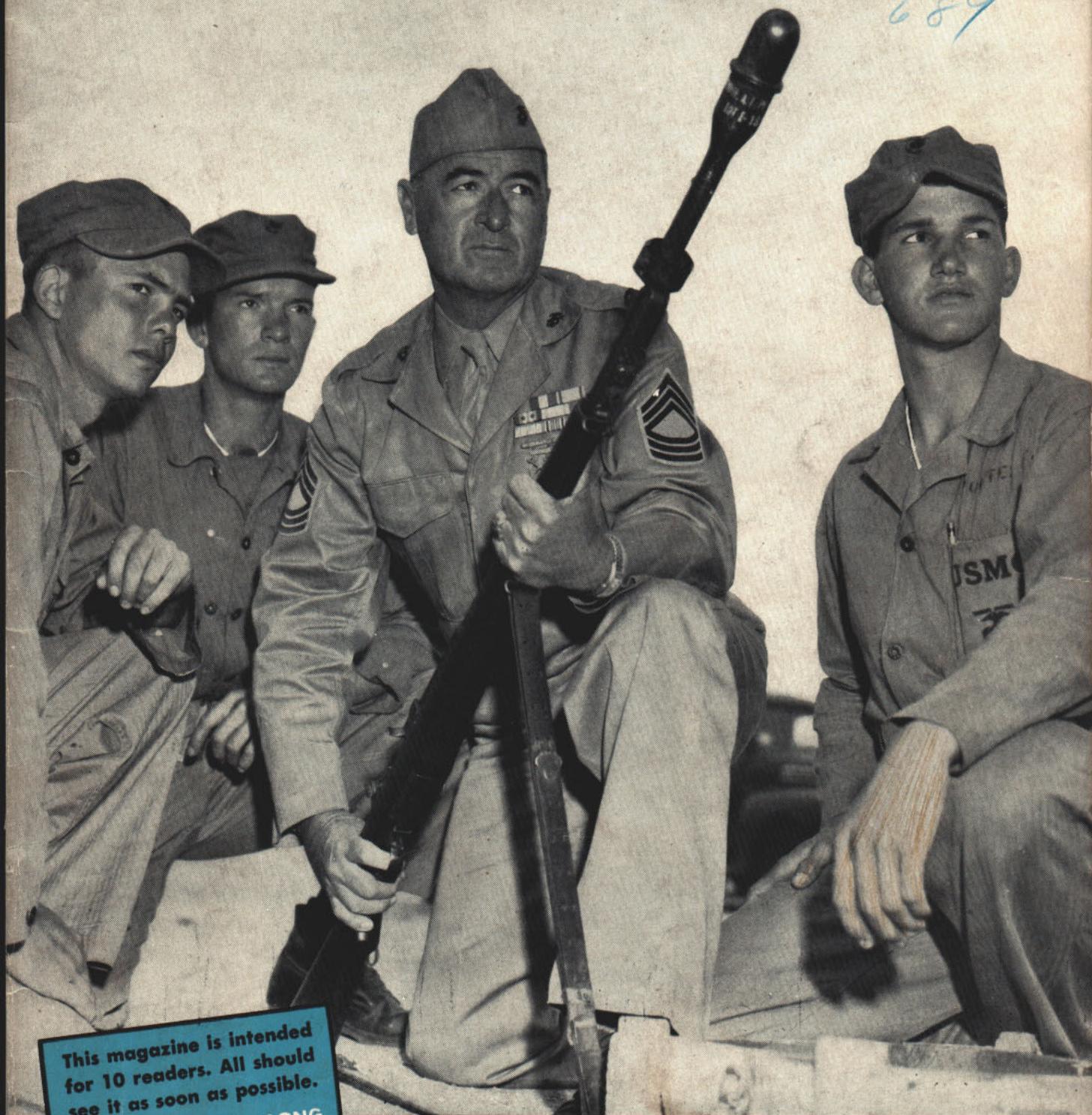


ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

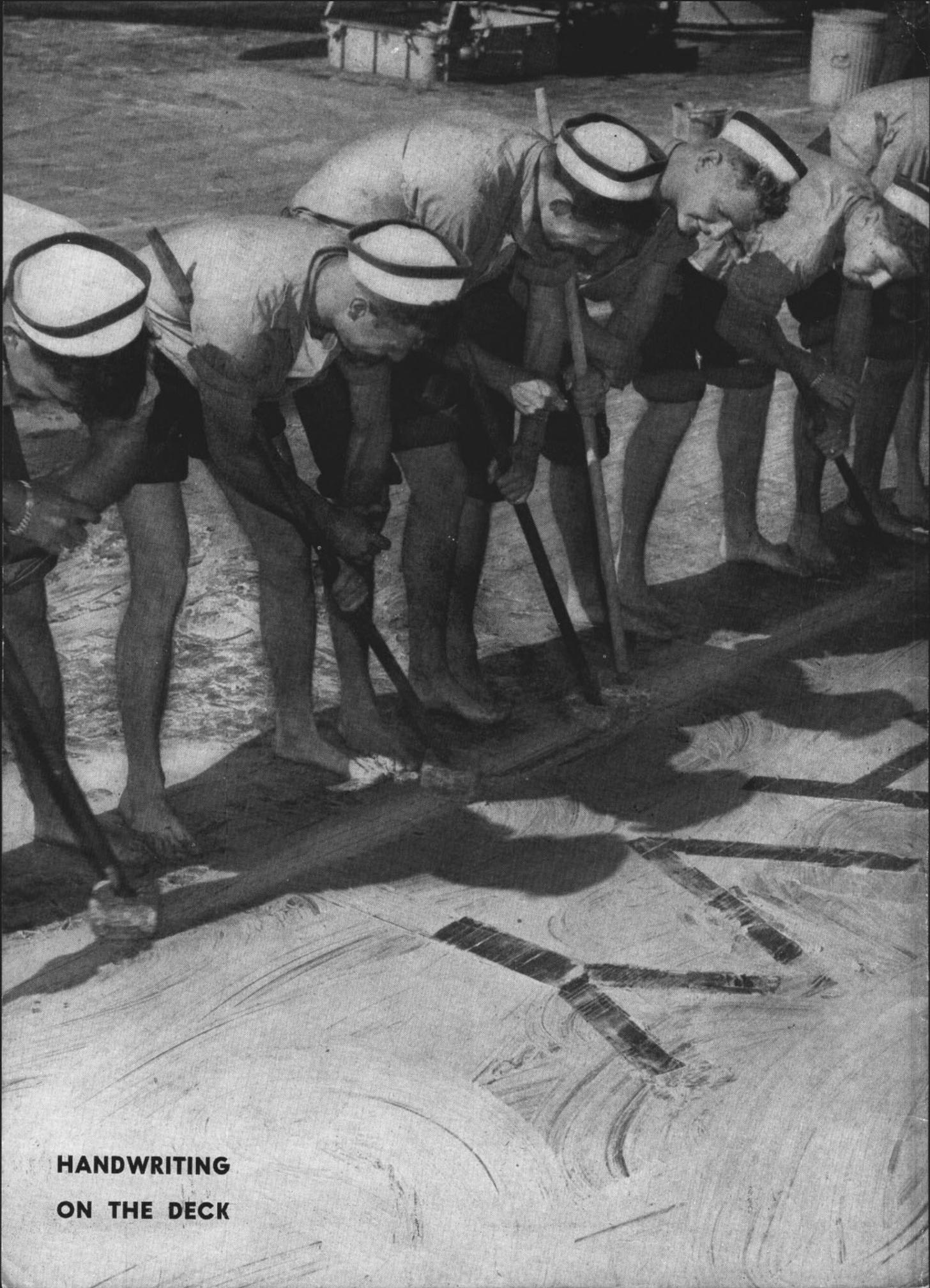
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SEPTEMBER 1948



**HANDWRITING
ON THE DECK**



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

SEPTEMBER 1948

Navpers-O

NUMBER 379

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• **FRONT COVER:** The Marine Corps requires an alert mind and quick step during basic training, and the young Leather-necks are eager to learn (see pp. 8-11). All recruits receive expert training in firing the rifle grenade.—U. S. Marine Corps photo by SGT William O. Nix.

• **AT LEFT:** Young midshipmen of the battleship USS *Missouri* take time out to skylark at the usual serious duty of holystoning the deck. They've scratched "Navy" in the sand and soap solution on the deck before them.

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Sailor in the Right Job

sonarman, radarman and of petty officers in most of the lower pay grades. Forces afloat and ashore keep asking for men of these ratings. When they become eligible for shore duty there are many empty billets ashore where they can be utilized and it's likely they will be ordered ashore almost immediately.

On the other hand, there is an excess of men holding the ratings of chief boilerman, chief machinist's mate, chief boatswain's mate and chief commissaryman. It has become very difficult for BuPers to find billets at shore activities for the large number of men in this category who are eligible and deserving of shore duty.

The Bureau has experimented with many methods designed to get more of the men in the over-loaded rating categories ashore, but officials say you simply cannot send 200 boilermen to a shore station that has a total complement of 250 men. They even tried sending CPOs and first class POs ashore to fill lower rating billets—even to filling seaman billets—but that didn't work out satisfactorily either. BuPers is working constantly in order to better this situation.

The normal tour of shore duty is two years. BuPers assures a man when he is ordered ashore for a normal tour that he will be ashore for at least one year, preferably at the same activity, in order that he may make necessary plans.

Only in rare cases where a man is performing a vital job and is not depriving another man of a shore billet does BuPers allow any man to remain ashore for longer than two years. Shore duty surveys are made every three months and commanding officers of shore stations are required by BuPers to follow instructions rigidly and make sure all men who have completed a tour ashore are reported.

Another problem of the shore duty unit is finding men who have had several changes of station since submitting requests for shore duty. Men passing through receiving stations often submit request for shore duty and then apparently forget all about it. When their names come up on the list BuPers issues orders to transfer them ashore, addressed to their last known commands. If a man has had several changes of station since submitting a request the orders will be quite awhile catching up with him.

Whenever any man who has submitted a request for shore duty has a change of status such as transfer or discharge, or if he no longer desires shore duty, he should notify BuPers by official letter. If it's only change of address he doesn't have to go through official channels but may mail a change of address card directly to



BuPers, attention Pers 6302. Even a regular one-cent post card will do.

When indicating his choice of location on the form request for shore duty a man should not mark "anywhere continental U. S." unless he is willing to accept shore duty anywhere in the country. As tight as the shore duty situation is, BuPers is sometimes unable to give a man his first or second choice and must send him anywhere in the U.S. it can find an open billet. A number of men have cancelled their requests because they did not like the location to which ordered. If a man specifically states he wants a certain naval district for duty and nowhere else, he will be ordered only to that locality, although it may take considerably longer.

The Navy's present plan of sea-

shore rotation began shortly after the end of World War II. Men were selected for shore duty then in the same manner as they are now. However, a number of oldtimers held back on submitting requests until they had about two years duty remaining before transferring to the Fleet Reserve. As a result, men with less continuous sea duty than others of the same rating serving on sea duty—but with the most continuous sea duty of the men of their rating who submitted a request at the time—were ordered to shore billets.

Officials explain that is why today there are cases of men with five years of continuous sea duty serving ashore and other men of the same rating with 10 years continuous sea duty still on the waiting list. They simply let the junior men beat them to the punch and once ashore, BuPers is obligated to keep them there for their full tour.

Lack of availables from the shore duty eligibility list often require that certain ratings be ordered to duty ashore although not specified for a normal tour of shore duty. In these cases it is considered necessary for the good of the service and such assignments to shore are mandatory, rather than optional, for the men concerned. Requests for sea duty can be approved only if there is no shortage in the administrative command and if the length of obligated service remaining is enough to warrant a transfer to sea duty.

Men in the "home stretch" of their active career who plan on doing the last two years ashore before going into the Fleet Reserve should not wait until they are ready to come ashore before submitting a request, but should get it in as soon as possible. One year ago the top man on the waiting list of boatswain's mates had six years of continuous sea duty. Today the top man on the list has over 19 years of continuous sea duty.

Another unit of the detailing section



handles assignments to the fleets. BuPers makes no direct assignments of individual men to ships with the exception of men assigned by name to new construction. Instead, men are



made available to the Commander, Service Force, Atlantic, and Commander, Service Force, Pacific.

The Service Force activities make some direct assignments, but allot most of the personnel turned over to them to the type commanders, i.e., Commander, Destroyers; Commander, Mine Force; etc., for assignment to the various ships of the type they control. For example, if a man wished to be assigned to the destroyer *Cone* in the Atlantic Fleet BuPers would not effect his transfer directly to that vessel.

An officer in the fleet assignment unit explained: "First, we would have to check our 'balance' sheet to see how the two fleets stood on men in his particular rating group. We keep a continuous check on what per cent of their quota of the various ratings are filled within the two fleets. Then we assign available men to the fleet with the lowest per cent of its quota filled—in other words, the fleet needing a man of that particular rating most. If the Atlantic Fleet needed men of his rating more than the Pacific, then we make him available to ComServLant for assignment and enter a notation on his card that he desires duty on *Cone*."

"ComServLant then would have to decide which of the various types of vessels in the Atlantic needed men of his rating most and, provided it was destroyers, would turn him over to Commander, Destroyers, Atlantic Fleet, for assignment. If *Cone* needed a man of his rating, probably ComDesLant would assign him to that vessel. BuPers and other commands will help a man get the duty he desires whenever possible."



Although BuPers would like to place men in the fleet they desire, it is literally impossible. Approximately 70 per cent of the population of the United States lives east of the Mississippi River. Consequently, about

70 per cent of the men in the Navy prefer duty in the Atlantic Fleet. The Navy's largest fleet is in the Pacific and naturally requires more men than the smaller Atlantic Fleet. This means BuPers must assign some men to the Pacific Fleet who would rather have duty in the Atlantic.

Source of personnel that BuPers has available for assignment to fleets are men completing tours of shore duty, recruits, service school graduates, and all personnel in various categories who report in at receiving stations for assignment by the Bureau, BuPers also authorizes the transfer of patients from one hospital to another nearest their home at their own expense and writes orders on hospital apprentices, corpsmen and hospitalmen, following the recommendations of BuMed. In addition this unit answers "yes" or "no" on all requests for transfer to sea, CB training, transfers from one fleet to another and requests for special assignments.

"Quite often we get requests from two men stating they would like to swap duty stations, stating they are



willing to pay their own transportation," said an official. "One of these men is stationed at an activity in the Norfolk area and the other at Newport, let's say. Now, the attitude of BuPers in such cases is that if such an exchange of duty is for the best interest of the government and the men, then the Navy will pay their transportation."

Many other factors also must be considered in such cases. Even if the men pay their own transportation it is only a part of the cost involved. Probably both men in the case described have dependents and household effects that will accompany them to their new station and that involves transportation costs to the government. Regardless of whether a man states he will pay the cost of transportation of his family and household effects, there is no legal way he can waiver his right to submit a claim to the government for the cost involved. Even more important is the loss of man hours involved. During a recent survey it was revealed that 44,000 men in the Navy were in a travel status during one month, a figure, considered much too high.

Assignments to naval attaches (em-

bassies) and naval missions is handled by another unit of the detailing section. This unit also reviews request for humanitarian shore duty and issues orders in deserving cases.

BuPers supplies enlisted men for about 24 embassies and 12 naval missions all over the world. Although only about 300 men are assigned to the posts, applicants are carefully screened. Most of the billets carry a heavy load of responsibility. Attaches are naval officers assigned to various U.S. embassies as representatives of the U.S. Navy to the government of a foreign nation. Most of the men assigned to their staffs are AD (NAP)s, ALs, YNs and possibly a disbursing clerk. About three enlisted men are normally assigned to each attache.

Missions are Navy training units sent to foreign governments to teach their navies the methods used by the U.S. Navy in performing certain jobs. Practically all the enlisted men assigned to these billets are experts in their specialty and are employed as instructors. For example, the Navy has a BTC with the Naval Mission to Brazil who is teaching their sailors how to operate high-pressure boilers. There is also a yeoman and sometimes a disbursing clerk assigned to each mission.

Duty with attaches and missions is for a two-year period and in most of the locations is considered shore duty. Men submitting requests for shore duty may list duty with an attache or mission as one of their duty preferences. The records of men listing this type of duty are then screened and if considered suitable are placed on the list of men available for assignment to attaches or missions. "We don't get as many requests for this type of duty as might be expected," said an official. "In fact, we would like to get more requests, particularly from men who can speak one foreign language fluently and who have good records."

A board of three officers makes decisions on all requests for humanitarian shore duty, subject to approval by the Chief of Naval Personnel. If the proper affidavits are forwarded with a man's request and his case appears to be a deserving one, then orders are issued authorizing his transfer to the naval activity nearest his home for a period of four months.

Commanding officers should obtain, whenever possible, a Red Cross home condition check report on men de-

siring shore duty for humanitarian reasons, say BuPers officials. If sickness in a man's family is one of the factors, a "to whom it may concern" note should be obtained from the attending physician, stating the condition of the person involved.

Assignment of aviation personnel is done by the aviation detailing unit of the section. This unit works in cooperation with the fleet and shore detailing units in placing general aviation ratings and with the office of the Chief of Naval Operations in assigning aviation pilots, aerologists and GCA personnel. It also assigns a number of special devices personnel through liaison with the Field Representative, Office of Naval Research.

The statistics unit compiles running reports on enlisted personnel from all naval districts and sea commands and figures out what percentage of their complements are filled with men in each rating group. They also help keep tab on the enlisted personnel strength of the entire Navy. These figures are furnished to other sectors of the distribution division and are used as a guide in distributing men.

The enlisted classification section of the distribution division assists in establishing and maintaining the enlisted classification program for the entire Navy.

The duplicate copies of all service record pages 4a-b are received by this section, checked for correctness and any significant information catalogued. Many files are kept by the section on sailors with special skills not normally identified by their ratings. These tabulated skills range from college professors to sword swallowers.

"When naval activities call upon us for names of men who are artists, linguists, etc., we check our files and give them a list," said the officer in charge. "Railroad engineers, coal min-

ers, expert fishermen, draftsmen, farmers and dog-sled drivers are only a few of the skills we keep tab on."

This section works constantly on enlisted job classification codes and issues changes to the Manual of Enlisted Navy Job Classifications (NavPers 15,105). Classification officials think it is particularly important that men be classified correctly now that the new rating structure has been placed in effect. In several ratings—such as quartermaster, which combined the function of signalman, quartermaster and buglemaster ratings under one heading—the job code is the only means of determining what duties the man is currently qualified to perform.



The classification testing program is also administered by this section. "Men should be impressed with the fact the GCT and related tests are going to have a very profound effect on their futures in the Navy," the OinC remarked. "All class 'A' and 'B' service schools now have certain test score requirements for admission. Under the new rating structure graduation from a service school is required for advancement to CPO in certain rates. If a man takes his classification tests too lightly—and they are given him only once—and gets too low a mark to gain admission to a service school required for advancement in his rating, the ultimate result will be that he will have little chance of ever being advanced to CPO."

This section administers the training and assignment of all enlisted personnel engaged in classification work.

The school assignments section dis-

tributes the quotas for class A, B and C service schools to fleet commanders, who in turn issue them out to units under their jurisdiction.

