, Japanese waters, 14 September to 5 Oct 1944.

- **Whitehair, Frank P., LCDR, USN, DeLand, Fla.:** Military government officer, Gilbert sub-area from 23 Dec 1943 to 15 May 1944; Military government officer on staff on the commander of the forward area, Central Pacific, and ComMarianas, 16 May 1944 to 10 June 1945.

- **Wilkens, Warren G., RADM, MC, USN (Ret), San Diego, Calif.:** Medical officer on the staff of the command of construction troops, operations against the Japanese, Ryukyu campaign, 11 April to 15 Aug 1945.

- **Wilkens, Charles W., CAPT, USN, Washington, D.C.:** ComSubDiv 245, May to November 1944, ComSubRon 12, December 1944 to September 1945.

- **Wood, Ralph F., RADM, USN (Ret), Julian, Calif.:** Com 17, August 1944 to September 1945.
Former Navy Salvage Expert Decorated

A sailor who climbed the rigging of a sinking ship as a seaman and later walked the bridge of capital ships as a flag officer has been awarded a gold star in lieu of a third Legion of Merit.

Rear Admiral Henry Hartley, USN (Ret), who enlisted as a naval apprentice third class, qualified in sail in the frigates Constellation and Essex and served on active duty for 46 years, has been cited for his services while commanding USS Chester (CA 27) during Pacific operations. He retired last year.

Latest citation awarded RADM Hartley was for his services commanding Chester from 16 July 1944 to 8 August 1945 and during operations against Japanese-held Wake Island, Marcus Island, Iwo Jima, Chichi Jima, Haha Jima and Okinawa and during the Battle for Leyte Gulf.

During his long and distinguished career RADM Hartley was decorated many times. A salvage expert, he commanded the submarine rescue vessel USS Falcon during salvage operations of the submarines S-51 and S-4 in 1927. Again in 1939 he commanded the unit that successfully salvaged USS Squall off the coast of New Hampshire. He was responsible for the establishment of the Navy’s Diving School at the Navy Yard (now Naval Gun Factory), Washington, D.C.

RADM Hartley received his first Legion of Merit for his command of USS Susan B. Anthony (AP 72) during the occupation of French Morocco and Sicily in 1942-43 and was awarded a gold star in lieu of the second award of this medal while Commander, Auxiliary Vessels Shakedown Group, Fleet Operational Training Command, Atlantic Fleet in 1943-44. He became division commander of ServRon 10 with rank of commodore in July 1945.
IF THERE is a hint of H. Allen Smith'sian dialect to be found anywhere on this page, credit it to the fact that your reviewer read Larks In The Popcorn last. The style as well as the humor is infectious.

The appeal of this month's books is limited—as Mr. Smith would say—to three distinct classes of people: people who live in the country, people who live in the city and people who live in ships. These books will arrive soon at your ship or station library.

- Remembrance Rock, by Carl Sandburg; Harcourt, Brace and Co.

Carl Sandburg, already noted as poet, troubador, biographer, historian and storyteller, now has turned novelist.

Remembrance Rock is a novel worthy of the four and one-half years spent in writing it. It is a huge novel—an epic novel. It is a novel worthy of taking a place among those of Tolstoy and Franz Werfel. And it's a novel worthy of its theme and locale—the saga of America during 350 years of history.

No description can do full justice to the varied and wonderful flavor, the rich and dramatic fare which all readers will find in the pages of Remembrance Rock. It was written by a man with an ear for the accents and language of America, with a mind for understanding and a heart for feeling. It’s a novel about human beings who lived, laughed, quarrelled, suffered, blasphemed and dreamed, worshipped and killed, hated and loved, with reality and passion. It’s more than 1,000 pages of never-to-be-forgotten reading.

- Larks In The Popcorn, by H. Allen Smith; Doubleday and Co., Inc.

For those who have read H. Allen Smith's other books, no description of this one is necessary; for those who have not, no description is possible.

"In a sense," Mr. Smith says, "Larks In The Popcorn is a living-in-the-country book, yet there is nothing educational and little that is inspirational in it. There is talk of fertilizer, but never in connection with the land."

"To sum the thing up, it's just plain funny."

- Old Man Crow's Boy: Adventures in Early Idaho, by John Baumann; William Morrow and Co., Inc.

Home, for young Sprout—Old Man Crow's Boy—was the Malad River Basin, where the old man had founded a settlement. It was a crossroads in the wilderness, and from childhood Sprout rubbed shoulders with prospectors, cattlemen, trappers, sheepherders, drummers and the miscellaneous unclassified.

The author, who has always lived in the wildly beautiful country of central Idaho, pictures it as it was from 1880 to 1909—forests teeming with wild life, rivers churning with salmon, the open range at last forsaking the ancient ways of the Indian.

It's a fine action story, written in the flat, matter-of-fact tone of an old farmer's letter to a friend.

- Crossroads of America, the story of Kansas City, by Darrell Garwood; W. W. Norton and Company, Inc.

"The story of Kansas City is, in many respects, the story of America for the last 100 years. The city stands where the nation's arteries and historic bordelines cross and have crossed. There was where the West began—where the trails, caravans and river boats met and divided. There is where traders and mountain men said goodbye to civilization before plunging into the unknown. And the city stood squarely on the border between North and South."

This is a human, readable story of Kansas City in terms of personalities. Extremely fresh and vital, this narrative makes the past come alive. There are fur traders and trail blazers, Kit Carson, John Brown and the James boys. The story goes on to tell of Colonel Coates of Quality Hill, whose railroad deal saved the city. It tells of Colonel Swope, whose mysterious death makes a classic murder story. It tells of William Rockhill Nelson, founder of the Kansas City Star. It's factual stuff, as gripping and readable as the best fiction.

- Little Annie Oakley and Other Rugged People, by Stewart H. Holbrook; The Macmillan Company.

Want to know why free tickets are called "Annie Oakleys"? Well, free passes to baseball games used to have holes punched through them to distinguish them from paid passes. These holes reminded some people of bullet holes—and Little Annie Oakley... .

Little Annie Oakley, the hair-splitting marksman who charmed roughnecks and royalty a half-century ago is only the first of the rugged and colorful people depicted in this book. The hardy New Englanders known as Yankees are the last. Between these two amusing but discerning character sketches are many others, bringing to the reader such high-stepping personalities as The Original Nature Boy, the Late Calamity Jane and Whistle Punks.

Here is a book that you won't be able to lay down—not until you finish two or three of its portraits, anyway. Then you'll be eager for an opportunity to pick it up again.
BLUEJACKETS OF 1812

LIFE IN THE OLD-TIME NAVY

From the pages of John W. Gould's Private Journal comes this sea-tale of the capture of the U.S. frigate President, as told by a boatswain who saw it all. Gould's book was printed in New York in 1839.
Life in the old-time Navy of graceful sailing ships and double shot guns was one of considerable simplicity, danger and monotony. Sea watches were stood port and starboard with endless regularity, the food varied but little from an almost constant low standard, sleep was not to be had except in four-hour snatches at longest, “liberty” during wartime mostly was a Sunday visit to another vessel close by. Compensations were few, pay was low and the length of voyage long and uncertain.

Yet as a whole there were few men more content with their lot, more carefree and happy than the tar-covered, pigtailed, usually bare-footed seamen of the sailing days. Wherever they stood their watches—in the mast-tops, at the quarter deck or on the forecastle—they clustered in knots around a favorite old-timer and listened in complete awe and utter belief to many a yarn “as long as the fore-to'-bowline, spliced onto the jib-downhaul.”

It was indeed their favorite recreation. Spiced with sailors’ witticisms and snacking of sea tang, their talk was evolved from their profession in a completely new, refreshing lingo which was sometimes incomprehensible to the landsman.

The old timer, bolstered with a vast store of personal knowledge from long experience—many a 40-year-old sailor with 30 years’ experience could be found in the old days—would settle himself into the center of the group, shift a hefty tobacco cud into a cheek and begin a yarn that would last until the end of the watch if the weather remained fair. It was the “time of the jawing bell.”

Just such a yarn is the following, taken from a book entitled John W. Gould's Private Journal which can be found on the shelves of the Navy Department library.

John Gould was born in Litchfield, Conn., in 1814 and his journal was printed for private circulation in 1839, after his death.

In 1833, Gould had signed as a seaman on board USS Falmouth in Valparaiso, Chile, to where he had hailed as a crew member of a merchant vessel. A sailor of little experience himself, Gould attempted to capture the narration of the following story as it was told by Falmouth’s boatswain, a man named Robert O’Neal, who 18 years before was serving on board USS President when it was captured by the British during the War of 1812.