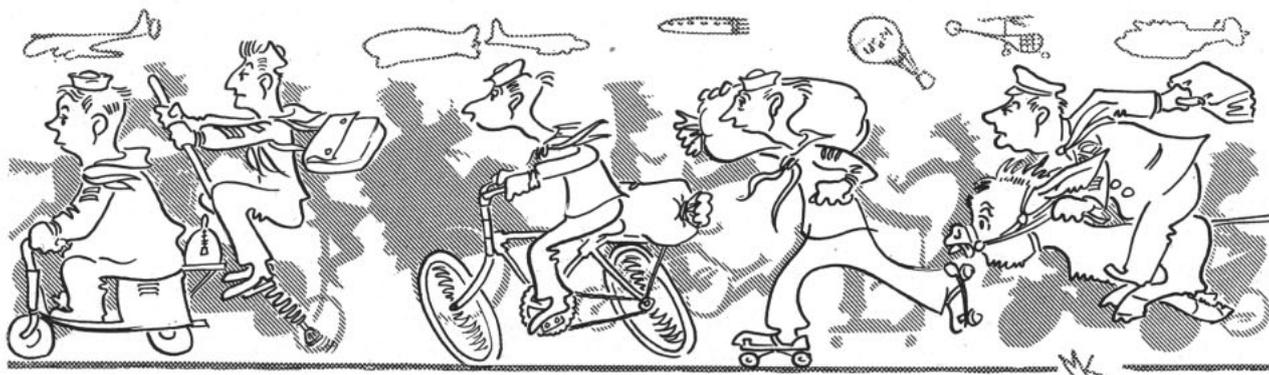
The school section also orders all instructors to the various BuPers schools and recruit instructors to training stations. BuPers is trying to build up a file on qualified men who would like to be instructors.

"We would like to give instructor billets to those men who rate shore duty most, but a number of the men who stand highest on the shore duty eligibility list prefer duty ashore of a different nature from instructing," said an official. "Although longest sea duty is still the heaviest factor in making selections for instructor billets, we are also accepting some well qualified men for instructor jobs who have shorter periods of continuous sea duty."

The receiving station section acts as a liaison between the continental U.S. receiving stations and the activities of BuPers.

The service section of the distribution division types and mails all orders on enlisted men, prepares and maintains files on general correspondence. All the huge flow of directives resulting from work done by other sections of the distribution division are prepared and distributed by this section, which performs the mechanical work involved and coordinates the routing and flow of material.

"The people working here are concerned with both the assignment of men and the morale of each man assigned," said the division director. By our assignment of men we attempt to keep the activities of the Navy balanced. By our assignment of each man we attempt to place him, insofar as possible, where we think he will be best suited and satisfied."—Earl Smith, PNC, USN.



'... 44,000 Navy men were in a travel status during one month ...'

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **AIR TRAVEL** — All scheduled transcontinental Military Air Transportation Service flights are discontinued until further notice and no further orders involving air travel via such routes will be issued, BuPers has announced.

The most economical mode of travel will be used in connection with temporary additional duty orders.

Principal routes affected by the suspension is the "U route" from Washington, D.C., to Pensacola, Fla.; Corpus Christi, Tex.; San Diego, Calif.; Fairfield, Calif., and return, and the famous "Hot Shot" flight from Washington, D.C., non-stop to Fairfield.

• **ENLISTED MEN**—To insure that enlisted men are given the opportunity to compete for entrance to the Naval Academy prep school, COs must nominate outstanding qualified men.

Failure of COs to name eligible enlisted men "will result in injustice to the individual as well as loss of future officers to the naval service," states Alnav 51-48 (NDB, 15 July 1948). Reference was made to BuPers Circ. Ltr. 77-48 (NDB, 30 Apr 1948) directing nominations of men for the preparatory school.

The school prepares students for

the Naval Academy. Sessions are conducted from October through May for Academy preparation and from June to September for NROTC instruction.

• **CIVILIAN HELP** — Appropriated funds for fiscal year 1949 may not be used for pay, allowances or other expenses of any civilian employee in the residence or quarters of officers on shore performing services as a cook, waiter or other work normally done by a household servant.

This information was announced by Alnavsta 16-48, which stated that this rule applies only to use of civilians in officers' quarters and does not affect the use of civilians in enlisted quarters or for normal building maintenance.

• **ONE-YEAR ENLISTEES** — Navy and Marine Corps 18-year-old, one-year enlistees will be tagged by special identification letters.

The letters "EV" will follow the "USN" in referring to the Navy enlistees. Marine Corps enlistees will be designated "USMC-V." These special symbols will be used primarily for administrative and disbursing purposes. Use of the special symbols by the one-year enlistees is mandatory.

• **ENLISTED TRAINING**—Service schools operating under the cognizance of BuPers have been reorganized. Names of the schools were changed to conform to the new rating structure.

In a step to eliminate unnecessary administrative organization, considerable changes were made in the organization of many schools. Where several schools were situated at the same location they were disestablished as separate activities and placed under one administrative head. The new organization will permit greater flexibility in the administration of the enlisted training establishment.

Only where a single school is situated at a location will it be established as a separate activity. Schools will be headed by either an officer-in-charge or commanding officer, depending upon the school's size.

The training facilities at Port Hueneme, Calif., have been reorganized into 16 schools under the title of U.S. Naval Schools, Construction Battalion Center, Port Hueneme, Calif. Under the new structure BuPers now operates a total of 87 schools situated throughout the country.

• **TRAINING**—Modification of the curriculum and a change in the schedule of the Navy's electric interior communications and gyro compass courses has been announced by BuPers.

A training program initiated at the Interior Communication School, Rec-Sta, Washington, D.C. will consolidate IC and gyro compass courses and will absorb the gyro compass course now being taught at Brooklyn, N. Y.

Classes now being held at the Class B Interior Communication School in Washington, D.C., will extend for a period of 42 weeks of which the final 10 will be devoted to training in theory, operation, and maintenance of gyro compass and associated equipment.

To be eligible for this school candidates must be electrician's mates or IC electricians, second class and above, with a combined standard test score of 115 on GCT and ARI. They must have 30 months' obligated service and cannot have graduated previously from this school. The first class convened 26 July 1948 with new classes starting every four weeks after that date. Seventeen trainees will be accepted for each class.

WHAT'S IN A NAME

Whaleboats

Modern motor-driven whaleboats have a salty history.

Their forerunner was developed during the heyday of the New England whaling industry. Whaling ships would travel around the world looking for the elusive ocean-going oil wells and would sometimes remain away from their home ports for several years at a time.

From the moment the lookout shouted "Thar she blows" it was a race with time to man, lower away and overtake the quarry. The boat for this type work had to be light, fast and able to stand terrific punishment from both weather and whale. For obvious reasons it was called a whaleboat.



Reenlistments, Extensions Help Navy Exceed Its Goal

Due to a larger number of reenlistments and extensions than expected, the Navy has exceeded its goal of 180,000 enlistments for the year ending 30 June 1948.

Latest figures disclose that 181,603 were enlisted during the period of the recruiting drive. The Navy had anticipated 48,300 reenlistments and extensions during the period, with new enlistments accounting for the remainder. However, there were 68,443 reenlistments and extensions and new enlistments pushed the figure over the goal set.

• **FOREIGN AWARDS**—Navy and Marine Corps personnel now are not authorized to accept awards from foreign countries without specific consent of Congress. A deadline of 24 July 1948 was set as the last date on which Congressional approval was not needed for acceptance.

If refusal of an award or other presentation would prove embarrassing to the power conferring it, the individual may accept it. He should, at the same time, inform the donor his acceptance is subject to Congressional approval. The award must then be forwarded to BuPers for further transmittal to the State Department. Individuals should not obligate themselves or the U.S. in any way.

• **CLASSIFICATION RECORDS**—At least 75 per cent of pages 4A-4B (classification record pages) have been completed in service records of enlisted personnel. These service record pages, containing test scores and other pertinent classification data, accompany a man throughout his regular or Reserve naval career.

Personnel who do not have pages 4A-4B in their service records must have them completed before 1 Dec 1948 except in cases where classification service cannot be obtained. These personnel will be classified upon first contact with an activity that can furnish such service.

Once a man has been tested and pages 4A-4B are in his record he cannot be re-tested without first getting approval from the Chief of Naval Personnel, according to BuPers Circ. Ltr. 137-48 (NDB, 31 July 1948).

A description of the Navy classification testing program is contained in **ALL HANDS**, March 1948, p. 2.

• **PLAQUES AND INSIGNIA**—Naval vessels may mount and display plaques containing historical data on a ship and her predecessors in the Navy.

These plaques may contain such information as name of ship, year the first vessel bearing that name was acquired or commissioned, date present vessel was commissioned, statement as to how many vessels have borne the name, name and year of the battles or single ship engagements in which the ship or her predecessors participated and the year that Presidential Unit Citation or Navy Unit Citation was earned, if appropriate.

BuShips will issue instructions concerning the size, weight, material composition and location of the plaques and the relative size of the inscription. The plaques may be procured from the recreation fund, by popular subscription or subscription by the ship's company.

In order to insure complete accuracy in the data inscribed on the plaque, all the information it is to contain must first be cleared by the Chief of Public Relations (Navy History Division). Ships may request the Navy History Division to provide them with available pertinent data.

Navy Department officials consider that the display of these plaques would have a beneficial effect on morale. At present the only insignia authorized to be displayed by naval vessels are replicas of the World War II area medals and Navy commendations earned by a vessel.

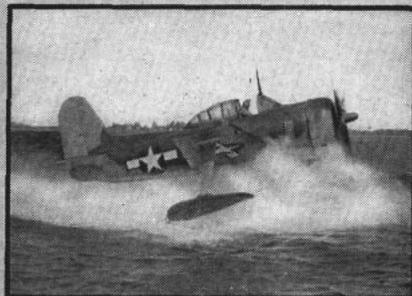
The display of ship unit insignia such as those displayed during the war by some small craft or on the stacks of some destroyers is not authorized. However, the Chief of Naval Operations has stated he considers the adoption, by a ship's company, of a crest or emblem for use in connection with recreational and social activities to be beneficial to morale and encourages their use.

Fleet commanders have been requested to encourage the adoption of individual ship or unit crests or emblems and to initiate measures to insure that the designs and the uses do not exceed the limits of good taste.

• **JACKET NUMBERS**—All correspondence relating to individual officers must specify officers' file (jacket) numbers in addition to full name (not initials), rank and classification. This reminder is being issued again by the Bureau of Naval Personnel to facilitate handling of such correspondence.

QUIZ AWEIGH

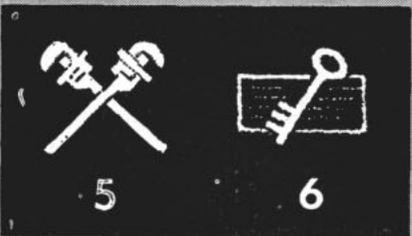
The Navy is always coming out with something new. Are you keeping up with the latest developments? If so, you should know the answers to these.



1. Airdales can tell at a glance that this is (a) Seachicken (b) Seagull (c) Seahawk.
2. It carries a crew of (a) three (b) one (c) two.



3. This man is taking a bearing with (a) azimuth circle (b) ringsight (c) radar device.
4. It is used to take sights on (a) shore parties (b) ships and docks (c) sun.



5. Under the new rating structure this rate belongs to (a) utilities man (b) mechanic (c) pipe fitter.
6. This one is (a) ship's clerk (b) disbursing clerk (c) mail clerk.

ANSWERS ON PAGE 53



MOLDING of raw recruits into superb fighting men is in capable hands of battle-wise Marine Corps drill instructors.

They're Taught to Be Tough

THERE are just two kinds of Marines: those who have been overseas and those who are going.

This remark is a good example of what contributes to the Marines' famed *esprit de corps*. It is attributed to General Vandegrift, Commandant of the U. S. Marine Corps during most of World War II. For almost 173 years the Navy's seagoing-soldier service within a service has compiled a record of fighting spirit and victories unexcelled in the annals of military history. They have never been outfought.

How does the Marine Corps take average young Americans from every walk of life and mold them into superb fighting men? Probably the most crucial period in this transformation takes place during their recruit training. Here the die is cast and the ultimate value of the individual to the Corps is determined largely

by his attitude towards the Marines when he emerges from "boot camp." Realizing this, the Marine Corps has established an excellent training curriculum at its two recruit depots, located at Parris Island, S. C., and San Diego, Calif.

Recruits enlisting west of the Mississippi River are sent to the San Diego depot for training and enlistees from east of the Mississippi are trained at Parris Island. Approximately 1,690 men are graduated from these two depots each month. The training course covers a period of 10 weeks.

During this 10-week period the young recruit works long hours under rigid discipline. Each night he is ready to crawl into his bunk when work is done, for at 0530 the next day he must hit the deck and be ready to go again. This rugged schedule serves a number of purposes. First, by re-

ceiving a heavy schedule of instruction in all phases of the work performed by the Corps the recruit will get a good over-all familiarity with the mission of the Marine Corps. Second, the effort he must exert gets him into good physical condition and he is kept so busy during the day and is sufficiently exhausted at night not to have time to worry and get homesick.

While in "boot camp" the change-over from civilian to Marine is largely the responsibility of the drill instructor. These "DIs"—hand-picked, outstanding non-commissioned officers—have the job of leading a platoon of men through the 10-week training course.

The "DI" has a great deal of responsibility during this period. He is responsible for the well-being of his charges, must see they receive all scheduled instruction and training

and that they are at all times subjected to the atmosphere the Marine Corps considers essential in the training stage of recruits. He must be their kindly consultant at times and at other times an inflexible disciplinarian. He makes a profound impression on most of his charges. Grey-haired sergeant majors, with 30 years in the Corps, have been known to talk admiringly about how tough their drill instructors were.

Every aspect of the daily routine of life in the Marines is patiently explained to the recruits by the drill instructor. He shows them how to make their bunks, how to stow their clothing, where to eat, bathe and wash their clothing. He delivers many of the lectures explaining the Marine Corps, its traditions, customs and courtesies, what it expects of them and what they may expect of it. He must at all times conduct himself as a model of the non-commissioned officers of the Corps. His job is not only to see they are properly trained, but he also must win the admiration and confidence of his recruits. In their eyes he is the Marine Corps and their first deep-rooted impression of the Corps is usually based upon the opinion they form of the drill instructor.

Because the men of the Marine Corps have always been in the midst of the toughest battles and campaigns in which the United States has been involved, the recruit training of young Marines is designed to subject them to strenuous tests of stamina. The unofficial slogan of "you've got to be tough to be a Marine" works wonders with impressionable youngsters enter-



MAP READING, vital in assaults against enemy positions, is covered by recruits in classroom sessions before tactical exercises are held in the field.

ing the Corps. After emerging from the weeks of rigorous training the young Marine cannot help but glow with pride when he realizes that he has successfully passed the testing period and is a full-fledged member of the Marines. Psychologically, this is probably the greatest single factor contributing to the organization's famed spirit.

During the first three-week period of training the recruit receives his clothing, short military haircut and lectures on military courtesy and performs infantry drills. At the end of this period the platoon is unrecognizable from the sport-jacket-clad group of young civilians who marched

through the depot gates with every other man out of step a few short weeks before.

Basic infantry training is touched upon briefly during four weeks of the training. Recruits must battle their way through the obstacle course, crawling through culverts and barbed-wire entanglements, climbing walls and swinging on ropes hung from trees over deep holes. After finishing this period the exhausted recruits feel they have been through the toughest conditioner devisable, until they start on the assault course. There they undergo a somewhat similar routine, only this time they must carry their weapons and other combat equipment

SMALL ARMS instruction (left) is important training phase. A recruit takes his turn at pulling in targets (right).





HAND GRENADE instruction is given by oldtimer (left). Above: Fine points of bayonet fighting are drummed into the

while they make steep ascents up cargo nets and take broad jumps over ditches.

During their training recruits move into the field, where they live in tents under combat conditions. Simple infantry maneuvers in the field, the basic usage of natural camouflage and field sanitation and hygiene are some of the items covered during this period.

While carrying out field maneuvers the recruit is able to apply some of the lessons he has learned in the classroom. He moves within the formations from the "point" to "rear

guard." He sees the principles of small unit tactics at work as he moves through combat tactics, cover and concealment, security on the march, formations—compass and map reading at night.

Small arms instruction teaches the new marine a basic knowledge of the nomenclature of weapons used by the Corps. The .45 caliber service pistol, .30 caliber automatic rifle, .30 caliber carbine and the Corps' basic arm, the .30 caliber service M-1 rifle, are drummed into the young leatherneck by practical demonstration, visual

training aids and self application. He learns to strip his rifle blindfolded and replace the parts in a matter of minutes.

The most exciting part of the recruit's training comes when the period of firing on the rifle range begins. Each platoon spends three weeks there. During the first two weeks he is drilled in preliminary rifle marksmanship which is taught by old rifle hands who know all the faults of young shooters and the tricks of correcting them. As an incentive to better marksmanship, the Marine Corps agrees to pay a monthly bonus to each student who can attain a set score over the record course for an M-1 rifle.

After the firing is completed, instruction and discipline come easier to the men as they return from the range and resume their classroom duties. Next on the program is practice in throwing hand grenades and firing a series of rifle grenades. Then the recruits are paired off and fight one another with sheathed steel bayonets and are taught the latest methods of protective and aggressive movement. Although dangerous, this realistic training is of great importance to the marine in combat, especially at night when he has very little time in which to act.

The recruit is coached in scouting, patrolling and map reading. He learns extended order formations and signals. Classroom instruction in every phase of Marine life is interspersed between active outside work. Many



BALM for weary feet is administered by Navy hospital corpsmen following strenuous marching. The Marine Corps emphasizes fit of shoes, care of feet.



recruit during hours of practice. Right: Weapons and other combat equipment must be carried on tough assault course.



training films and charts are utilized during the instruction periods.

During his training the young marine undergoes extensive classification tests and interviews to determine his mental and physical qualifications. Each man is interviewed by a specially trained classification interviewer who records such data as formal education completed, occupation prior to enlistment, entertainment talents, and any other pertinent information that might help in assigning him to the job he wants and for which he is best suited.

The men are informed during this period of the educational facilities available to them free of charge and another trained interviewer assists those who desire to continue their education in selecting courses of study through the Marine Corps Institute.

By this time the trainee has learned some of the ropes and adjusted himself somewhat to Marine life. He has changed in physical appearance. The sun under which he has drilled has tanned his body and he has toughened and become heavier-muscled by vigorous physical exertion during training. He stands more erect and has probably gained 10 to 15 pounds as a result of the clean, hard life and more vigorous appetite. He has gained in poise and stature.

Each Saturday at Parris Island and each Friday at San Diego parade grounds are filled with crisp khaki-clad marines in formation, awaiting the critical inspections held by com-

manding officers of the training battalions. As the band strikes up formations swing into rhythmic step, performing intricate drill maneuvers learned through long hours of practice. Then, immobile and erect as a pattern of statues, the young recruits are inspected. The battalion CO stops in front of each marine, scrutinizes him carefully, and questions many of the men about their classroom and field work.

At San Diego before the graduating marines go on "boot" leave, each is furnished with an outfit of the snappy

blue Marine Corps uniform. As the smartly dressed young men walk briskly through the gates on their way home for 10 days they present a vastly different appearance from their entrance through the same gates some 10 weeks before. They are fully aware they are now marines in the fuller sense. They feel the responsibility and dignity of the uniform they wear. They realize that whatever the course of events for the nation their predecessors have brilliantly defended for 173 years they, too, will play an important part in its destiny.



DEFENSE against chemical warfare is another phase of training. Through actual experience, the recruits learn the proper care and use of gas masks.

His Job: You and the U. S. Navy

WHO'S the Secretary of the Navy?

Nearly everybody knows that the Secretary of the Navy is a man named John L. Sullivan—bearing the same name as a man associated with a different kind of fighting a while back.

But, beyond that, who is SecNav? Where does he work and what does he do? Who were his predecessors? What sort of man lands the top job in Uncle Samuel's floating force?

First of all, let it be known that SecNav's office is not in an ivory tower on a gold-plated street in Utopia. Its actual location is now being changed to the Pentagon, from a building that was built as a "temporary" structure some 30 years ago. Both buildings are in the Washington, D.C. area, but that isn't important. The important thing is that SecNav's attention is devoted to every aspect of every sailor's work and welfare, from the use of jet planes on aircraft carriers to the cuff design of bluejackets' jumpers. He devotes a good deal more attention to your well-being than you do to his, and his job keeps him busier than a commissaryman on Christmas.

Let us go back to the birth of this top-drawer billet, 150 years ago—and earlier.

About the first organization leading up to an American Navy department at all was one which existed during the Revolutionary War. A temporary naval establishment had been created to relieve the War Department of its sea-going responsibilities. This group was headed first by the Naval Committee and later by the Marine Committee of the Continental Congress. It was dissolved at the close of hostilities.

After the Revolution, all ships of the American Navy were sold. Without a first line of defense, the country faced many perils within a dozen years. In 1798 a crisis was approaching in the trouble with France over the seizure of American ships by that country. Merchantmen were harassed by Algerian pirates in the

Atlantic. Three frigates ordered four years earlier for combatting pirates had not been delivered, and the American public was demanding an investigation of the delay.

Secretary of War James McHenry, facing a congressional investigation, submitted a long report of his troubles to the legislature. His report concluded with the suggestion that perhaps "the marine business . . . ought to be separated from the Department of War." This was on 22 Mar 1798.

Five days later, Congress voted more money to speed completion of the frigates *United States*, *Constellation* and *Constitution*. A month later, it passed an act to build, hire or purchase 12 small cruisers.

As a result of this naval expansion, the necessity for a separate naval establishment was made all the more evident. Congress, which previously had been divided on the issue, now mustered enough unity to adopt legislation creating the Department of the Navy. The act blue-printed SecNav's duties as follows:

" . . . to execute such orders as he shall receive from the President of the United States, relative to the procurement of naval stores and materials, and the construction, armament, equipment, and employment of vessels of war, as well as all other matters connected with the naval establishment of the United States."

So, on 30 Apr 1798—less than five weeks after Mr. McHenry made his suggestion—the Navy Department came into being. On the same day, the well-known song "Hail Columbia" was published. In Philadelphia, crowds on the streets sang,

"Immortal patriots arise once more—

Defend your rights, defend your shore!"

War fever flamed high among the populace.

President John Adams faced a difficult and urgent task in finding a suitable man to be the young nation's first SecNav. He considered the country's shipowner-merchants. Some of them owned fleets larger than the entire Navy, and most merchantmen were armed—giving their owners a working knowledge of naval artillery. Also, these men were fully acquainted with American shipyards and experienced in the recruiting of crews.

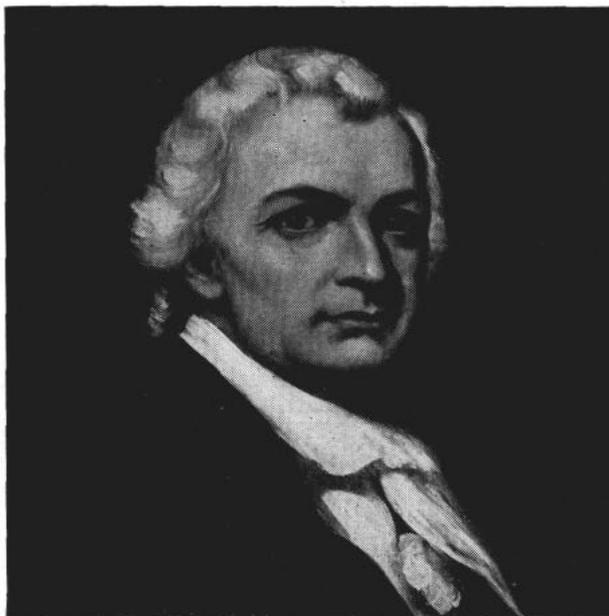
A man by the name of George Cabot of Beverly, Mass., was offered the job, but declined it. He had what he called an "invincible indolence of disposition." He had retired from the shipping business with a comfortable fortune and later resigned his seat in the Senate to gratify this trait. In short, he did not choose to run the Navy.

Down in Georgetown, Md. (now a part of D. C.), there was another likely-looking man, however. His name was Benjamin Stoddert. At the age of 47, this able, energetic executive had an impressive history behind him. He had served as an Army captain in the Revolution and as secretary to the Continental Board of War (a sort of war department). As secretary to the board, he had learned policies and details concerning personnel, materiel and finance and had become acquainted with many important government officials.

He, too, proved to be reluctant.

In a letter to his brother-in-law on 26 May 1798 he said, "I hate office—have no desire for fancied or real importance and wish to spend my life in retirement and ease without bustle of any kind.

"Yet it seems cowardly at such a time as this," he



FIRST SECNAV . . . Advocate of strong naval policy.

continued, "to refuse an important and highly responsible position. . . ." And two days later he accepted the office.

Arriving in the nation's capital (Philadelphia), Stoddert faced "bustle" of many kinds. With the quasi-war with France under way, Congress authorized naval commanders to "seize, take and bring into port, any hostile vessels" to protect the shipping and shores of the United States. The new Secretary found himself handling a flood of emergency matters almost single-handed. Pitching in with intelligence and vigor, he quickly developed the Navy to a point where it could stop the French. He established precedents with great boldness and put a firm foundation under the new Navy Department.

When Stoddert took office, the Navy's fighting strength consisted of one ship. This was *Ganges*, a merchantman bought for conversion to naval service. He raised the number of Navy ships to 54 and guided the Navy through its conflict with France. He established efficient routine in the new Navy Department, much of which was carried on by later secretaries.

Stoddert not only gave the nation a well-founded Navy department; he also committed the country to a strong naval policy. He considered a basic force of capital ships as necessary for national security. On 29 Dec 1798 he said in a report to Congress:

"Twelve ships of 74 guns, as many frigates and 20 or 30 smaller vessels would probably be found . . . a force sufficient to ensure our future peace with the nations of Europe."

After a three-year hitch, Stoddert left office, no doubt to lead the life of retirement and ease that he desired. This was a few weeks after Thomas Jefferson took office. Jefferson was an anti-Navy man, and by the time Stoddert had left the capital, Congress already had voted to reduce drastically the naval establishment. In the lean years that followed, the Navy department appreciated the solid footing that its first secretary had given it.

Later, Stoddert received the following tribute:

"A more fortunate selection could not have been made. To the most ardent patriotism, he united an inflexible integrity, a discriminating mind, great capacity for business, and the most persevering industry."

The next SecNav was Robert Smith of Lancaster, Pa. Before taking the top Navy job, he had been a lawyer, a publisher, a member of the Maryland Senate and a member of the Baltimore City Council. He was succeeded by Paul Hamilton of South Carolina, a man who had been a planter and Governor. William Jones of Pennsylvania was next—a merchant and U.S. Congressman.

Massachusetts is leader among the states in raising native sons who later become SecNavs, with eight. Last of them was Frank Knox, who held the office from 1940-1944. Maine, West Virginia, Indiana and Iowa each have furnished one. Fifteen states have been the birthplace of all the nation's 49 SecNavs. Only one of these states (Iowa) is located west of the Mississippi.

A breakdown of occupations held by SecNavs, before and after their tours of naval duty, is interesting.

Law has been the profession most frequently leading to the Secretary's office. Thirty-one SecNavs have been lawyers, among whom are John L. Sullivan, Claude E. Swanson, and Charles J. Bonaparte (a grand nephew of Napoleon). Before becoming SecNav, 17 men were members of the U.S. House of Representatives and 12 were Senators. The occupations of eight come under busi-



SECNAV TODAY . . . Fighting name heads fighting Navy.

ness, banking, railroads and insurance. Nine are listed as jurists, nine as governors, and six as journalists.

Many past SecNavs have each held several high offices during their lifetimes. Outstanding among them is William H. Moody who was a lawyer, jurist, U.S. congressman, Attorney General and Associate Justice of the U.S. Supreme Court. James Forrestal was a businessman and Under Secretary of the Navy before becoming SecNav. He is now Secretary of Defense. John L. Sullivan was a lawyer, Under Secretary of the Navy and Assistant Secretary of the Treasury before becoming SecNav.

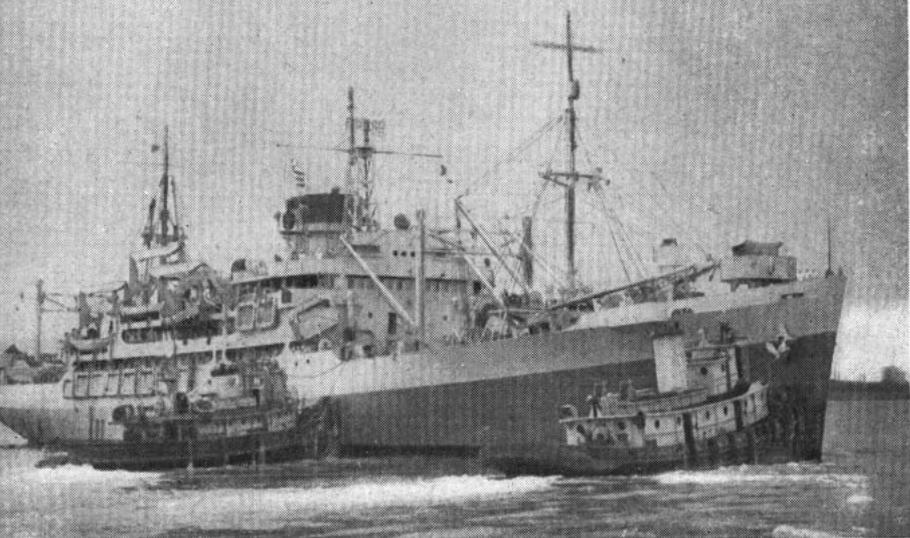
One SecNav served as a Confederate soldier in his earlier years; one was a publisher and one served as Secretary of State. A few SecNavs occupied only one profession in their lives, aside from the secretaryship. Among them are Charles F. Adams, who was a lawyer and Frank Knox, who was a journalist.

Shortest period in office was spent by Thomas W. Gilmer, who was SecNav from 19 Feb 1844 to 28 Feb 1844—a period of nine days. On the other hand, three secretaries held the position for eight years each. Five SecNavs—among them the illustrious Moody and Bonaparte—were appointed by Theodore Roosevelt. President Tyler held second place by appointing four, and Franklin D. Roosevelt, third—with three.

Involved in everything naval—from the proposed tonnage of a new battlewagon to the design of a forthcoming campaign bar—the Secretary of the Navy has plenty to think about. Numerous committee reports to study, high-ranking naval officers with whom to meet and converse, letters and directives to study and sign, formal government functions, the press—these things occupy the Secretary's time. It is rarely that he finds the opportunity to make a cruise on one of the ships with which he is so vitally concerned.

The \$15,000 a year that SecNavs are paid is probably a good deal less than men of their ability and background could make in civil life. Yet they, like Mr. Stoddert, accept the important and highly responsible position—and do their best to keep the U.S. Fleet's ships and men in the best possible fighting trim.

IT'S SUPERSERVICE



BERTHING of naval transports is one of the many vital services which are performed by port directors' offices situated in the U.S. and overseas.

COMING INTO harbor from a sea voyage, the skipper of a Navy transport could be expected to find a multitude of knotty problems. Is he to tie up at a pier? If so, what pier, and which side of it? Or is he to anchor out? If so, where? Are there navigational hazards in the harbor? Will there be barges available for stores, oil, ammunition?

The skipper does face these questions, but he doesn't have to make these decisions alone. At the harbor

entrance a representative of the local Navy port director's office meets the ship and proceeds to the bridge or the captain's cabin. It is his business to answer all those questions concerning berthing, anchorages, facilities, cargo and a host of other things.

If the transport anchors off-shore, the port director will see that necessary lighters, boats and other equipment are provided. If there is cargo to handle, he will arrange for stevedores. He arranges some of the de-

tails of unloading and loading passengers. He is concerned with fueling, and with handling of ammunition. Then, in accordance with directives from the Chief of Naval Operations, he will (in wartime) route the ship if it is to proceed independently or organize and route the convoy if there is to be one.

During this time, a great many other things are occurring behind the scenes. About these there will be more presently. Meanwhile, a glance into the background of the port director business is in order.

In July 1920 the Chief of Naval Operations established the Naval Transportation Service, called NTS. The Navy Port Director's Office was set up on the same day and was followed by the opening of offices in several naval districts. Previously, the only comparable organization had been a few "port supervisors" who held office during World War I.

Two Navy transports were retained in service. Ammunition ships, tankers and cargo ships were commissioned—some of which, like the transports, became famous for their constant travelling. Then the Navy's lean years came, and the port director organization all but disappeared.

In 1939, with Hitler, Mussolini and the Nipponese admirals rattling their sabers, the Navy port director program was revived within the continental U.S. At America's entry into World War II it expanded rapidly and hugely. Officials of commercial steamship lines seemed likely to be the most valuable men to serve as Navy port directors. Many of them so served with great success.

During the war, port directors and their staffs were sometimes not taken very seriously by their sea-going hosts. Perhaps in spite of their 20-year history they seemed to be something new, untried and not too essential to the deep-water sailors. A case is recorded where the officer in charge had to struggle grimly to prevent his personnel from being dispersed and assigned to various ships.

During World War II it was decided that a port director and staff would be highly valuable during actual invasions. Accordingly, the plan was adopted during the invasions of Iwo Jima and Okinawa. As it was necessary for the port director



AROUND THE CLOCK operation is necessary to fill requirements of ships in port. Need for permanent port director organization was seen in WW II.

FOR SHIPS

to start functioning while combat was still in progress, ships were made available to him for headquarters and staff offices.

Experience in World War II proved that a permanent nucleus of port director personnel was needed. Around this could be built a rapidly expanding organization in time of emergency that would put forth consistent and uniformly good results. Therefore an effective and detailed permanent organization was set up.

On 17 June 1946 the Chief of Naval Operations issued a directive to all ships and stations and all bureaus and offices of the Navy Department, defining the duties of port directors. Included were references that defined the status and command relationship of port directors' offices:

The port director is field representative of the Chief of NTS, and is under his technical control. If there is a naval base at the port, the Navy port director is a member of the staff of the Commander, Naval Base. Usually he is the naval base operations officer. In a port where there is no naval base, the port director is under the authority of the district commandant. In a port outside a naval district he is under the command of the appropriate area or sea frontier commander.

Some of the duties of the port director, in addition to those described earlier, are the following:



DEPENDENTS' overseas travel arrangements give the port directors and their staffs an opportunity to promote public's goodwill toward the Navy.

- Coordinate repair, supply, personnel and other in-port services required by NTS vessels, and by other vessels as directed.

- Issue operation orders to commanding officers and masters of NTS vessels and others as directed, and assist in carrying out the orders.

- Coordinate arming and disarming of merchant vessels.

- Maintain and inspect naval units, armed guard and communication units aboard merchant vessels.

- Coordinate the procurement, transfer, conversion, commissioning, shakedown, decommissioning and lay-up of NTS vessels assigned to his port.

- Make local arrangements for all ocean towing, except that handled by the operating forces without the assistance of the Naval Transportation Service.

- Maintain ship locator, ship plot and anchorage and berthing charts as required for shipping control purposes.

- Prepare and furnish information on current and prospective movements of all vessels under naval control to all interested commands.

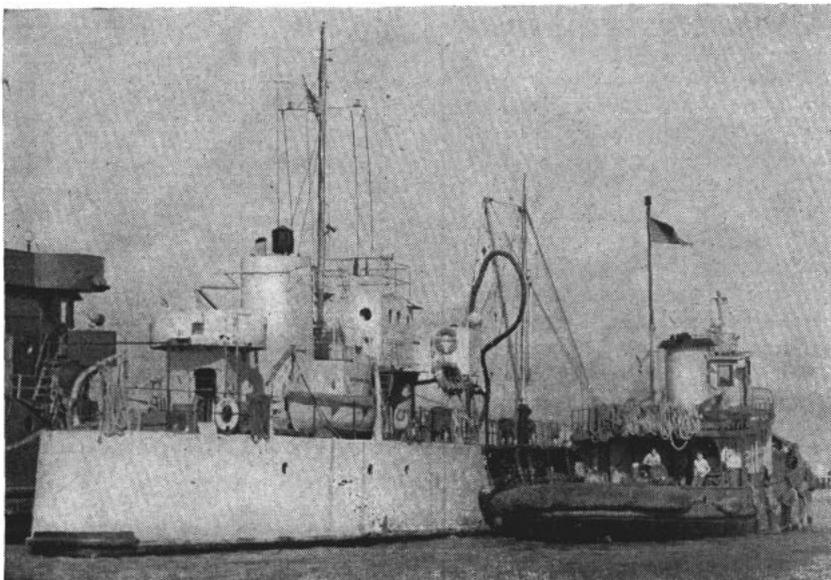
- Book all cargo and passengers for NTS vessels and all naval cargo and passengers to be carried on other public vessels.

- Make material and personnel inspections of commissioned NTS vessels and inspections of merchant vessels when required.

- Issue merchant ship publications and instructions, hydrographic publications and portable merchant ship communications equipment.

- Maintain liaison with other transportation agencies, governmental and private, on all matters affecting naval overseas transportation and the port facilities and services required therefor.

The port director is the Navy's steamship agent, booking cargo and



HARBOR SERVICE craft stand ready in busy ports to meet requests from NTS and other naval vessels for fuel, water and other needed services.



HARD-SLUGGING veteran survived brutal beating through resourceful action of crew. Repeatedly "sunk" by Japs, she was scrapped at war's end.

Marblehead Cited for Refusing to Sink

The men of USS *Marblehead* (CL 12) who risked their lives to keep the cruiser afloat under enemy attack in the Java Sea have been officially commended by the Secretary of the Navy. All personnel attached to and serving on board *Marblehead* on 4 Feb 1942 have been authorized to wear the Navy Unit Commendation Ribbon.

The citation was awarded for outstanding heroism in action against enemy Japanese aircraft in the Java Sea Area on 4 February 1942. Operating without air support as a unit of a combined striking force of U. S. and Dutch cruisers and destroyers, *Marblehead* was steaming north through Lombok Strait when an overwhelming force of Japanese aircraft appeared and launched a series of continuing bombing attacks.

The story of *Marblehead's* heroism began when her crew refused to accept defeat although the ship was badly damaged and on fire.

The Japanese considered the cruiser sunk on 4 Feb 1942 when incoming water brought the ship's bow down 12 feet and a jammed rudder caused her to steam in circles. *Marblehead's* officers and crew battled fires, bailed water and steered the ship by her engines as they guided the crippled vessel through reef-studded Lombok Strait.

Two days later, after putting out two fires, and pumping and bailing water continuously to keep the ship from swamping, the crew brought *Marblehead* into Tjilatjap, Java. There, temporary repairs were made

in a small drydock that could lift only one end of the ship at a time. The stern could not be lifted high enough to clear the damaged rudder, nor could the ship be freed completely of water and made wholly watertight. But the danger of the ship's being bombed in the drydock was so great that she put to sea again as soon as the worst leaks were repaired.

When the battered cruiser left Tjilatjap on 13 Feb 1942, she could be steered only by the main engines. Special watches were set on watertight integrity, and submersible pumps were kept in operation constantly.

Marblehead arrived at Trincomalee, Ceylon, eight days later and found that there were no facilities there for making additional repairs. The crew succeeded in repairing one steering motor there, and the ship proceeded toward South Africa.

The ship entered the graving dock at Simonstown, South Africa, on 24 Mar 1942. There extensive repairs were made by the Royal Navy dockyard force. *Marblehead* sailed from Simonstown on 15 Apr 1942, touched at Pernambuco, Brazil, and arrived in New York on 4 May 1942.

Five months later *Marblehead* was back at sea in fighting condition.

In August 1944, the "sunken" cruiser spent three days bombarding the southern coast of France. The important part this action played in clearing the way for assault landings was a fitting climax to *Marblehead's* dramatic two-ocean war service.

passengers. In the passenger business, especially now that many passengers are servicemen's dependents, port directors and their staffs find many opportunities to promote the public's good-will toward the Navy.

New problems have arisen in the shipment of cargoes. During the last war the Navy almost literally had a "bridge of ships" across the seas. Then it was merely a matter of filling a ship with material awaiting shipment and depositing it at its destination—usually a single discharge point for the entire cargo. Now a ship may be loaded with material from several shipping points to be discharged at a number of locations. In this the most detailed planning is essential.