The battle which O’Neal relates between President and HMS Endymion lasted for two and a half hours, ending in semi-darkness between 2000 and 2030. Although Endymion’s sails were stripped from her yards and she was incapacitated from further chase of the American, President had suffered 24 killed and 55 wounded, and the British vessels Pomone and Tenedos were able to catch up.

“With about one fifth of my crew killed and wounded, my ship crippled, and a more than fourfold force opposed to me, without a chance of escape left,” Commodore Stephen Decatur later wrote, “I deemed it my duty to surrender.”

You are boatswain’s-mate-of-the-watch, slue yourself, and spin a yarn.”

Bob wanted no better fun, so, without wasting breath in lubberly parley, he began:

HE JAWING BELL of the mid-watch was out, the lieutenant of the deck was half asleep, and the reefer of the watch altogether so, stowed away snugly. The wind was on the starboard quarter, blowing six knots; fore and maintopmast st'en sails on her, the last inch of the weather braces hauled in and belayed, and every thing snug. For lack of better employment, I was cruising about decks on a wind, when I fell in with a knot of old tars on the to'gallan’fo'-castle. “Yo, hoy, fo'-castlemen,” says I, as I came to anchor on the heel of the bowsprit; “how do you fight your guns? Bob O’Neal, you are boatswain’s-mate-of-the-watch, slue yourself, and spin a yarn.”

On the 15th of January, 1815, at four bells in the forenoon watch the boatswain called, “All hands, up anchor,” on board the frigate President, Commodore Decatur, then lying in New York harbor, off the Battery.

We walked it up in the turning of an hour-glass, and dropped down the bay, the wind at Nor'-west, and came to an anchor in the Horseshoe.

Now it was high water on the bar at a quarter past
nine that evening, but Decatur, for some reason which nobody ever knew, called all hands, up anchor, at four bells in the first dog-watch. As soon as the pilot heard the order, he went to Decatur. "Commodore," says he, "the ship cannot go over the bar till high-water."

"She must go, Sir," says Decatur.

"It's impossible, Sir," says the pilot.

"Drive her over," says the commodore.

That settled the business, and we weighed anchor; but it blew such a gale o' wind, that the only sail we set was a double-reefed foretopsail, and so stood out for the Hook.

When the ship was about twice her length from the bar, the pilot went to Decatur again. "Commodore Decatur," says he, "the ship cannot go over the bar; it's an impossibility. She'll strike, and thump to pieces."

"Well, Sir," says Decatur, "if that's the case, let go the anchor."

So we let go the larboard-bower, and veered away cable enough to bring her to. The ship swung round by the anchor, and her stern struck on the bar.

"Cut away the cable!" says Decatur.

We had hemp-cables in those days, and a few blows with an axe cut it away, and we swung round, and struck broadside on the bar, and there she thumped.

Then it was, "Down toppallant and royal yards!]
and, as I was captain of the maintop, I was expected to show a lead.

So we lay aloft, but could not get any higher than the tops; for when the ship struck, which she did every minute, it was all we could do to hold on, let alone sending down yards; and, for the same reason, the foretopsail had not been furled, and so it was flapping as if it would carry away the yard. So we lay and thumped on the bar till high water, and then she floated.

"Now, Sir," says Decatur to the pilot, "take me back to New York."

"It is impossible, Sir," says the pilot, "it is blowing a gale o' wind from the North-West, and no ship that ever floated could beat up against it."

So there was nothing to be done but to go to sea; and, as the wind had moderated a little, we made sail on her and stood out, and as we knew the English fleet was watching for us, we dosed every light, except the binnacle-lamps, and kept very still. As it was very dark, we did not know how near we might be to any ship, except the English admiral's ship and was repeated by all the ships of his squadron to show him where they were.

They were all around us, and to avoid them we hauled close on the wind, boarded our larboard-tacks and stood in for the Long Island shore.

When daylight came, we found the English fleet still all around us. Tenedos, a frigate, was on our starboard-bow, the frigate Pomone on the larboard bow, the frigate Endymion right ahead, the brig Despatch clear out to sea ahead, and the sail of the line Majestic, 74 guns, astern.