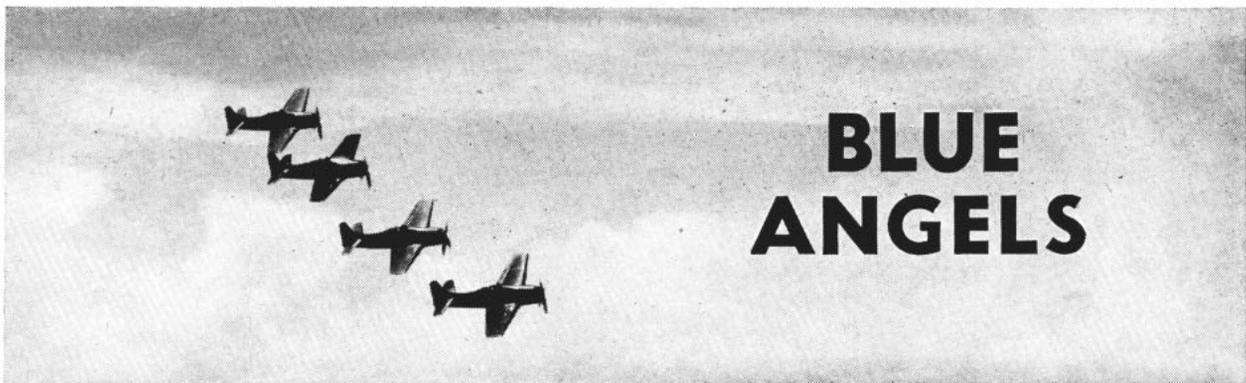
The harbormaster's office is sometimes called the nerve center of the port director's harbor activities. All day the air there is filled with requests for oil, water, garbage barges and many other services.

One of the less well-known missions of the port director is his work with agricultural inspectors in keeping dangerous foreign bugs, beetles, flies and other parasites out of the U. S. With ships coming from abroad it is customary for agricultural inspectors to come aboard with the port director boarding officer.

Sometimes the port director is called upon to pacify yachtsmen who have soiled their crafts' sides in the fuel that the Navy oil king has accidentally spilled. In ports where no other provision is made, he is responsible for keeping the harbor free from floating material. And it is not unknown for a port director to act as a lost-and-found administrator or a domestic-relations consultant.

At present there are Navy port directors' offices in New York, Norfolk, Seattle, San Francisco and San Pedro, as well as in a dozen overseas ports. Officers and enlisted men attached to these offices are gaining valuable experience. This experience will qualify them to be the nucleus of a huge port organization, should the need arise.

Each present-day port director in the continental U. S. is a district member of the Joint Army-Navy-Merchant Vessel Board. As such, he keeps a list of merchant ships and their characteristics on tab. Thus he is assured that he will have not only the manpower, but plenty for the manpower to do—and do with—in the event of mobilization.—H. O. Austin, MEC, USN.



BLUE ANGELS

ONE of the major attractions at the International Air Exposition at Idlewild, Long Island, N. Y., was the Navy's flight exhibition team known as the "Blue Angels." There, as in previous performances throughout the nation, they fascinated spectators with demonstrations of precision-flying tactics.

Originally authorized 2 Apr 1946, the Blue Angels have since gained fame throughout the world. During the two and one-half years of its existence the group has travelled more than 50,000 miles, giving approximately 140 performances before millions of spectators. The Blue Angels' first appearance was at the Southeastern Air Show, Jacksonville, Fla., June 1946. Later appearances were at the Cleveland Air Races, the World's Fair of Aviation in Omaha, and repeated demonstrations at many naval activities.

Not a daredevil or stunting group, the Blue Angels perform a more serious service than entertainment. One purpose of the team is to acquaint the public with the tactical use of naval aircraft, the maneuverability of carrier-based planes and the teamwork required of naval aviators. Another is to show student pilots the flying skill they may expect to attain as Navy aviators.

At the air shows the appearance of the Blue Angels is preceded by comments by the announcer, explaining a few of the maneuvers and giving some of the team's history. As the flight exhibition team sweeps into sight flying Grumman Bearcats at some 500 miles per hour,

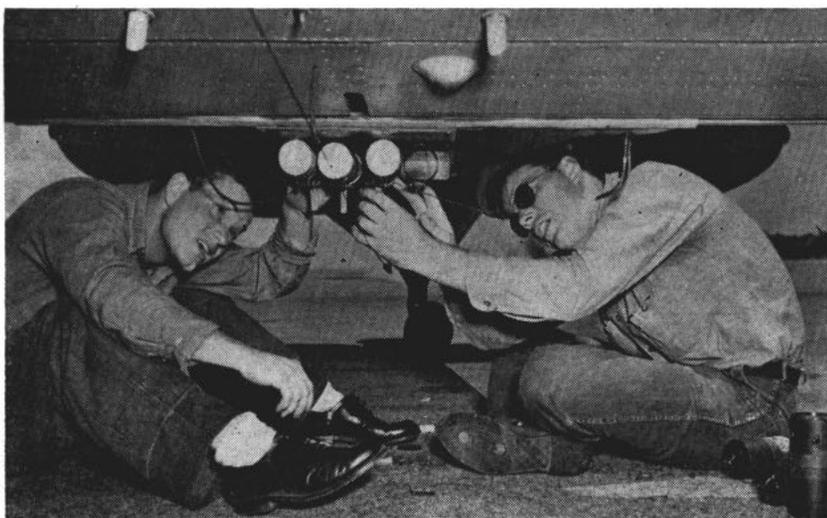
the announcer says with heightening intensity, "Here they come—your Navy's Blue Angels!" The announcer's running commentary continues throughout the performance.

First maneuver on the Blue Angels' program is a reverse one-half Cuban 8 in three-plane right echelon. In this the planes start a loop, do a half roll while going straight up and finish off the last half of a loop. Shifting again to right echelon, the planes continue on around in a conventional Cuban 8.

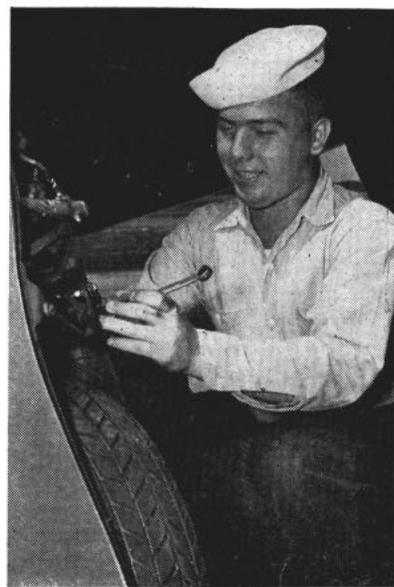
The Blue Angels' next maneuver is the reverse echelon roll. In this beautiful feat three planes come across the field in right echelon. They begin their roll in close formation and as they reach the inverted position cross over on their backs and roll out in a left echelon, on the opposite side from which the roll started.

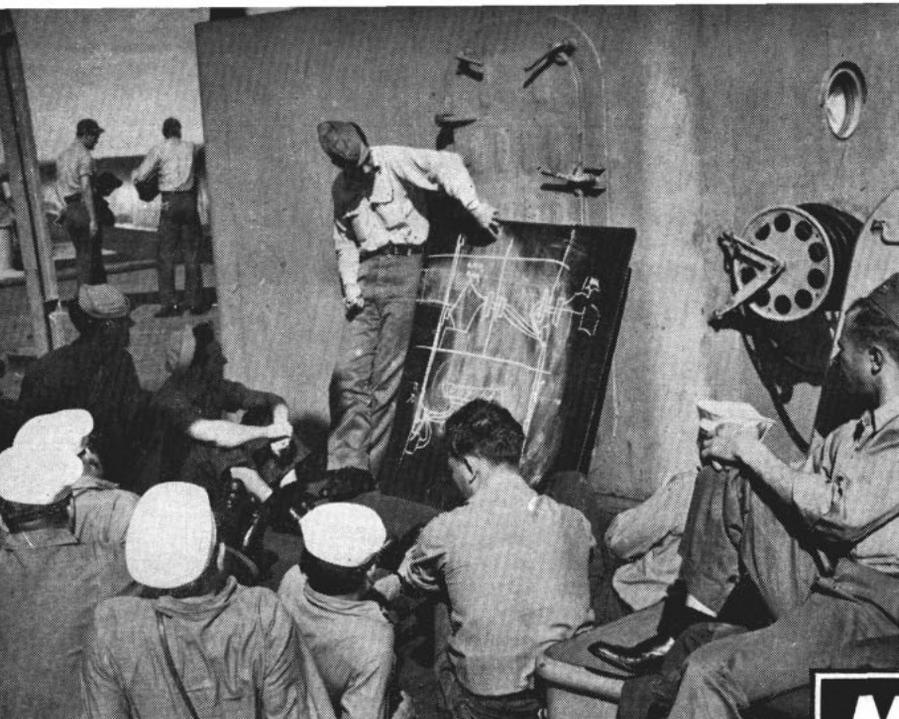
Next comes one of the most difficult maneuvers in the team's routine—a barrel roll in a V formation. Each plane rolls in place in the V, maintaining its position in close formation.

Following this there is a demonstration of actual aerial tactics used by Navy fighter planes. A mock enemy plane appears and is bracketed by the planes of the Blue Angels. The team's planes are kept in a position to protect each other and to press home the attack despite the "enemy's" efforts to evade them. The battle ends with the "enemy" disappearing over the horizon with the Blue Angels in pursuit.



PRECISION FLYING by Navy's famed 'Blue Angels' (top of page) emphasizes importance of maintenance being done by crew (left and right).





MAIL-ORDER

TRAINING CRUISES (above) are now supplemented by correspondence courses for home study in the Reservist's specialty.

A "KNOW-HOW factory," working in high gear to prepare 100 training manuals and correspondence courses for the Naval Reserve, is one of the Navy's busiest publishing activities.

The most ambitious effort of its kind, the Naval Reserve Training Publications Project has been in operation for over a year. Its aim is to provide publications to train all ranks and ratings of the active and inactive Naval Reserve, complementing the ships, guns and equipment built at Navy bases for a naval force ready to protect the peace.

Scheduled for completion in July 1949, the project's textbooks have the scope of a Navy "Encyclopedia Britannica." Approximately 30,000 pages, 15,000 illustrations and more than 10,000,000 words will fill the 100-odd books and courses which are being prepared by a large staff of experts trained in all phases of naval activities. The project is set up in 15,000 square feet of the Naval Gun Factory in Washington, D. C.

While the first of the new courses has already been completed and delivered to the printers, most of the textbooks and training manuals will not be available to Reservists until late next year.

Textbooks for all Reserve officers and enlisted men—bakers and chaplains, personnel men and civil engineers, opticalmen and deck officers—are included in the comprehensive list. Specialized courses in photo in-

terpretation, aircraft engines, damage control, island government, and naval airborne ordnance indicate the scope of the project.

Established by the Secretary of the Navy in February 1947, the project is under the management control of the Bureau of Naval Personnel, with technical supervision exercised by the Training Publications Section, Training Activity.

The need for an extensive Reserve training program became apparent at the end of World War II, by which time the Navy had grown into a vast organization of specialists. The return to civilian life of some three million and a half Reservists posed a major problem to the Navy in its effort to maintain a trained Reserve force, well versed in their naval specialties and capable of resuming their responsibilities in the event of mobilization.

Today approximately 1,000,000 men are enrolled in the Naval Reserve, but only one-fourth of that number is able to keep up with the Navy through participation in drills with organized units.

The Naval Reserve Training Publications Project and the bureaus and offices of the Navy Department are making it possible for the large number of Volunteer Reservists to broaden their background of naval information through study at home in their spare time. The new Navy training manuals and correspondence courses will be available also to personnel of the

Organized Reserve and regular Navy.

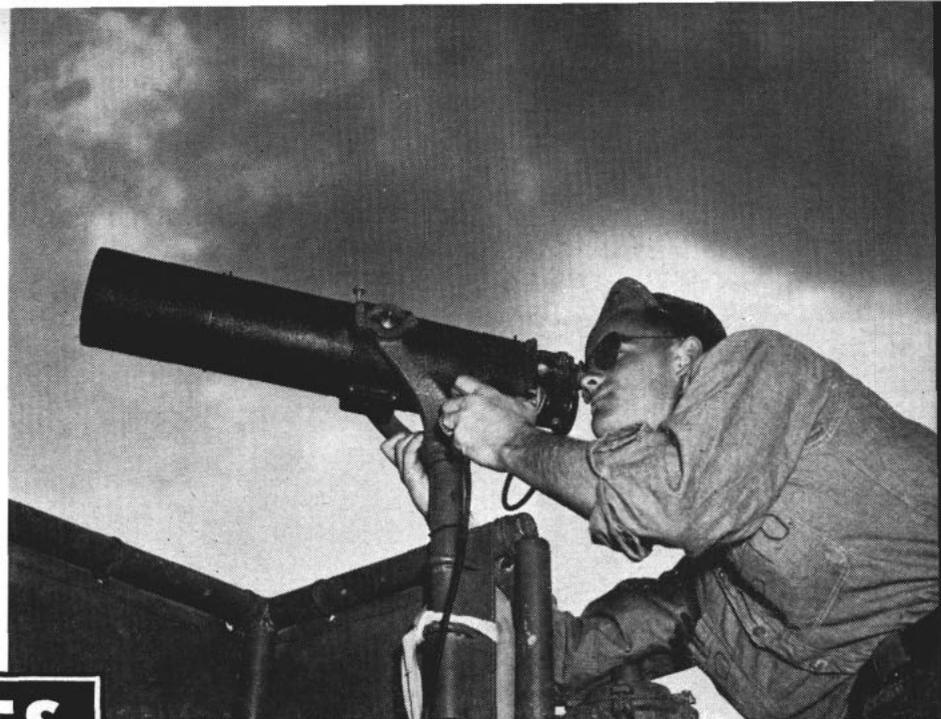
The new publications will at the same time provide the means for officers to qualify for promotion and for enlisted men to study for advancement in rating.

It is planned that the officers' correspondence courses now being prepared will count in the accumulation of points leading toward liberal pensions at the age of 60 after 20 years of satisfactory service in the Naval Reserve.

At the publications project in the Naval Gun Factory a staff of nearly 200 people is engaged in the job of



FIRE-FIGHTING is also included in the series. Courses are an important element



RESERVISTS

COURSES touch on all phases of naval activity from the Parachute loft (left, above) to the signal bridge (right).

preparing the courses and manuals. Included in this group are naval officers and chief petty officers who are specialists in various fields of naval science, as well as civilian professional writers, technicians, editors and illustrators. At present there are 31 officers, 16 chief petty officers, 77 professional and 72 editorial and clerical personnel on board.

The publications "assembly line" covers two floors, with writers at their desks surrounded by volumes, charts, reports, outlines and shop notes. Draftsmen and artists are busily engaged in reproducing technical charts

and illustrations which were prepared for the Navy during World War II. Supplementing these are new illustrations which will make the manuals as up to date as the Navy itself.

So rapidly has the project grown that the research library has been forced to use packing cases for shelves in order to find places for the masses of research books which have been gathered as source material for the writer.

Each of the training manuals and correspondence courses is tackled as a separate problem.

One technical writer is assigned to a book, working on his project in cooperation with the cognizant bureau of the Navy. An outline is made, and after extensive research in the field of study, the writing program gets under way.

Reserve officers and chiefs with specialized training or technical knowledge have been welcomed to the project during their annual two weeks' training. Assigned to text book projects in new fields on which there has been little written, such as aviation ordnance, they write or dictate into wire recorders their suggestions for training outlines.

One Reserve officer, a commander, arrived for two weeks' training and stayed on to complete a book.

"I was told," said the officer, who is an authority in engineering, "to write an officers' correspondence course on the material that I wished I had known when I first became en-

gineering officer on board a Navy ship."

Navy bureaus review carefully each of the manuscripts covering their field of activity. Some bureaus are preparing their own textbooks and courses which, added to those prepared by the Reserve project, will bring the number of new training publications to 141.

Approximately 100 American private industrial organizations have cooperated on the Reserve project, providing training data, educational charts and illustrations.

The enlisted men's training courses have been planned to supplement or replace existing "Navy Training Courses" and eventually to give 100 per cent coverage of the entire rating structure. Primary consideration is given to the new emergency service ratings, with rates such as surveyor, instrumentman, builder, teleman and draftsman covered for the first time.

While the new manuals are written by specialists for specialists, the primary aim is to make the books interesting as well as informative.

Profusely illustrated, the course books are prepared so that an enlisted Reservist who is unable to attend drills at Reserve units can study at home in his specialty and take the examinations for advancement in rate.

During the interim period while the new textbooks are being written, enlisted personnel may study the training courses already published, or suggested publications where no train-



of Navy's peacetime role of training fighting men to man the fighting ships.



INDIVIDUAL STUDY of any one of the project's numerous courses will enable members of Reserve to keep up with latest advances in specialties.

ing courses exist. Enlisted personnel who desire to study in their rate may contact their naval districts for reading lists in the field of their specialty.

The long list of subjects which will be included in the officers' correspondence courses covers chaplains, civil engineering, communications, deck, electronics, engineering, intelligence, law, medicine, dentistry, naval aviation, supply, transportation, and specialist courses in ordnance, aviation and other fields.

Each Reserve officer in order to qualify for promotion will be required to complete satisfactorily basic examinations or correspondence courses which will cover the following general subjects: (1) Naval Orientation, (2) Naval Leadership, (3) Naval Administration, and (4) Naval Command.

Each basic correspondence course will require approximately 50 hours of study and work. In addition a Reserve officer must complete specialized correspondence courses in his classification requiring approximately 200 hours of study.

The first correspondence course for Naval Reserve officers was sponsored by the Navy in 1928 when a course in navigation was established. While the textbooks now being prepared at the NRTPP will not be ready for some time, certain courses are now available. They include:

Navy Regulations and Customs, Military Law, Seamanship, Communications, Ordnance and Gunnery,

Navigation (elementary and advanced), Naval Engineering and Electricity (elementary and advanced), Diesel Engineering, International Law, Elementary Nuclear Physics, Foundations of National Power.

The course in Elementary Nuclear Physics is based in part on the "Atomic Bomb Test Extra" of ALL HANDS of July 1946. The courses are

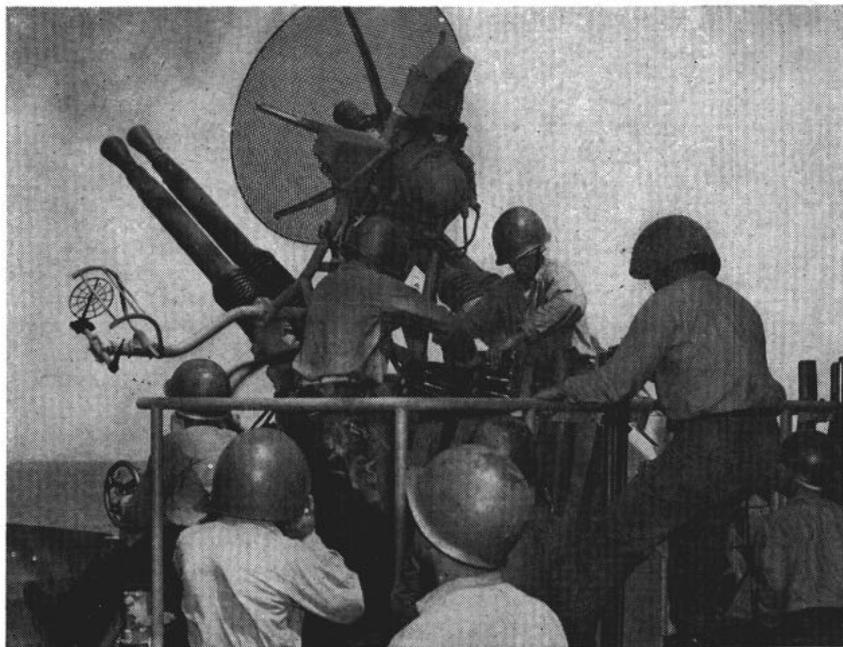
open to all officers on active or inactive duty and to enlisted personnel recommended by their commanding officers as prospective officer material. Over 90,000 completed courses have been turned in to Naval Correspondence Course Centers since they started operation.

The Navy has not yet determined the amount of promotion credit which will be granted for completion of the 13 correspondence courses now available. However, when the new promotion courses have been prepared and approved it is planned to give promotion credit for all present courses that closely parallel the new courses.

Officer personnel who desire to enroll now in one of the available courses should direct their requests to the Naval Correspondence Course Center for their area, as follows:

- Personnel in 1, 3, 4, 5, and 10th NDs and PRNC—Building 4, Naval Shipyard, Brooklyn 1, New York, N. Y.
- Personnel in 9th ND—Headquarters 9th ND, Great Lakes, Ill.
- Personnel in 6, 8 and 15th NDs—Building 2, U.S. Naval Station, New Orleans 14, La.
- Personnel in 11, 12, 13, 14 and 17th NDs—Naval Correspondence Course Center, Treasure Island, San Francisco, Calif.

Naval activities will be advised as the new training manuals for enlisted men and correspondence courses for officers become available.



GUNNERY and latest ordnance advances are covered thoroughly. The primary purpose of project is to produce and maintain well informed Reserve.

The Origin of Naval Ordnance

WHEN the 16-inch rifles on a battlewagon speak up with a sea-shaking roar or you see an AA gun spitting lead at an incredible rate, do you ever wonder what sort of people, places and developments lie behind the Navy's modern guns? Behind them, as pioneers, are the Naval Gun Factory (originally the Washington Navy Yard) and its one-time CO, J. A. Dahlgren. And even before they played their part, there was a man by the name of Henry Foxall. . . .

Although the Washington Navy Yard (Washington, D. C.) was in existence by the end of 1799, no guns were built there until years later.

It was Henry Foxall who created the first domestic-built guns for American ships. He had a small gun factory in Georgetown, D. C., which was doing business in 1814. That summer the British came up from the lower Potomac and Patuxent rivers and set fire to the capitol building in Washington.

They were proceeding toward Mr. Foxall's establishment, torch in hand, when a thunderstorm began. Thereupon, the British abandoned their plan of burning the Georgetown gun factory.

Mr. Foxall was so grateful to the Almighty for the gift of rain which had saved his enterprise that he promised to set up a chapel as a token of his gratitude. Foundry Church, which had its conception in that summer shower, can be seen on 16th & P St. to this day.

The Navy yard, across the city on the bank of the Anacostia River, did not fare as well. It had been set on fire by Captain Tingey of the U. S. Navy, Commandant of the yard, prior to the arrival of the British forces, and was almost totally destroyed. No sooner had Captain Tingey crossed the Potomac to Alexandria than the British came upon the navy yard and set fire to everything that had not already been burned.

During this period and the years following, the chronicles of the Washington Navy Yard recorded the most trivial happenings. The entry for Monday 2 Apr 1827 made history of the following: "Oxen hauling guns up from the wharf and dirt to the wharf and doing other duties of the yard." Another entry informs posterity that on a certain day "Mr. John Eliason of Georgetown sold to the yard for Navy use 120 barrels of Good Whiskey at 52 cents a gallon."

For a few years following the War of 1812, history does not give us much information about the development of naval guns in America. The Washington Navy Yard was rebuilt and played host to Robert Fulton who dropped in to promote a vessel of his design. In 1829 Captain Tingey died in office, and was succeeded by Commodore Isaac Hull.

In 1847 Lieutenant John A. Dahlgren was ordered to ordnance and equipment duty at the Washington Navy Yard. In a short time he gained such an extensive knowledge of all

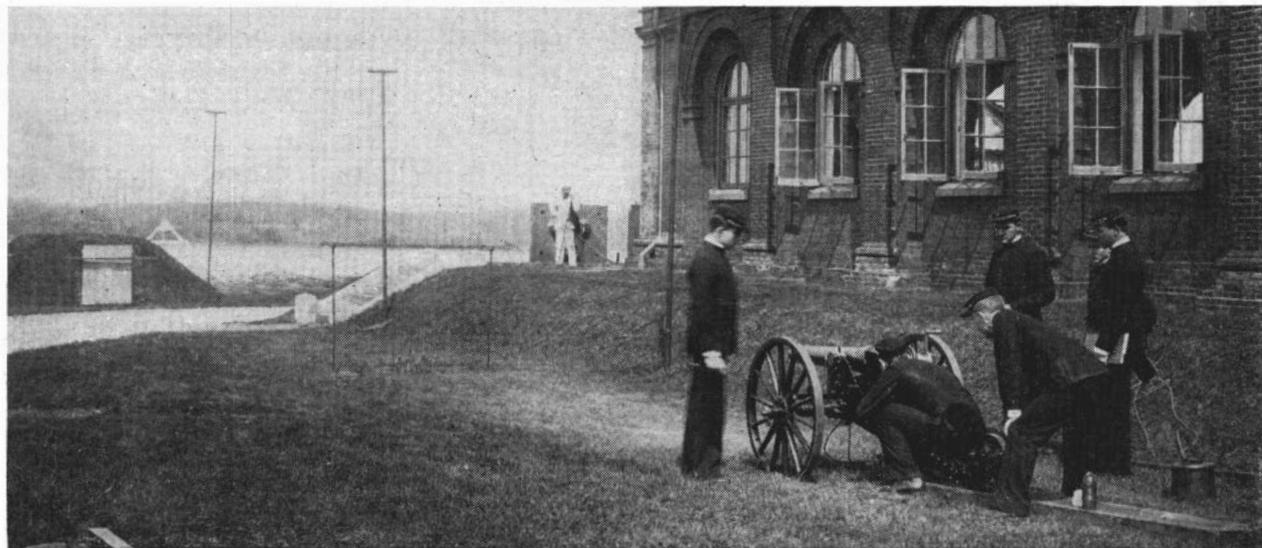
branches of ordnance that he became an authority on the subject. Through his persistence and executive ability he greatly expanded the facilities of the yard in the ordnance field.

He supervised tests in 1849 of a newly-invented shot or shell that was designed to start a rotating motion in a smooth-bore cannon and to whirl, point foremost, in its trajectory. We find him in 1853 experimenting with army guns and explosive shells.

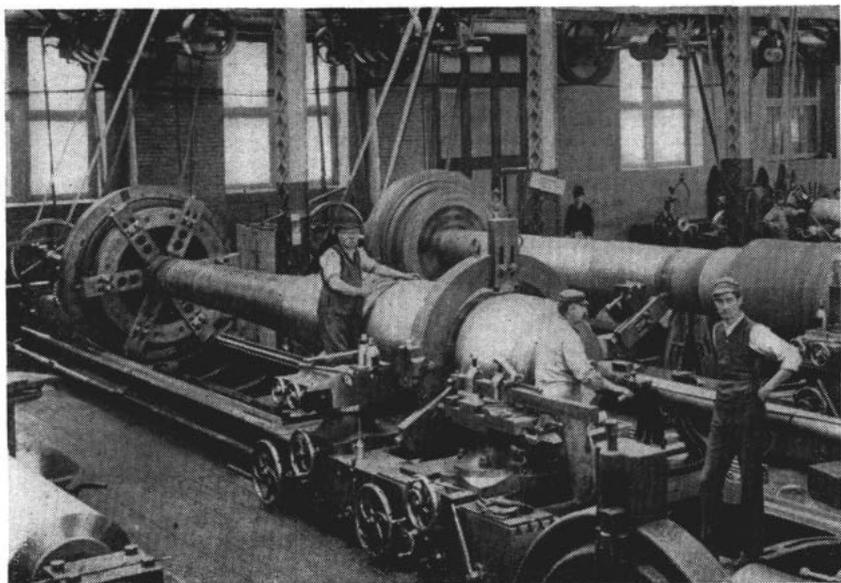
Although he later complained that he was overridden in all his suggestions, Mr. Dahlgren found greater success than any other man of his time in promoting new developments in naval ordnance.

In 1857, the first class ship of war USS *Plymouth*, under the supervision of Commander Dahlgren, made a successful cruise with 9-inch and 11-inch guns on board. During the cruise the Dahlgren guns were found to be "as manageable and effective in rough seas as ordnance of less weight."

As a result of rumors in January 1861, the Washington Navy Yard prepared itself for a state of siege. Word was going around that mobs were planning to storm the yard to get arms and ammunition to use in preventing the inauguration of Abraham Lincoln. Personnel of the yard placed 12-pound howitzers at each gate, at the main buildings, and at the waterfront. The commandant issued an order that stated in part: ". . . I shall require all officers and



VELOCITY of a shell from a Naval Gun Factory field howitzer is measured by midshipmen during late 1880's.



OLD-TIMERS turn 10- and 12-inch naval guns on power lathes that look modern even today. At Gun Factory, a progressive policy is traditional.

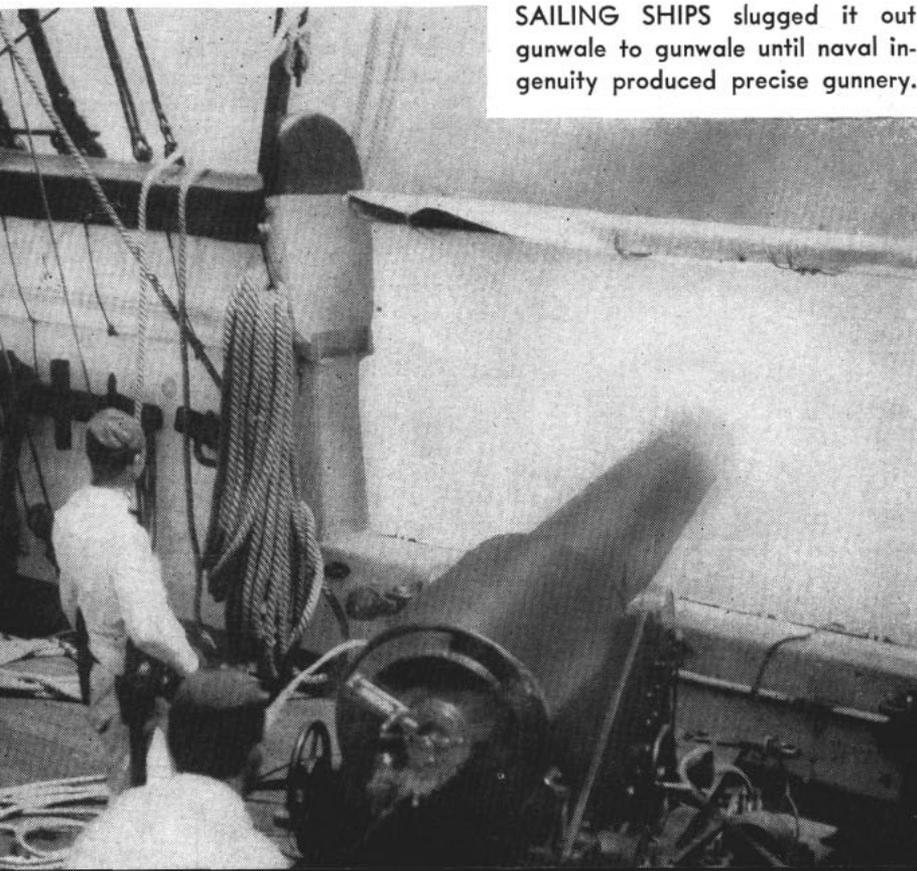
others under my command to defend it to the last extremity, and, if we be overpowered by numbers the armory and the magazine must be blown up.”

The populace did not storm the yard, however, and the crisis passed without incident. In 1861 Commander Dahlgren was called upon to take command of the yard. An indication of the high esteem in which Dahlgren was held at that time is his appointment as head of the yard while

still a commander, succeeding a captain and a commodore.

A peculiar task was assigned the Washington Navy Yard in that year. President Lincoln and Secretary of the Navy Seward arrived at its gate late one night. They called upon authorities of the Navy Yard to take charge of a large party of mutineers from the Army who were then in the city in the custody of a detachment of cavalry. The Navy Yard authorities

SAILING SHIPS slugged it out gunwale to gunwale until naval ingenuity produced precise gunnery.



complied, the prisoners were put aboard the side-wheel steam-and-sail frigate *uss Powhatan* which was lying in the river, and the President and SecNav returned to their homes.

Then the Navy Yard began to be used as a *confining* place for runaway slaves from the southern states. With facilities, including *Powhatan*, becoming overcrowded, the Navy authorized the enlistment of these men in the rating of “boys” with a monthly pay of \$3.00.

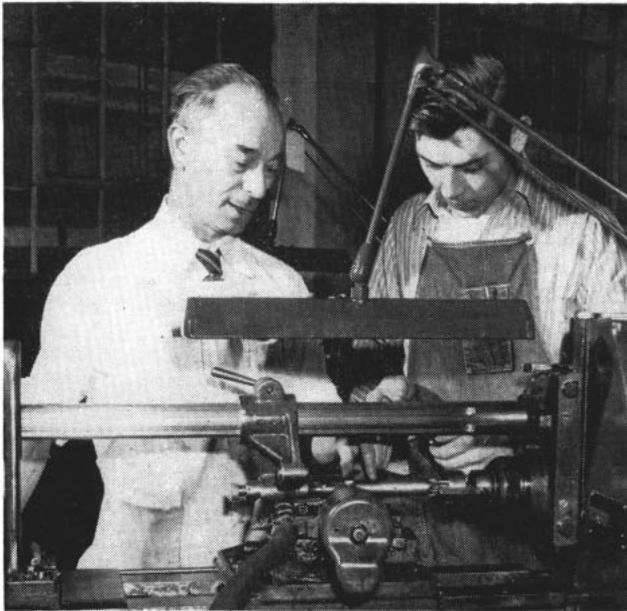
After the Civil War, the Navy and naval affairs—including naval ordnance—were relegated to an obscure place in national thought. By 1881, hardly a vessel was fit for warfare and only a few were in condition for normal cruising. Vessels surviving from the Navy of 1865 were chiefly pre-Civil War ships which were built of wood and carried smoothbore guns.

Then began a period of rapid development in U.S. naval ordnance. First the Navy had to decide between the hooped steel and the wire-wound designs for guns. In 1880 the manufacture of the first hooped-steel, high-powered rifled guns of the U.S. Navy began. Previous to this, all the Navy’s armament had been muzzle loaders of cast iron construction. During the 1880s, our steel industry was in its infancy and it was the demands of the naval gun manufacturers that lent impetus to the development of large steel mills.

The Navy’s famous “White Squadron” in which the old cruisers *uss Chicago*, *uss Boston*, and *uss Atlanta* played a part, carried a number of 6-inch breech-loading rifles. The guns fired a 70-pound projectile with a 35-pound powder charge. It was necessary to purchase *brown powder* from Germany and armor-piercing shells from France to feed these guns.

In the following decade (the 1890s) a new twist occurred when our Navy acquired breech-loading guns and smokeless powder from France, along with armor-piercing shells made in America. During that time 13-inch guns were placed on ships of the *Oregon* type. BuOrd reported then that “It is thought that this will be the largest gun ever needed for Naval Service.”

In the meantime, much work of a navy yard nature that had earlier been done at the Washington Navy Yard was being side-tracked to the yards at Norfolk and Philadelphia. The Washington Navy Yard was declining in importance as a Navy yard.



VETERANS of both wars work side by side at the Gun Factory (left). Right: Workman stamps 5-inch shell cases.

But, largely through the start it gained under Dahlgren, its ordnance department had made rapid progress. In 1883, by an act of Congress, a gun foundry board was appointed by the President. After visiting Great Britain and the continent of Europe, the board recommended a gun factory for the Navy at Washington, D. C.

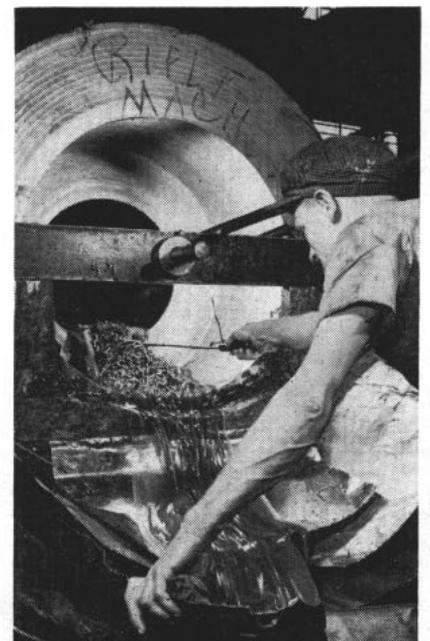
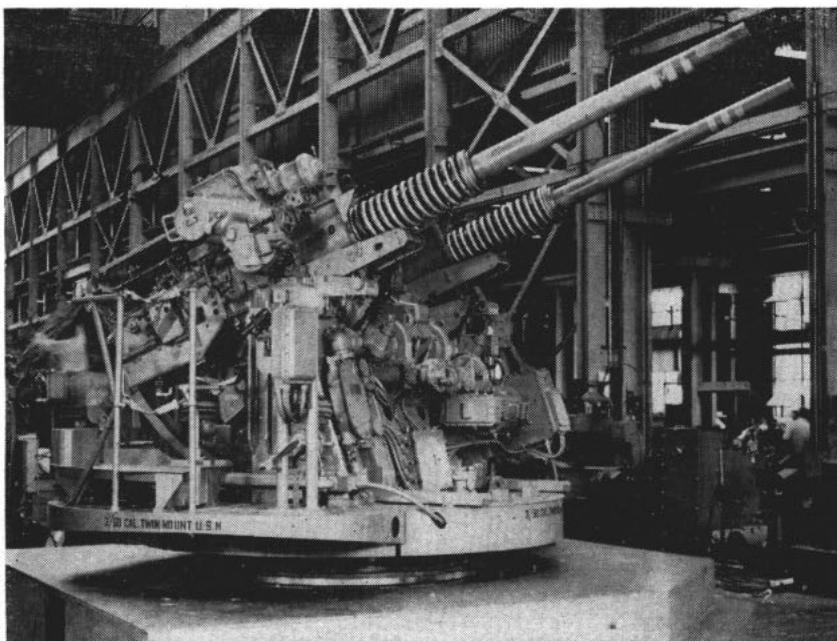
Finally, on 14 Aug 1886 the Washington Navy Yard's activities were devoted entirely to ordnance. The Naval Gun Factory was born. Since that time, development of many of the

Navy's guns and mounts and the manufacture of a great quantity of them have taken place there.

In the period near 1910 when cage-mast battleships were in vogue, the battleships *uss Wyoming* and *uss Arkansas* were equipped with 12-inch 50 caliber guns. Fourteen-inch 45 caliber guns were carried by the battleships *uss New York* and *uss Texas*. Greatly improved design for turret training was used in ships of the *Delaware* and *New York* classes. The greater importance of efficient

fire-control systems was being emphasized as the range of ship's guns increased.

History of the great strides taken by U.S. Navy Ordnance during, between and after the two world wars would fill many volumes. But the many old guns preserved as trophies at the Naval Gun Factory speak volumes in their own way of the period that ended 30 years ago. They seem to say that with the aid of Dahlgren and the Washington Navy Yard they led to great things.



LATEST of Gun Factory developments is 3-inch 50 caliber, left. Right: Worker removes steel chips from gun barrel.

The Fleets of Chile and Peru

WITH a coastline as long as the distance from New York to Ireland—some 2,900 miles—and with almost all her population living within 100 miles of the ocean, Chile is understandably sea-minded. While not possessing South America's largest navy, Chile does have that continent's most powerful naval vessel and an excellent naval academy. New naval facilities are being developed and steps are being taken to improve and expand the merchant marine.

Principal seaport and site of the naval academy is Valparaiso, about the same distance south of the equator as Long Beach, Calif., is north. At Las Salinas, not far from Valparaiso, there is a communication school for enlisted naval and merchant marine personnel. An excellent gunnery school is also maintained at Las Salinas, and an engineering school for nautical men will be established there.

Down the coast about 250 miles at Talcahuano is the main naval base which includes a "boot camp" for enlisted men. There, on Quiriquina Island the enlistees—almost entirely volunteers—get their initial training

(This is tenth 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.)

before going to sea. After a year at sea, usually aboard the battleship *Almirante Latorre*, the young seamen are given a chance to try out for one of the service schools. These schools, most of which are at Valparaiso, have strict entrance requirements. Candidates take an entrance examination embracing history, geography, Spanish and other cultural subjects, as well as the specialty in which the candidate is interested.