We could not stand all that, so we up helm and bore away to the South'ard, and setting a foretopmast st'n'sail, although it blew a gale of wind, we left

Johnny Bull to take care of himself. In two hours, Endymion was the only ship within 10 miles of us.

2

But then the wind began to ease off, and though we crowded all sail Endymion began to gain upon us. She was the fastest sailer in the English fleet, and was kept light and in complete sailing trim. She drew her provisions from the other ships, and was, of course, only in ballast, while we had on board six months and thirteen days' provision beside stores of all kinds and were heavy with shot. To add to all this weight, we had knocked our false-keel to pieces on the bar; some of it was gone, and the rest stood athwart-ships and hindered our sailing very much.

Well, Endymion kept on gaining on us and came on hand-over-fist, so the Commodore gave orders to lighten the ship. First and foremost we threw over all the provision except 10 days' allowance, but with the wind still easing off, Endymion still gained on us. So we threw over the boats, spare rigging and spars, then the anchors, and cutting the cables into lengths of five or six fathoms so that they would be of no use to any one, we sent them overboard too, and every thing else except our fighting-traps. In spite of all we could do, Endymion still gained on us and it was very plain she would overtake us. So, at six bells in the afternoon watch, when she was about four miles astern, Commodore Decatur called all hands aft.

"Now, my lads," says he, "Endymion will overtake us, and we can't help it; but when she comes alongside, I want you to give her one broadside, double-shotted, and then every man and boy in the ship must board her. We will take her and go off in her (for she is the fastest ship in the English squadron), and leave President where she is. No man must leave the ship till you see me mount the hammock-nettings, and then will you follow me?"

"Ay, ay, Sir, we will do that," says we, and gave him three cheers.

By this time Endymion was within three miles of us, and, training one of her bow-chasers on us, she let drive but the shot fell short about twice the ship's length. We tried her with our stern-chasers to do her some hurt if possible to help us along, but our shot fell short, too.

At two bells in the first dog-watch Endymion's shot overreached us. She was within a mile of us, and shot told well on both sides, but Tenedos and Pomone came up so fast that we saw we could not get away.

"Now, my boys," said Decatur, "we must surrender; but I want you to unrig Endymion for me first. Will you do it?"

"Ay, ay, Sir," says we, and cheered him again.

Just at this minute a shot from Endymion carried away our wheel, and killed the quartermaster-at-the-cun and three men. The ship broached to and then while the drums beat to quarters, we manned our starboard-battery. In 17 minutes Endymion was a wreck and the only spar standing was about 18 feet of her foremost.

3

All this time, Decatur stood on the spar-deck with his speaking-trumpet, singing out, "Don't overshot
your guns, my brave boys; don’t overshot your guns.”

He was afraid the guns would burst as they grew hot, if we overshot them, but his advice was not heeded. We put three round shot into each gun, and as *Endymion* was only about 50 feet from us, you may know how the shot told. *Endymion*, of course, would not strike to us when the rest of their squadron was so near, and so we continued to battle. As it was now too dark to fight by the flag, we sent up a light, and they did the same. About this time our sailing-master went to Commodore Decatur, and told him he was wounded, and must go below.

“Where’s your wound, Sir?” says Decatur.

So he showed him the middle finger of his left hand, which was a little cut.

“For heaven’s sake, Sir,” says Decatur, “don’t mind that. Look at that deck, Sir,” (the first, fourth, and fifth lieutenants were dead, or mortally wounded, and 30 men lay on deck in the same condition;) “don’t think of going below now, Sir.”

“Well, Sir,” says he, “I’ll go below and get it dressed, and come on deck again.” When he got below, he somehow forgot to come back.

So Decatur sung out for Lieutenant Gallagher (the third lieutenant), to take the trumpet; but Robinson, a volunteer, who is now in the Havre line, hearing his hail, came up from the gun-deck. “Commodore Decatur,” says he, “I am only a volunteer, but if I can be of any use to you, you may command my services.”

“Much obliged to you, Sir,” says Decatur, “take the trumpet, Sir.”

So Robinson took the deck. By this time *Endymion* had dropped astern, but *Tenedos* was on our larboard-wing and *Pomone* on our starboard-quarter.

“Now, Commodore Decatur,” says Robinson, “I wish you would sink that *Tenedos*, and then *Majestic* will sink us, and we’ll all go down together. Our larboard guns are shotted, and one broadside will send her straight to the bottom.”