The Chilean navyman must be thoroughly experienced in his old rate before being advanced. For instance, he must spend two years in the rate of *aprendiz* (corresponding with the U.S. seaman recruit) before being promoted to the next higher rate. Three years are required in most other rates to qualify for advancement. With nine pay grades to pass through before becoming a *suboficial mayor* (CPO), the enlisted man usually has com-

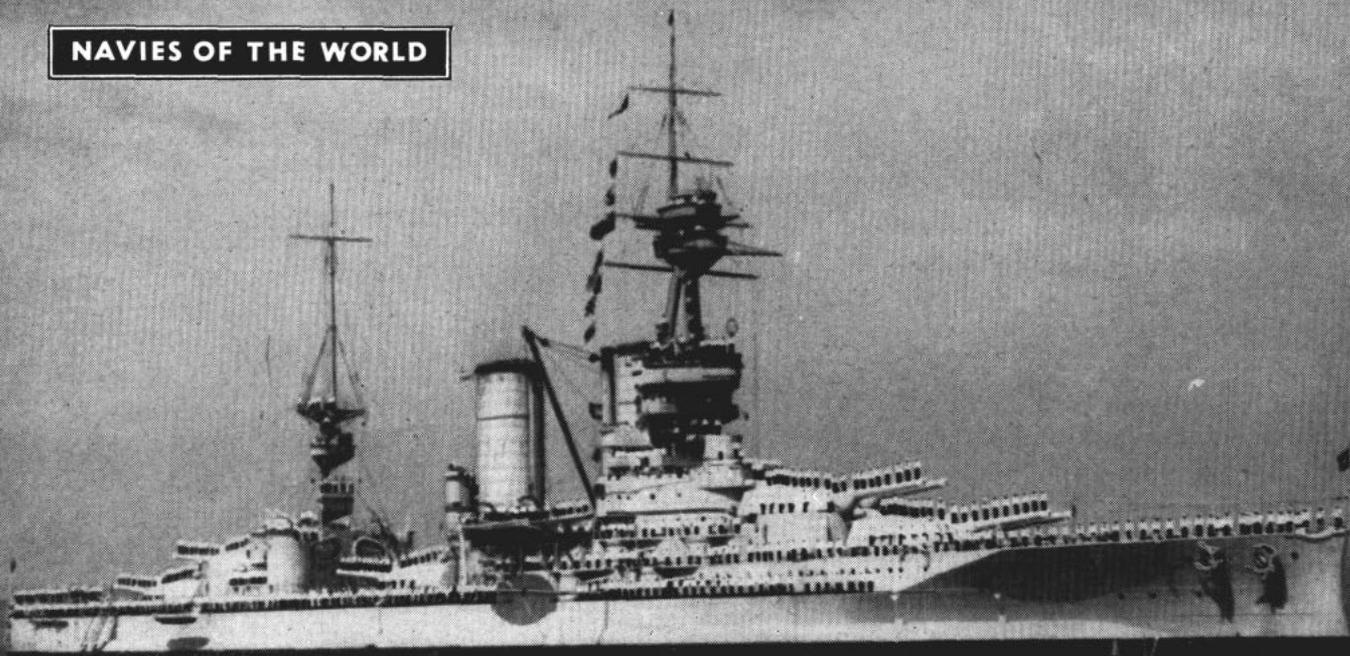
pleted 20 years or more of service before reaching the top of the ladder.

Enlisted men no longer have an opening to commissioned ranks, except to commissioned warrant rank. There are at present about 30 commissioned officers above warrant rank in the Chilean navy who are ex-enlisted men. As these retire they are being replaced only by academy graduates.

The naval academy's five-year course is attended by both navy and merchant marine officer candidates. The same uniform is worn by both types of students and both study the same subjects and enjoy the same facilities. Merchant marine personnel are given their third mate's papers upon graduation and also are called naval cadets.

Entering the academy at 14, 15 or 16 years of age, the young Chileans face a rigorous course of study. During the first year they are taught algebra, biology, Spanish, history, geography, English and geometry. During the second, chemistry and trigonometry are added. Three more subjects are added during the third year and five in the fourth. While some subjects

NAVIES OF THE WORLD



LARGEST and most powerful South American warship, 30,000 ton *Almirante Latorre* is the pride of Chile's fleet.

are terminated at the end of the various terms, English and advanced courses in other subjects are pursued throughout the five years. No sea cruises are included until the end of the fourth year. The fifth year consists of a year's training at sea, with the rank of past midshipman.

Men who are to be supply officers acquire two years more preliminary training than do other officer candidates before entering the academy. They, however, spend only two years at the naval academy, after which they report directly to the navy's supply department.

Mainstay of the Chilean fleet and South America's largest warship is the battleship *Almirante Latorre*. This ship was built in England, and completed in 1915. She was intended for Chile while under construction, and named *Valparaiso*. Taken over by the Royal Navy in World War I, she served as HMS Canada. She was re-acquired by Chile and given the present name in 1920.

The ship was completely refitted in England in 1929-30. Torpedo protection, new fire control equipment, oil burning boilers and a catapult were added at that time. The catapult was later removed. Other information follows:

- *Almirante Latorre*—30,000 tons, speed 22.7 knots, main armament ten 14-inch and fourteen 6-inch guns. This ship was named after the captain of the Chilean ironclad *Cochrane* which fought in the Battle of Angamos which largely determined the outcome of the war between Chile and Peru in 1879. Comandante Latorre afterward rose to flag rank. *Almirante Latorre* now is undergoing complete repair.

The Chilean navy has one cruiser:

- *Chacabuco*—3,437 tons, speed 20 knots, main armament six 6-inch 50 caliber guns and others, built in England and completed in 1902. This ship was rearmed and fitted with a new bridge in 1941.

Of more modern design are six *Serrano*-class destroyers, completed in England in 1928:

- *Serrano, Orella, Riquelme, Hyatt, Aldea, Videla*—standard displacement 1,090 tons, main armament three 4.7-inch guns and six 21-inch torpedo tubes, speed 35 knots. These are well-built ships, adapted for use in a wide range of climates. They have unusually good accommodations. Hull plating is galvanized.

Three frigates were acquired from Canada in 1946:

- *Covadonga, Esmeralda* and *Iquique*—1,445 tons, speed 20 knots, main armament two 4-inch, and ten 20-mm. AAs. Completed 1943-44.

Also built in Canada in 1944 and delivered to Chile in 1946 were three corvettes:

- *Casma, Chipana* and *Papudo*—980 tons, speed 16 knots, main armament one 4-inch gun and six 20-mm. AAs.

Among Chile's five transports are two ex-U.S. Navy ships, the ex-*Xenia* (AKA 51), now called *Presidente Errazuriz*, and ex-*Zenobia* (AKA 52), now called *Presidente Pinto*. The ex-U.S. ATAs 122, 177 and 200 are ocean tugs in the Chilean navy at present. Also transferred to Chile (in 1947) were four LSMs and six LCIs.

Four U.S.-built submarines of World War I vintage and three British-built boats 10 years newer are included in the Chilean navy. The American-built boats were originally intended for England, but were assigned to Chile by Great Britain in payment for Chilean ships building in British yards, which England retained in World War I.

General Baquedano, a steam-and-sail powered vessel built in England in 1898, will be taken to Talcahuano and used as a receiving ship at the training station. For many years *General Baquedano* was employed as a training ship. Manuel Baquedano, after whom the ship is named, was the commander in chief who led the Chilean army to victory in the war against Peru and Bolivia, 1879-82.

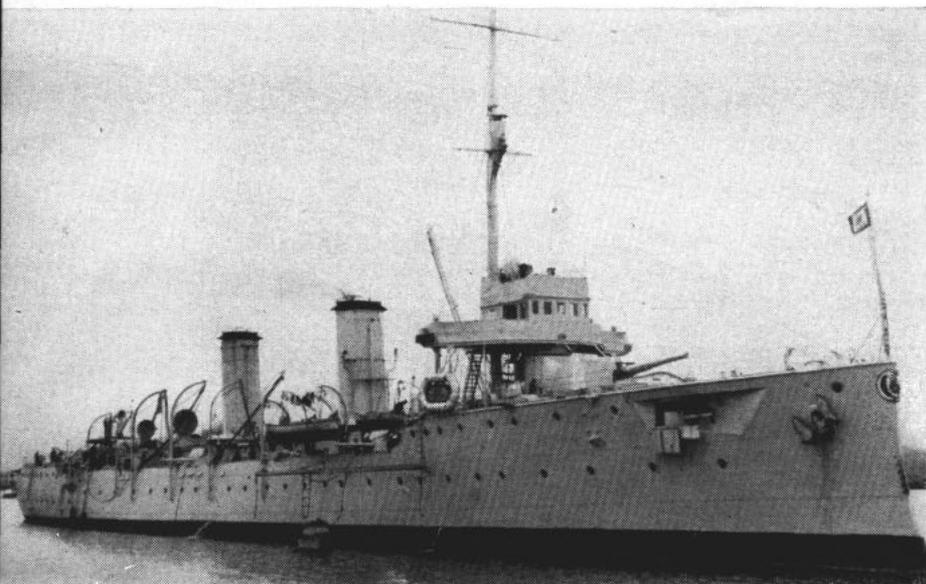


DEPTH-CHARGE lets go in maneuvers off Chilean coast. The naval academies stress anti-sub training.

One of the world's most time-honored naval relics is the turret ship *Huascar* which is preserved as an object of interest at Talcahuano. The 1,870-ton ship was built in England in 1865. *Huascar*, then in the Peruvian navy, was the first ship at which a torpedo was fired in action (1877). She was captured by Chile from Peru in the Battle of Angamos, in 1879. Chile's greatest naval hero was killed on *Huascar's* deck while leading a boarding party in an effort to capture



ASSAULT TEAM hits the beach in the manner of U. S. Marines. As always, it is the ubiquitous navy that takes them in and brings them back.



FLAGSHIP of the Peruvian fleet, *Almirante Grau*, was built in England in 1907. Ram-bowed and antiquated, she makes 24 knots, displaces 3,200 tons.

the ship earlier the same year. *Huascar* was one of the first ships to be equipped with a turret.

• PERU

Peru, which is definitely a one-ocean nation, has what could be called a two-coast navy.

The Peruvian navy is divided into the Pacific Force and the Amazon River force. Ships, to reach their station on the Amazon, must proceed from Callao through the Panama Canal, around the northern end of South America, down the east coast to the Amazon's mouth and then some 3,000 miles up the river. In so doing, they arrive at a point only a few hundred miles from their starting place after travelling at least 6,000 miles.

Main base of the Pacific Force and site of the naval academy is Callao, near Lima, about midway down the coast. Callao has been the site of a U.S. naval mission for many years.

Most enlisted men in the Peruvian navy are conscripted from inhabitants of the Callao-Lima area and most enlistments are for two years. If, however, the conscriptee fails to appear promptly when called for service, he is enlisted for a three-year period.

Young Peruvians may enlist voluntarily for an 18-month hitch. Peruvian sailors, like the Chileans, can look forward to promotions in a long list of ratings. Time requirements are severe, and there is a ruling that no one can be rated a CPO with less than 20 years in the navy.

The present naval academy, in La

Punta, a suburb of Callao, was established in 1894. The five-year course is supervised by the U.S. naval mission. During the first year's term, called "candidates' training," about 30 per cent of the students are dropped. A two-month summer cruise for academy students is provided during the summer months of January and February.

Largest ship in the Peruvian navy is a cruiser:

- *Almirante Grau*—3,200 tons, speed 24 knots, armament two 6-inch 50-

caliber guns, and anti-aircraft weapons including some Japanese-built AAs, also two 18-inch torpedo tubes; completed in England in 1907. This ship was refitted at Balboa, C.Z., converted to oil in 1923-25 and re-boilered in 1934-35. *Almirante Grau* is employed as fleet flagship.

Of unusual interest is Peru's historic destroyer:

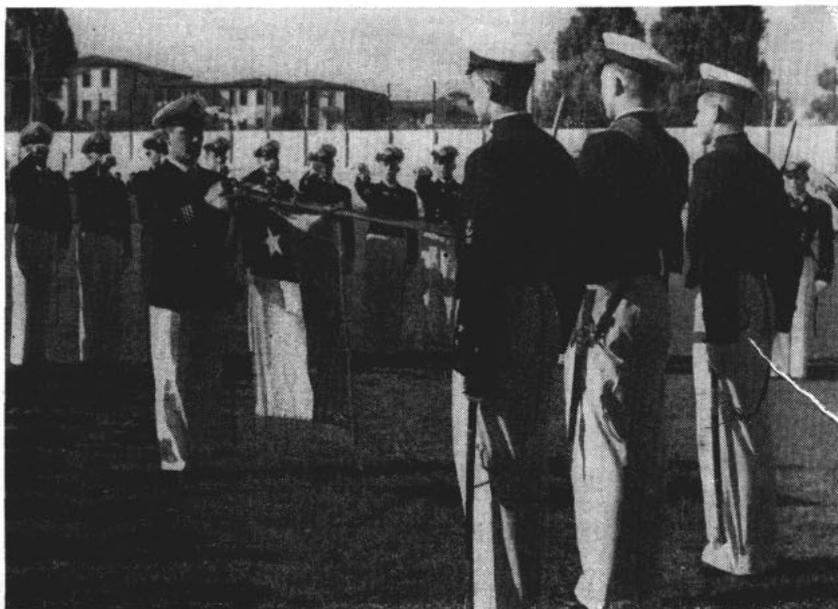
- *Almirante Villar*—1,150 tons, speed 30 knots, main armament four 4-inch 60-caliber guns and nine 18-inch torpedo tubes. Designed to carry and lay 80 mines, this ship was built in Petrograd, Russia, in 1918. She was captured from Russia by British cruisers and destroyers in the Baltic the same year. She was transferred to Estonia and was purchased by Peru in 1933.

Two Canadian frigates were sold to the Peruvian navy in 1947. Also added to the Peruvian fleet last year were a number of ex-U.S. LCTs.

The Amazon River Force consists of six river gunboats. Newest of these:

- *Amazonas* and *Loreto*—250 tons, speed 15 knots, main armament three 65-mm. guns, built by Electric Boat Co., Groton, Conn., 1934. Oldest of them is the 50-ton *Iquitos* which was built in 1875.

A recent reorganization of the Peruvian navy has put all navy tugs under the control of Chief of the Naval Arsenal at Callao. All landing craft have been placed under the Coast Defense Command.



CEREMONIES are held for the senior class at famed Valparaiso Naval Academy, Chile. Both Chile and Peru study and emulate techniques of U. S. Navy.



CLOSE WATCH on diver is kept with diving amplifier (left). Beginner who has over-inflated his suit gets help (right).

Shipboard Training for Divers

DESPITE the fact that UM (underwater mechanic) existed as a general service rate for only a few weeks, the work and the training of Navy deep-sea divers goes on.

Performed for many years by several rates—boatswain's mates, gunner's mates, torpedomen, shipfitters, carpenter's mates, pharmacist's mates and others—diving became a specialized rate on 2 Apr 1948 for the first time. Shortly after, however, it was declared an emergency service rating instead of general service.

To be a diver first class or a master diver, a man must be a graduate of the Deep Sea Divers' School, Washington, D. C. Salvage divers and divers second class can be qualified, however, after receiving training aboard ship.

In shipboard training under veteran divers and salvage men, the students first learn the art of dressing, tending and assisting divers. After this stage, which is fully as important as diving itself, the scholar clambers into one of the rubberized canvas suits. Seated on a low stool, he is loaded with weights and equipment until he wonders if he will be able to stand. After he receives detailed final instructions and his faceplate is bolted shut, he is lowered overboard and for the first time gazes into the strange undersea world.

When the skipper of the repair-

salvage ship *uss Opportune* (ARS 41) read of the Navy's shortage of divers, he realized that he was in an ideal situation to help. The ship had a full complement of divers and there was a well-qualified officer-diver aboard who could instruct.

The ship opened an informal school for volunteer students, and the training has proved to be highly successful. The second class has completed

its six-week course with all graduates qualified as divers second class. Most of the instruction has been conducted by a chief boatswain and a boatswain's mate first class, under direction of *Opportune's* salvage officer.

"We hope to continue these courses," *Opportune's* skipper said. "Our primary duty is salvage, and that implies readiness for diving at all times."



STUDENT divers get word on underwater welding from enlisted instructor at the informal diving school set up on board repair-salvage ship *Opportune*.

LETTERS TO THE EDITOR

Retirement After 20 Years

SIR: Can an officer with previous enlisted service, whether or not a Naval Academy graduate, retire after 20 years' total service not including Naval Academy time?—C. A. H., ENS, USN.

• *When any officer of the regular Navy or the regular Marine Corps or the Reserve components thereof has completed more than 20 years of active service in the Navy, Marine Corps, or Coast Guard, or the Reserve components thereof, including active duty for training, at least 10 years of which shall have been active commissioned service, he may at any time thereafter, upon his own application in the discretion of the President, be placed upon the retired list on the first day of such month as the President may designate.*—Ed.

Requesting UDT Duty

SIR: I understand that former members of underwater demolition teams may request reassignment to that branch of the naval service. Can you tell me the correct procedure to follow to enable me to request this duty?—M. S. Z., EN2, USN.

• *Underwater demolition teams are under the administrative command of ComPhibPac and ComPhibLant. As you are on the West Coast you should submit a request to ComPhibPac through the appropriate chain of command.*—Ed.

Recommending PUCs

SIR: (1) Whose responsibility is it to recommend ships or units for the Presidential Unit Citation? (2) Was USS Raleigh (CL 7) ever recommended for the Presidential Unit Citation?—L. F. R., ENS, USN.

• (1) *Recommendations for a PUC may be initiated by any officer cognizant of all the facts in the case. The recommendation should be submitted via official channels to the Secretary of the Navy.* (2) *USS Raleigh was recommended for the PUC but it was disapproved.*—Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes: no private reply will be made. Address letters to: Editor, ALL HANDS, Room 1807, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

About Delta and LST 914

SIR: (1) Can you tell me whether USS Delta (AR 9) received any citations or battle stars for her services preceding the invasion of Southern France in the Mediterranean? (2) Did LST 914 get any stars or citations for the engagement with enemy forces inside the Straits of Gibraltar in June 1944?—S. C. D., SGT, USMC.

• (1) *USS Delta earned the European-African-Middle Eastern Area Campaign Medal with two stars.* (2) *LST 914 is not listed for any awards, and no unit citations have been awarded to either of the two vessels.*—Ed.

Wearing Aiguillettes

SIR: Do the aides of Presidential Chief of Staff Admiral Leahy wear their aiguillettes on the right or left shoulder?—R. H. F.

• *The aides to Fleet Admiral William D. Leahy, USN, Chief of Staff, wear their aiguillettes on the left shoulder.*—Ed.

Transfer to MarCor

SIR: I reenlisted in the Navy on 15 Nov 1946 and at the present time have about two years to do on this current enlistment. Is there any possibility of transferring to the Marine Corps to finish out my enlistment?—L. S. K., SN, USN.

• *No. There are no provisions for transferring from the Navy to the Marine Corps.*—Ed.

Exams for Pay Grade 1A

SIR: I am serving in a naval transport in the Pacific which operates out of San Francisco, and I would like you to answer an important question for me. I am qualified in all respects for chief ship's serviceman. I would like to take the examination for the rating of chief, but don't know how to go about it.—J. C. O., SH1, USN.

• *Nothing to it. All you do is see enclosure (D) to BuPers Circ Ltr. 191-46 (AS&SL, July-December 1946). If you are eligible and have been recommended by your CO to the convening authority not later than 10 Sept 1948, you will be permitted to take a Navy-wide examination on Wednesday, 1 Dec 1948. Complete information is contained on page 40 of this issue of ALL HANDS.*—Ed.

Philippine Insular Force

SIR: After serving in the U.S. Navy, it is my intention to enlist in the U.S. Insular Force in Cavite, Philippines. Is there any existing regulation that affects this enlistment?—F. F., USN.

• *First enlistments in the Insular Forces no longer are accepted. Since the Philippine Islands gained their independence on 4 July 1946, they are no longer an Insular Possession of the U.S.*—Ed.

Sea Duty for Advancement

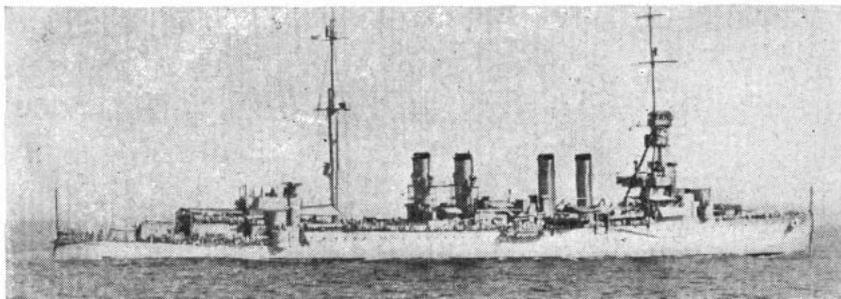
SIR: I enlisted as YN2, USN, under broken service. Can I count sea duty in a previous enlistment toward eligibility for advancement in rating?—J. F. B., YN2, USN.

• *Under present instructions contained in BuPers Circ. Ltr. 191-46, you cannot.*—Ed.

Reserves and Fleet Reserve

SIR: I would like the answer to the following two questions: (1) I am a broken-service MMC serving on active duty as an armory-keeper. In the event I reenlist in the regular Navy as FN and complete 20 years of service and am only a MM1, would I retire or be placed in the Fleet Reserve as a MMC or a MM1? (2) In the event that I finish up 20 while serving as a MMC on active duty in the Naval Reserve, Class V-6, would I be transferred to the Fleet Reserve the same as a regular USN man?—D. D. M., MMC, USNR.

• (1) *You would be transferred to the Fleet Reserve in the rating you would hold at the time of such transfer, and would receive retainer pay based on that rate.* (2) *No. You must be serving in the regular Navy to be eligible for transfer to the Fleet Reserve.*—Ed.



USS Raleigh—A victim of Japanese sneak attack at Pearl Harbor lived to fight again.

School Certificate

SIR: In 1942 I attended the torpedo school at Newport, R. I. Since discharge I have misplaced my certificate of attendance. Can you tell me the correct procedure to go about in order to secure a duplicate?—C. L. P., TM2, USNR.

• *Records of the Bureau of Naval Personnel show that you attended the school during the period 13 Aug 1942 to 7 Dec 1942. You should address a request for a duplicate certificate of attendance to the Commanding Officer, Torpedoman's School, Newport, R. I.—Ed.*

Seniority in Rating

SIR: I enlisted in August 1945, and my friend in September 1945. He was advanced to Y3 in September 1946, and in April 1947 I was advanced to the same rating. On 16 May 1948 we were both advanced to Y2. Which of us is the senior man? Is he because of being a rated man much longer or am I because of longer service?—E. W. M., YN2, USN.

• *Neither. You and your friend hold equal seniority as YN2 as of 16 May 1948.—Ed.*

'Old' Lexington's Awards

SIR: Can you give me any information as to the awards and battle stars the "old" USS Lexington (CV 2) received for its action against the enemy between 7 Dec 1941 and the time she was sunk in the Battle of Coral Sea, 8 May 1942.—R. D. A., PN1, USN.

• *USS Lexington (CV 2) is entitled to the Asiatic-Pacific Area Campaign Medal with two engagement stars for Pacific raids in 1942 and the Battle of Coral Sea.—Ed.*

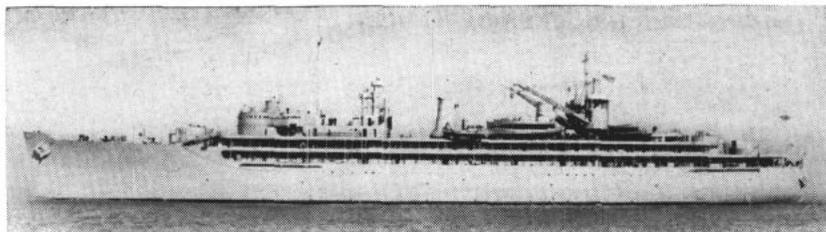
Getting Old Rate Back

SIR: I enlisted in the Naval Reserve on 19 Dec 1941 and was discharged on 10 Dec 1945 as a PHM1. I reenlisted in the regular Navy on 14 Jan 1947 as HA1. Is there any official directive which authorizes me to get my former rating of PHM1?—D. L. L., HA1, USN.

• *No. There is no official directive that will enable you to get your rate back, except by normal advancement under instructions applicable to all.—Ed.*

Reduced in Rating

SIR: A man serving on board an active ship in the Reserve Fleet was advanced in rating from pay grade 4 to 3. Some time later, the ship was decommissioned to ISIR (In Service, In Reserve) status, serving as an accommodation vessel. All personnel were retained on board. The man was later disrated by the commanding officer that had rated him. Is this legal? In other words, is B-26, Article 24, Appendix B, Naval Courts and Boards, to be construed as meaning the commanding officer of the same command or the same



USS FULTON—Made important contributions to the success of our forces at Midway.

individual commanding officer has the authority to reduce a man at captain's mast in a rating established by himself?—W. M., Y2, USN.

• *To clarify a question which often arises throughout the Navy, your attention is invited to Article D-5113(2), Bureau of Naval Personnel Manual. The power of the commanding officer to reduce in rating as a punishment is restricted to the command in which the man received his rating (provisions of Articles for the Government of the Navy which comprise Article 24, Naval Courts and Boards). Example: If an enlisted man attached to a submarine base is rated by his commanding officer, Captain John Doe, the man may later be reduced as punishment by Captain Doe, in accordance with Article 24. If Captain Doe is relieved of his command, his successor in office also may reduce the man as a punishment in accordance with Article 24.—Ed.*

Seeks LDO Status

SIR: With the passage of the Personnel Act of 1947, is it possible for a former USN temporary officer with 10 years active duty to request a permanent USN limited duty commission?—J. W. W., LTJG, USN.

• *Yes. The instructions for the current program were contained in BuPers Circ. Ltrs. 174-47 and 175-47, (NDB, 15 Sept 1947). Instructions for the next annual program will be published in the near future in the same manner.—Ed.*

Promotion and Reversion

SIR: Here are two questions I would like answered: (1) What is the Bureau of Naval Personnel's policy on promotion of temporary warrants to chief warrant? (2) Alnav 44-48 (NDB, 15 June 1948) states that the voluntary retention on active duty for certain Reserve, temporary and warrant officers has been confirmed. Does that mean no request to revert to permanent enlisted status will be considered or approved during fiscal year 1949?—H. L. M., MACH, USN.

• (1) *Warrant officers are advanced to chief warrant upon completion of six years' service in grade. (2) No. It means that those confirmed for retention are assured of being retained until 30 June 1949. Any request for reversion will be considered.—Ed.*

Medal for Fulton

SIR: Can you tell me what citations USS Fulton (AS 11) was awarded from September 1941 until she was decommissioned?—H. B. Z., SKC, USN.

• *USS Fulton (AS 11) earned the Asiatic-Pacific Area Campaign Medal with one bronze star for the Battle of Midway, 3 to 6 June 1942.—Ed.*

Retirement Pay

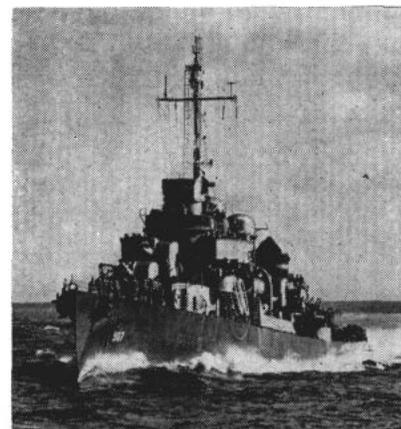
SIR: If a temporary officer reverts to his permanent rate and elects transfer to the Fleet Reserve under Option 2 of Public Law 720 (79th Congress) will he receive retirement pay based on the highest rank held when 30 years have been completed?—P. E. H., CHPCLK, USN.

• *Yes. Upon completion of 30 years' service, retired pay will be based upon the highest rank satisfactorily held, as determined by the Secretary of the Navy. It is computed in the same manner as for enlisted retired pay but is based on the higher rank.—Ed.*

Star-Studded Conway

SIR: (1) What ribbons and stars would a crew member of USS Conway (DD 507) be authorized to wear from her commissioning date to June 1945? (2) Was Conway ever given a unit citation or commendation?—V. O. M., ENS, USNR.

• *USS Conway was awarded 10 stars on the Asiatic-Pacific Area Campaign Medal and one star on the Philippine Liberation Medal. No unit commendation was made to Conway.—Ed.*



USS CONWAY—Fighting tin can won honors during the Philippine campaign.

Good Story, Wrong Ship

SIR: There appeared on page 43 of the May 1948 issue of ALL HANDS an article entitled "Tin Can, SecNavAid Marine in Distress." It was a good story, which was apparently released by the Public Relations Office of the Navy Department since it has previously appeared in other publications. However, in each case it has erroneously stated that the carrier involved was *uss Leyte* (CV 32). Undoubtedly, that splendid ship is able and willing to care for her people. But in this case she had nothing to do with PFC Fagenholz. He was not serving aboard her, but was a member of the 8th Marines, embarked in *uss Philippine Sea* (CV 47) which was then engaged in a Second Task Fleet problem.

When his bad news came it was *Philippine Sea* which made arrangements for his emergency leave and started him for the U.S. via destroyer and plane, just before the *Phil Sea* started for Europe. We are certain our sister ship would not wish publicity that belongs to *Philippine Sea*.

A correction to this story would therefore be widely appreciated. To complete the story, Howard Fagenholz, PFC, USMC, did not return to *Philippine Sea* at the expiration of his leave, but was directed to report in to the 2nd Marine Division at Camp Lejeune, N. C., where he is presumably awaiting his outfit which is now returning embarked in *Philippine Sea* and other ships.—G.V.D., CAPT, USN.

Award to 111th Seabees

SIR: I was a member of the 111th U.S. Naval Construction Battalion from June 1943 to October 1945. I would like to know if the 111th Seabees were ever awarded the Presidential Unit Citation for operations on Omaha Beach on D-Day, 6 June 1944.—G. C. B., CDFN, USN.

• No. A recommendation for the Presidential Unit Citation to the 111th U.S. Naval Construction Battalion was

disapproved in August 1944. This Battalion, however, is entitled to one star on the European-African-Middle Eastern Campaign Medal for invasion of Normandy. It is also entitled to one star on the Asiatic-Pacific Campaign Medal for Borneo operations.—Ed.

Shore Duty Requests

SIR: Is there any specific time set for a man's tour of sea duty to be completed so he can submit a request for shore duty in accordance with BuPers Circ. Ltr. 139-47?—A. L. K., YN3, USN.

• No. Enlisted personnel are eligible to submit requests for a normal tour of shore duty when they meet the requirements of BuPers Circ. Ltr. 139-47 (NDB, 31 July 1947), paragraph 4(a) and (b). If qualified, a man's name is placed on the shore duty eligibility list for consideration when a vacancy occurs on the duty desired. Such assignment is governed by availability, length of sea service since last shore detail and obligated service required by current directives.—See ALL HANDS, July 1948, p. 54.—Ed.

Non-Citizens in Navy

SIR: On 4 June 1945 I was inducted into the U. S. naval service for a four-year enlistment. It is my present intention to reenlist when this enlistment expires. However, I am not a citizen of the United States. (1) What possibilities do I have of shipping over, even though I am a non-citizen? (2) How can I become a naturalized citizen of the United States?—E. M. R., USN.

• (1) Since you were serving in the regular Navy on 4 July 1946, you may, under current instructions, if physically and otherwise qualified, reenlist immediately after discharge, or within three months after discharge. (2) With regard to naturalization, it is suggested that you inquire of your commanding officer concerning the provisions of Bureau of Naval Personnel Manual, Article D-10201, change No. 12. This article outlines the procedure to be followed in applying for naturalization.—Ed.

Credit for Unused Leave

SIR: I reenlisted in the Navy on 8 Nov 1947, on a continuous service basis, and at that time I had 67 days' leave coming to me. I was told that I would have to take this leave or lose it. At the time I did not desire leave, so I didn't take it. I find that I was misinformed and that I could have received cash settlement for that leave. Is there any way that I can submit a claim for this leave now?—T. G., MOMM2, USN.

• No. Since 1 October 1947, when a man has been discharged and has reenlisted immediately, he has a choice of either (a) settling in cash for unused leave due (not to exceed 60 days) at time of discharge, or (b) carrying over unused leave credit to his new enlistment on a continuous service basis in accordance with section 6 (e) (2) of BuPers-BuSandA Joint Ltr. of 25 Aug 1947 (NDB, 31 Aug 1947). As your leave was not settled in cash at the time of discharge, and as it cannot be paid after the date of reenlistment (when reenlistment is on a continuous service basis), the credit was carried over into your new enlistment. If the balance available exceeds 60 days after crediting the accrual on 30 June, a new entry dated 1 July shall be made reducing the amount to 60 days.—Ed.

China Service Ribbon

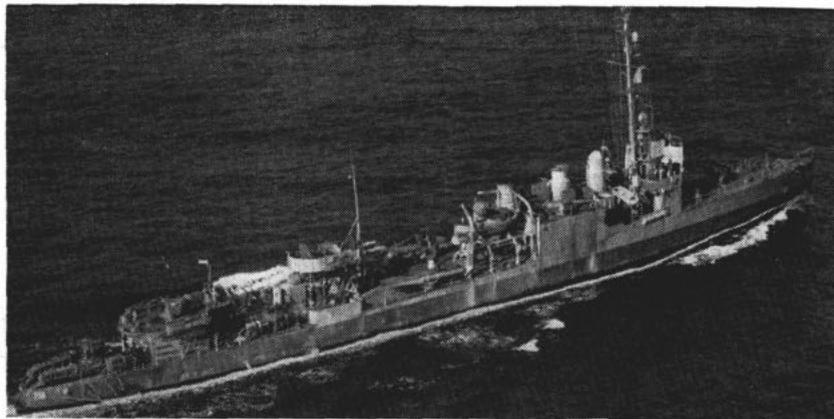
SIR: In ALL HANDS, May 1948, p. 28, you inform A.G.K. that he should wear his China Service Ribbon after the World War II Victory Ribbon. I have been incorrectly instructing my men to wear the China Service Ribbon immediately ahead of the American Defense Service Ribbon, because Uniform Regulations, 1947, prescribed that order. Also, the China Service Medal was established prior to area ribbons. Will Uniform Regulations be changed, or have I missed the point?—H. F. R., LCDR, USN.

• The China Service Ribbon, if earned for service in China between 1937 and 1938, is worn before the American Defense Service Ribbon. However, if earned for service after 2 Sept 1945, it takes precedence next after the World War II Victory Ribbon. An individual eligible for both periods wears the ribbon ahead of the American Defense Service Ribbon, with one bronze star to indicate subsequent service.—Ed.

Ribbon for Parrott

SIR: At the outbreak of hostilities in 1941, I was serving in *uss Parrott* (DD 218), which was a unit of the Asiatic Fleet. As a veteran of the battles of Makassar Straits and Badoeng Straits, am I entitled to the Philippine Defense Ribbon?—J. C., MMC, USN.

• *uss Parrott* is entitled to the Philippine Defense ribbon with one star.—Ed.



USS PARROTT—Distinguished herself in fleet actions at both Makassar and Bandoeng.

Retention in Service

SIR: A friend of mine was given a summary court-martial by his CO. At that time he had been in the Navy for 23 months and was eligible for discharge within eight days after his court-martial. The court gave as his sentence loss of pay and a BCD. The convening authority remitted the BCD on condition that he maintain a record satisfactory to his CO.

Upon checking out of this station for discharge, he was notified that he would have to stay in the service an extra six months in order to fulfill his probationary period. According to Sec. 476, Naval Courts and Boards, the probationary period cannot extend beyond his current enlistment and yet Alnav 436-46 states that he will have to serve it out. We would appreciate finding out which of these orders is correct.—D. J. W., MAM3, USN.

• Alnav 155-41 states that enlistments of men in the regular Navy who do not voluntarily extend or reenlist are extended in accordance with an Act approved 13 Dec 1941 for a period not later than six months after termination of the war. While Alnav 436-46 modified the above to a certain extent, it was specified that enlisted personnel 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: (1) until expiration of the prescribed probationary period if the probationary period is for less than six months, or (2) until the expiration of six months of the prescribed probationary period if the period is six months or more.

Accordingly, it is considered that men in the above category have had their enlistments extended under the authority of the Act of 13 Dec 1941, and therefore the prescribed probationary period does extend beyond the current enlistment of the man concerned.

It should be considered that the Navy Department's action in placing men who are in a probationary status in an extended enlistment is for the benefit of the men concerned in that it provides these men with the opportunity to earn for themselves the rights and privileges of a discharge under honorable conditions.—Ed.

GI Benefits

SIR: If a regular Navy officer retires voluntarily after 20 years service upon his own application with 50 per cent active pay, to what educational benefits is he entitled as a veteran of World War II under the GI Bill? For example, could he undertake a course in Business Administration at Harvard at government expense and receive the monthly subsistence allowance even though he had previously completed four years at the Naval Academy?—M. H. C., CDR, USN.

• The two basic requirements of the Servicemen's Readjustment Act of 1944,

as amended, commonly known as the GI Bill of Rights are: (1) 90 days active service part of which was after 16 Dec 1940 and before 25 July 1947 and (2) A separation under conditions other than dishonorable. Retirement meets the separation requirements above. It would appear therefore, that you are entitled to these benefits. Retired pay is not considered compensation for productive labor and does not affect subsistence allowance given while a veteran is attending school under the Servicemen's Readjustment Act of 1944, as amended. However you should check with your nearest Veterans Administration office for verification of the above.—Ed.

Wants ETM School

SIR: I recently had my rate changed from STM1 to SN with the intention of striking for storekeeper. Now I would like to know if it is possible for me to go to ETM school? I have a mark of 52 in my general classification test, 64 in arithmetical reasoning and 61 in electrical knowledge. I have had industrial electricity as a vocational subject while in high school and am very much interested in electronics. At present I have three more years of obligated service.—E. R. C., SN, USN.

• Present entrance requirements for ETM school are: GCT plus ARI 120 and Mechanical Knowledge (electrical) 60.—Ed.