“No, Sir,” says Decatur, “I will not throw away the lives of my brave fellows so. Now go below, my lad. We must surrender and you want refreshment, so go below.”

We turned to and threw all our muskets, pistols, cutlasses, boarding-spikes and every thing overboard, and cutting loose both batteries, we went down to the berthdeck to get something to eat and drink, for we had touched nothing since we left the Hook and had not slept a minute either. I was going along forward on the berthdeck when I stumbled over a dead marine, and as I was getting up I found two bottles of devilish fine wine; for the Commodore had ordered his stores to be given to the sailors, and that was the reason I found this wine knocking about the deck. Just as I got upon my feet, one of the topmen, named Harry Brown, came along, whose scalp had been torn up by a musket ball, and hung over his face, so that he could not see. So I gave him one bottle of the wine and it did him a great deal of good, but he was downhearted and thought he should die. He told me to take a large gold chain which he wore, and give it to his wife when I got home. I did so, and kept it in spite of the English thieves, and gave it to her accord-

ing to orders. When we went below, Decatur took his trumpet, and went forward on the fo’castle, and standing on the larboard cathead, he hailed *Tenedos*.

“I have surrendered, Sir,” they pretended not to hear him, and let drive a whole broadside into us.

“I have surrendered, Sir,” says Decatur, again.

“To whom?” says *Tenedos*.

“To the squadron, Sir,” says Decatur, for he was too proud to say he had surrendered to any one ship.

Bang! came another broadside from *Tenedos*. Now, when they fired this second broadside, the first lieutenant, with other officers and a boat’s crew, had just boarded us from *Pomone*, which lay on our starboard-quarter, close aboard of us; and the shot from *Tenedos* killed two officers and five men on board *Pomone*. So the first-lieutenant of *Pomone* run forward, and hailed *Tenedos*:

“Cease firing, Sir!” says he, “His Britannic Majesty’s officers are aboard, Sir.”

*Tenedos*, stopped firing, and the Englishmen boarded us by the hundred, and in five minutes there were four hundred of them aboard in spite of the tremendous sea and the gale of wind. Then they had their hands full, for all our guns were cruising about decks, rolling with the roll of the ship in every direction. It was as much as a man’s life was worth to be on our main gun-deck then, for if a long 32-pounder had rolled over a fellow, he would be about used-up.

The Englishmen danced and swore a good deal when they came to secure the batteries again and wanted us to lend them a hand, but devil a bit would we do, so they had the fun all to themselves. After they had got everything snug again, they took half of us, and sent us aboard *Tenedos*; and as it was now near four bells in the first watch they stowed us away in the fore-hold, in double-iron, to keep us safe till morning.

Then it was, “down all boats, and search for *Endymion*,” for she had dropped so far astern that they did not know where she was; but at last they found her, and towed her up as the wind lulled, and when we were taken out of the hold in the morning, she was alongside.

Well, they took us on deck and stowed us away on the booms amidships, in double-irons, and the whole guard of marines was under arms, standing sentry over us.

Now, we had had but little to eat or drink for nearly two days, and were almost dead with hunger and thirst, and I determined to ask for something, come what would; so I spoke to the sergeant of the guard.

“Sergeant,” says I, “will you allow a prisoner to speak to you?”

“It is contrary to orders,” says he, “but say on.”

So I told him how it was with us and begged him to ask the officer of the deck for something for us. He went to the lieutenant and told him that the prisoners wanted some water.

“Who asked you?” says the lieutenant.

“One of the men, Sir,” says the sergeant.

“Send him to me,” says the lieutenant.

The sergeant came forward; “Where’s the man who spoke to me for water?”

ALL HANDS
“I’m the man,” says I.
So he knocked off my feet-irons, and I went aft to
the lieutenant. He was the only officer aboard, all the
rest being aboard President, and a devilish smart
fellow he was, too. So I told him how it was, that
we were suffering for water, and begged him to give
us a little.

“What’s your name?” says he.

“Robert O’Neal, Sir,” says I.

“An Irishman!” says he, “by heaven, I’ll hang you!”

“Well, Sir,” says I, “will you please to give us a
little water?”

So he sung out for the master’s-mate of the hold,
and told him to give me four ten-gallon casks of
water, and a couple of bags of bread. I took it and
served it out to ‘our men, but they jumped at it as if
they were mad and acted more like wild beasts than
men. They drank all the water and took all the bread
so quick that I could not get any myself. Then the
lieutenant sent for me.

“Well,” says he, “how did you make out?”

“But poorly myself, Sir,” says I, “the men took it
all, and I had none left.”

“Well,” says he, “sit down on that carronade slide,
my man, and I’ll see what I can do for you.”

It was now about his dinner-time, three-bells in the
afternoon watch, and he went down to his dinner and
sent up to me a piece of fresh beef and potatoes and
every thing I wanted, and I made a devilish good
dinner. Pretty soon he came up from below.

“Well, my lad,” says he, “how did you make out?”

“Very well, Sir, and much obliged to you, Sir,” says I;
“there’s only one thing wanting.”

“What’s that?” says he.

“A little grog, if you please, Sir,” says I.

“Well,” says he, “I’ll be damned if you are not a
whole-souled fellow. You shall have some grog,
anyway.”

So he wrote an order on the purser’s steward for
a half pint of grog and gave it to me, and told me to

5

Now Endymion was still the fastest ship in the squad-
ron and not being very full manned, we agreed to
rise and take her and bear away for some port in the
States. We had it all arranged, and in three minutes
more the ship would have been our own, when the
main jury-mast went by the board and dished all our
plans.

In a couple of days we made Bermuda, and there
we were landed and marched through the town, and
a set of such looking fellows no man ever saw. We
had not been shaved for so long a time that we looked
like bears. Water was no shipmate of ours, and as
the English thieves had stolen everything we had, the
clothes that we wore were both few and small; for
example, my thumbnail is as well clothed as we were.
As we went along with our hands behind our backs,
two and two, the boys pelted us with mud, eggs, dead
cats, and such-like. Then they put us aboard Ardent,
commanded by a mean old hunks, Sir William
Barnaby, or “Captain Bill,” as we used to call him,
and we lay in port aboard of her till the peace.

The ladies of Bermuda gave us clothing and nick-
nacks, and tried to make us comfortable, but under
“Captain Bill” that was an impossibility. So, when
the peace came, they shipped us to New York and
we arrived there in June, safe and sound, and now I
hail hereabouts. Now hand over the grog. I say,
Jack, you mouldy-headed rascality, pay the fiddler;
you spoke for him.”

“Ay, ay, Bob,” says I, “so I will,” half in fair words
and the rest in promises.
Seldom has a single picture aroused so much reader comment as that which appeared on the September back cover.

One of many letters came from NAS Glenview, where an airman apprentice was prompted to sit down and write, "On the back cover of the September 1948 ALL Hands is a picture of the old Navy . . . I have been in since '42, but these boys were in before my time."

Just as a matter of interest, we checked up on how much before his time—and ours—and came up with the information that the picture was taken by an assistant surgeon on board USS Mohican while under way in the Pacific in the year 1888 (A.D.).

The man standing up, Captain-of-the-hold Gilbert Purdy, was 60 years old at the time and continued on active duty until 1900, when he became 72. He was born in 1828 and served in the Civil War as a Union artillery sergeant and as a sailor on board many Navy ships, one of them being Admiral Dewey's Olympia during the Spanish-American War. He lived to be 84.

Purdy, however, isn't the oldest man in the group. Seated on the foot locker with hands clasped behind his head—and seemingly amused at the tale of the "youngster"—is Carpenter's Mate John Griffith, age 62. The record of his first enlistment in the Navy has long since disappeared.

Seated with arms folded is David Ireland, who had seen 38 years of naval service by the time this picture was taken when he was 55. And puffing on what seems to be a well-cherished corn cob is Chief Gunner's Mate John King, who at 54 was the youngest of the four. Records show that King first enlisted when he was 42.

* * *

Operations of MATS and NATS aircraft have more than one person in doubt, including the unknown who wrote the caption for the picture of Naval Photo Squadron 1 embarking for Alaska and forwarded it for our August book (p. 22). The flight was made by VR-5—not MATS but NATS.

The All Hands Staff
STREAMLINED GALLEYS....
Navy food, prepared in spotless galleys, is justly famed throughout the world ... Chow down!

SHIP OVER WITH YOUR SHIPMATES