Souvenir Book Contains Ships' Histories

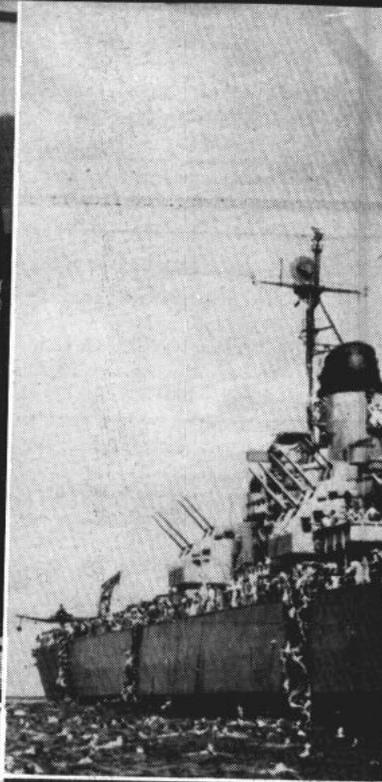
In this section ALL HANDS each month will print notices from ships and stations which are publishing souvenir books or "war records" and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn: Editor, ALL HANDS), and should include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

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

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

• Short History of Destroyer Escorts and Fast Destroyer Transports attached to San Diego Group, Pacific Reserve Fleet. A compiled history of statistical information on 92 DEs and 12 APDs assigned to the group. Address San Diego Group, Pacific Reserve Fleet, uss Klondike (AD 22), U. S. Naval Station, San Diego, Calif. The vessels assigned to the group are: uss Klondike (AD 22); uss Lovelace (DE 198); uss Manning (DE 199); uss Neundorf (DE 200); uss James E. Craig (DE 201); uss Eichenberger (DE 202); uss Thomason (DE 203); uss Rudderow (DE 224); uss Day (DE 225); uss Hodges (DE 231); uss John C. Butler (DE 339); uss O'Flaherty (DE 340); uss Raymond (DE 341); uss Richard W. Suesens (DE 342); uss Abercrombie (DE 343); uss Robert Brazier (DE 345); uss Edwin A. Howard (DE 346); uss Jesse Rutherford (DE 347); uss Key (DE 348); uss Gentry (DE 349); uss Traw (DE 350); uss Maurice J. Manuel (DE 351); uss Naifeh (DE 352); uss Doyle C. Barnes (DE 353); uss Kenneth M. Millett (DE 354); uss Jaccard (DE 355); uss Lloyd E. Acree (DE 356); uss George E. Davis (DE 357); uss Mack (DE 358); uss Wodson (DE 359); uss Walton (DE 361); uss Rolf (DE 362); uss Pratt (DE 363); uss McGinty (DE 365); uss Alvin C. Cockrell (DE 366); uss French (DE 367); uss Cecil J. Doyle (DE 368);

uss Thaddeus Parker (DE 369); uss John L. Williamson (DE 370); uss Presley (DE 371); uss Williams (DE 372); uss Richard S. Bull (DE 402); uss Richard M. Rowell (DE 403); uss Dennis (DE 405); uss Edmonds (DE 406); uss Straus (DE 408); uss La Prade (DE 409); uss Jack Miller (DE 410); uss Stafford (DE 411); uss Walter C. Wann (DE 412); uss LeRay Wilson (DE 414); uss Lawrence C. Taylor (DE 415); uss Melvin R. Newman (DE 416); uss Oliver Mitchell (DE 417); uss Tabberer (DE 418); uss Leland E. Thomas (DE 420); uss Chester T. O'Brien (DE 421); uss Douglas A. Munro (DE 422); uss Dufilho (DE 423); uss Haas (DE 424); uss Corbesier (DE 438); uss Conklin (DE 439); uss McCoy Reynolds (DE 440); uss William Seiverling (DE 441); uss Ulvert M. Moore (DE 442); uss Kendall C. Campbell (DE 443); uss Goss (DE 444); uss Albert T. Harris (DE 447); uss Hanna (DE 449); uss Formoe (DE 509); uss Howard F. Clark (DE 533); uss Silverstein (DE 534); uss Lewis (DE 535); uss Bivin (DE 536); uss Riley (DE 579); uss Leslie L. B. Knox (DE 580); uss McNulty (DE 581); uss Metivier (DE 582); uss Charles J. Kimmel (DE 584); uss Lough (DE 586); uss Peiffer (DE 588); uss Tinsman (DE 589); uss Paul G. Baker (DE 642); uss Damon M. Cummings (DE 643); uss Bammen (DE 644); uss Wiseman (DE 667); uss Gillette (DE 681); uss Henry R. Kenyon (DE 683); uss Eugene E. Elmore (DE 686); uss Osmus (DE 701); uss Holt (DE 706); uss Jobb (DE 707); uss George W. Ingram (APD 43); uss Blessman (APD 48); uss Yokes (APD 69); uss Bunch (APD 79); uss Kinzer (APD 91); uss Knudson (APD 101); uss Cavallaro (APD 128); uss Donald W. Wolf (APD 129); uss Cook (APD 130); uss Walter X. Young (APD 131); uss Balduck (APD 132); uss Bull (APD 78).



SWIMMING PARTY from USS M... the mid-Atlantic. Upper left: Fo... shipped over into the regular N... course at the Personnel School... Hancock, USNR, Director of the V... proofed F-80s for transportation... Sea Scouts get word from blueja... let Ganske, Wave flight orderly,



TODAY'S NAVY

All Hands Writer and LST Executive Officer Win Second Navy Literary Contest Awards

12 Entrants in Semi-Finals

Top awards in the second Navy Literary Contest were won by an ALL HANDS staff writer and an LST executive officer.

Thunder In January, a full-length regional-psychological novel by H. O. Austin, MEC, USN, a staff writer for ALL HANDS, and *Spoofers*, a collection of humorous sketches and short stories by Lieutenant (junior grade) Arnold S. Lott, USN, executive officer of LST 1146, were the winning entries in the contest.

It was the second win in a row for Lieutenant (junior grade) Lott, who won the contest last year with a book-length poem entitled *Hits and Misses with Eric the Seagull*.

Although Chief Austin has spent 12 years in the Navy and wrote his novel during off-duty hours, it deals entirely with civilian life. The hero of the book is Eddy Newton, an earnest but introverted farm youth in North Dakota whose pioneering blood is stirred by his desire to conquer an unexplored plateau in Ecuador. The book paints a vivid picture of the farm lands of North Dakota, and later of the picturesque people who live along the banks and

in the marsh towns of the Mississippi delta region.

Chief Austin joined the staff of ALL HANDS in February 1948. His writing career dates back to 1933 with the publishing of short pieces in a poetry magazine. A former diver and warrant officer of temporary rank, he served as diving officer on the destroyer tender USS *Whitney* (AD 4) in the Philippines and Korea during the latter stages of World War II.

The two winners of the literary contest attended the Bread Loaf Writer's Conference at Middlebury College, Middlebury, Vermont, for two weeks.

Final judge of the contest was Dr. Theodore Morrison of the Harvard English Department, director of the annual gathering at Bread Loaf of young writers, and prominent figures of the journalism field.

Twelve entries reached the semi-finals. The other 10 were: L. M. Avery, SN, USN; Lieutenant L. B. Blair, USN; G. Coppola, PNI, USNR (W); H. S. Dewey, ENC, USN; J. H. Frohbose, BUFN, USN; R. A. Gerhard, RMC, USN; A. Green, SN, USN; S. T. Kuklinski, AMC, USN; V. P. Rennert, RM2, USN; and J. Roden, Captain, USMC.



LTJG A. S. Lott



Chief H. O. Austin

Missouri (above) splashes in the cool water of our women of the Naval Reserve who have saved, have been selected for an advanced at San Diego. With them is CAPT J. B. Hayes. Left: USS *Sicily* takes aboard weather- to the European Theater. Low left: Greek skets aboard USS *Philippine Sea*. Below: Vio- takes care of small fry aboard Hawaii Mars.



YESTERDAY'S NAVY



U.S. establishes Academy at Annapolis on 10 Oct 1845. Navy receives first steam warship named *Fulton* The First or Steam Frigate after inventor Robert Fulton on 29 Oct 1814. Jeep carrier USS *Sangamon* sold Oct 1947.

OCTOBER 1948

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



SOUVENIR-HUNTING Valley Forge sailors window shop with Norwegian children during their visit to Bergen.

Seeing the World

Approximately 2,000 reserve midshipmen made a cruise to Hawaii aboard the battleship *uss Iowa* (BB 61) and the cruisers *uss Springfield* (CL 66), *uss Pasadena* (CL 65) and *uss Astoria* (CL 90) as the second half of their annual summer training. The first half, aboard the same ships, consisted of a cruise from San Francisco to Seattle and back to Long Beach, Calif.

The NROTC middies, hailing from seven universities and colleges, found the training a vast change from school life ashore as the ships plowed through heavy seas. Some classes were disrupted because of rough weather.

NROTC personnel aboard each ship were divided into three groups—operations, gunnery and engineering. Men of the various groups attended classes within the appropriate department. Classes were instructed by the ship's officers and POs. Midshipmen lived aboard the ships as a separate organization, with their own living quarters, recreation rooms and mess halls. Their officers were independent from the ships' organizations.

Simultaneously, another cruise for other NROTC college students took place in the Pacific aboard the aircraft carriers *uss Boxer* (CV 21) and *uss Princeton* (CV 37), the destroyers *uss Rupertus* (DD 851) and *uss A. J. Isbell* (DD 869) and the destroyer-escort *uss Mason* (DE 529). This

cruise began at San Francisco. The ships spent a period at Pearl Harbor where, among other activities, they took part in sinking the old battleship *uss New York* (BB 34). The group returned to the California coastal area for amphibious training, flight training and gunnery practice before returning to San Francisco.

Other 1948 summer cruises for future U. S. Navy or Naval Reserve officers are listed:

Atlantic midshipman cruises began with 13 ships departing from Annapolis, Md., and from Hampton Roads. Aboard were 2,460 Naval Academy men, 50 Military Academy men and 723 NROTC men, making a total of 3,233.

uss Missouri (BB 63) and the destroyers *uss Dyess* (DD 880), *uss Bordelon* (DD 881) and *uss Ernest G. Small* (DD 838) visited Ville Franche, France, and Lisbon, Portugal. The aircraft carrier *uss Coral Sea* (CVB 43) visited Golfe Juan, France, during the same period.

The destroyers *uss Vesole* (DD 878) and *uss Leary* (DD 879) visited at Monaco and the cruiser *uss Macon* (CA 132) and the destroyers *uss Power* (DD 839) and *uss Glennon* (DD 840) visited Leghorn, Italy.

Missouri, *Donner*, *Dyess*, *Bordelon* and *Ernest G. Small* also stopped at Algiers. Gibraltar was visited by *Coral Sea*, the cruiser *uss Columbus* (CA 74) and other ships. During this time *Power* and others stopped at Casablanca.

The ships arrived at Guantanamo Bay, Cuba, on 28 July and remained in that vicinity until 18 August. They returned to Hampton Roads and Annapolis on 24 August.

Besides midshipmen from the U. S. Naval Academy, Annapolis, Md., Naval Reserve Training Corps personnel from 11 universities and colleges embarked on summer cruises, totalling almost 4,000 men.

Good Will Visits

Three ships of the Second Task Fleet are making a good will visit to several Mediterranean and Persian Gulf ports.

The vessels, *uss Pocono* (AGC 16), *uss Siboney* (CVE 112), and *uss Carpellotti* (APD 136), got underway from Norfolk, Va., and are scheduled to visit Gibraltar; Naples, Italy; Phaleron Bay, Greece; Izmir, Turkey; Maddelina, Sardinia; and the Persian Gulf ports of Kuwait, Doha and Bahrein.

Leased Property Released

The Navy is releasing its wartime leased property. Since V-J Day in 1945 property leased by the Navy has been reduced by more than \$15,000,000.

From a wartime peak of 5,000 leases, only 825 remain in effect. Of these, approximately 300 are new leases negotiated since 1945 for property used by the Naval Reserve.

At the conclusion of the 1948 fiscal year on 30 June 1948, annual rental amounted to \$910,000 as against an annual cost of \$16,112,706 up to V-J Day. Cancellations by BuDocks have been effected at the rate of about 100 per month.

Second Giant's First Hop

The first test flight of the second Navy Constitution has been successfully completed.

The second of the Navy's 92-ton, 180-passenger sky giants will be test flown for several weeks before being turned over to the Navy, where it will be assigned to the Military Air Transport Service.

About 200 hours of test flying have been logged on the first Constitution, and all basic tests have been completed.

Largest commercial type land-based plane in the world, Constitution has a wing span of 89 feet and an overall length of 156 feet. The plane is completely pressurized for high altitude flying.



GIANT Navy air transport Constitution is christened by Mrs. John L. Sullivan, wife of the SecNav.

Navy Air Power on Display

Navy air power and flying skill literally stole the show before thousands of spectators at the dedication of the 4,900 acre international airport at Idlewild in Queens County, New York.

The Navy's part of the program began when at a signal from President Truman, an F8F Grumman Bearcat fighter plane was catapulted from a special-built "flight deck" between the airport runways. At the end of its flight the same plane came to a sudden stop on the flight deck, halted by the arresting gear.

A formation of Phantom jets swept down over an imitation scene before the stand in which the President sat. The planes' machine guns hammered in simulated strafing, and the painted scene disappeared in smoke. In its place appeared 10-foot letters spelling NAVY. From that time, the Navy's show held the crowd spellbound throughout its half-hour duration.

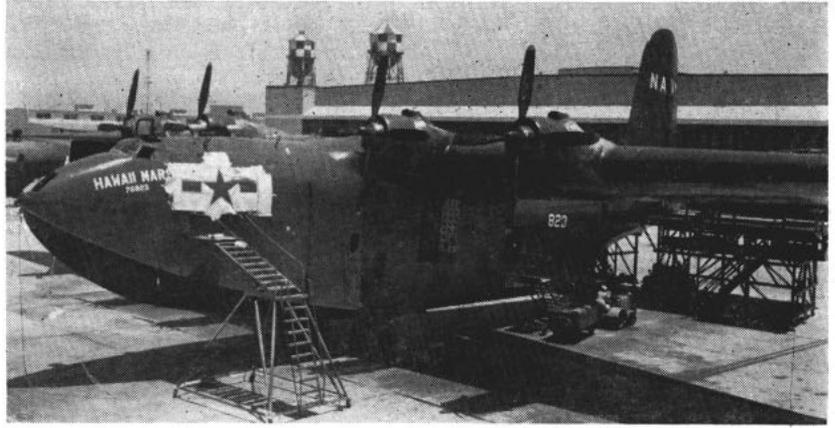
Two hundred fighter planes, dive bombers and torpedo bombers from the aircraft carrier *uss Philippine Sea* (CV 47) made simulated attacks, flying in close formation at low altitude. A Marine Corps flyer led a formation of four McDonnell Phantom jets through a series of fascinating maneuvers, after which the Navy Blue Angels went through their paces. (For a complete description of the Blue Angels' performance, see p. 17.)

The Navy show closed with a demonstration of jet-assisted take-off, when a Neptune P2V patrol bomber took to the air at a steep angle. At 1,000 feet the plane leveled off for normal flight. The Neptune holds the world's long-distance non-stop record of 11,236 miles from Australia to Columbus, Ohio.

The day's most spectacular single performance was that of the Navy's newest jet fighter, the Grumman Panther. Flown by a civilian test pilot, the plane demonstrated its breathtaking speed before the vast crowds, twice buzzing the field at more than 600 miles per hour.

Synthetic Mica

The Navy's tremendous requirements of mica for electronic devices may be filled in the future by a synthetic product which has the desirable characteristics of natural mica. The synthetic material is being produced on a small scale under a coordinated



OVERHAUL given famous *Hawaii Mars*, 72½-ton Navy air giant, readies the huge craft for another 5,000 hours of safe, efficient Pacific air transport.

research program sponsored by the Office of Naval Research, BuShips and the Army Signal Corps.

Production of synthetic mica on a commercial scale would make the U.S. independent of foreign sources. Only 15 per cent of the amount needed by the U.S. in the war years of 1943 and 1944 was produced domestically, although natural mica is found in several parts of the country and the government paid a subsidy of \$6.00 a pound.

Fluorine-phlogopite mica, the synthetic form now being produced, has the desirable characteristics of natural mica. These include perfect cleavage into thin sheets, good electrical and mechanical properties, and chemical stability.



POINTING to Palestine, S. M. Peter, RM1, who was attached to UN mediation group, answers query from press.

Weather Station Ships

The Navy has lent 15 small seaplane tenders to the Coast Guard for use in the Coast Guard ocean weather station program.

Seaworthiness of seaplane tenders and their economy of operation are the reasons this type of ship was chosen for the task.

The ocean weather station program was set up by international agreement. It calls for maintenance of ships at certain points in the North Atlantic to record and report weather conditions and to be on hand in case of shipping casualties. Each nation taking part in the program is required to provide vessels.

Ships lent to the Coast Guard are: *Half Moon* (AVP 26), *Unimak* (AVP 31), *Yakutat* (AVP 32), *Barataria* (AVP 33), *Bering Strait* (AVP 34), *Castle Rock* (AVP 35), *Cook Inlet* (AVP 36), *Casco* (AVP 12), *Mackinac* (AVP 13), *Humboldt* (AVP 21), *Matagorda* (AVP 22), *Absecon* (AVP 23), *Chincoteague* (AVP 24), *Cook Bay* (AVP 25), and *Rockaway* (AVP 29).

These ships are all of the 1,766-ton *Barnegat* class.

Navy's Good Turn Repaid

Navy fuel oil lent to 11 eastern seaboard states last winter has been returned. A total of 1,050,000 barrels of fuel oil had been loaned by the Navy to assist in alleviating a critical fuel oil shortage in the states and the District of Columbia.

States receiving the loan of Navy oil were Connecticut, Maine, Maryland, Massachusetts, New Hampshire, New York, Pennsylvania, Rhode Island, South Carolina, Vermont and Virginia.

Wake Defender Retires

All America cheered the courage of a handful of marines who gave the Japs their initial set-back of the war during the first attempted landing on Wake Island 11 Dec 1941. That small garrison wrote a stirring page in the history of the Marine Corps.

One of the writers of that heroic story is Colonel James P. S. Devereaux, USMC, who has retired from active duty following more than 25 years' service. The 45-year-old officer



Brig. Gen. Devereaux

commanded the Wake Island garrison when it was overrun by the Japs in a more successful second attempt. At the time he was a major. Colonel Devereaux retired with the rank of brigadier general. For his leadership in defending the tiny American outpost for 15 days against overwhelming odds, he was awarded the Navy Cross by President Franklin D. Roosevelt in 1942.

The colonel served both as an enlisted man and as an officer. He enlisted in the Marine Corps in July 1923, and was commissioned a second lieutenant two years later.

Excerpts from the story of the fighting which made Colonel Devereaux and his men famous, *The Defense of Wake*, were presented as a book supplement in ALL HANDS, June 1948, p. 60.

Canadian Good-Will Cruise

Traditional good-will was evident when the Canadian light cruiser HMCS *Ontario* visited San Francisco on a training cruise.

Senior ship of Canada's Pacific fleet, *Ontario* was the second major vessel of a foreign navy to visit the Golden Gate since the war's end. The British cruiser *Kenya*, stationed at Bermuda, docked at San Francisco last year on a similar cruise.

The 50 officers and 600 enlisted men of the ship's company enjoyed liberty during the ship's four-day stay. The San Francisco post of the Canadian Legion honored the ship's company at a dance at Veteran's Memorial Building. San Franciscans inspected the cruiser.

Second largest fighting ship of the Canadian Navy (see ALL HANDS, July

1948, p. 19), *Ontario* is senior ship of the West Coast fleet based at Esquimalt, on Vancouver Island, a few miles west of Victoria, B.C. The ship was completed just too late to see action in World War II.

At present, the cruiser is engaged, with other units of the Canadian West Coast fleet, in a series of summer training cruises for officers and men of the RCN(R). On her San Francisco cruise, the ship carried a detachment of men of the RCN(R) in addition to her regular peacetime complement.

Floating Seaplane Drydock

An experimental floating drydock for seaplanes has been tested successfully by the Navy. It can accommodate the Navy's largest seaplanes, including the Martin JRM Mars, PBM Mariner and P5M patrol seaplane.

The seaplane drydock is designed to make seaplane maintenance at sea easier by eliminating the tedious task of hoisting heavy planes aboard seaplane tenders for repair work.

The 103-foot dock has a width of 39½ feet to permit it to be carried in the well deck of an LSD, which will receive the drydock with cradled seaplane. Since the floating dock is not self-sufficient, it will use generating power and maintenance equipment of its tender. It also is designed to be used in conjunction with a seaplane tender.

The drydock consists of four pontoon strings connected side by side, each 18 pontoons long. It has self-contained, operating equipment for hydraulic raising and lowering of a seaplane. Planes may enter the dock from either end.

The drydock is only an experimental model, but BuDocks reports it is showing its worth in seaplane maintenance.

Dental Training Duty

Nine Naval Reserve ensigns from the 3rd Naval District, all dental students attending the New York University College of Dentistry and the Columbia University School of Dental and Oral Surgery, were the first such group of Naval Reserve officers to be ordered to 14 days' voluntary training duty.

The training period included one day at each of the following naval activities: U. S. Naval Dental Clinic, Brooklyn, N. Y.; the Special Devices Center, Office of Naval Research, Sands Point, N. Y.; and the aircraft carrier USS *Leyte* (CV 32). The visit on board *Leyte* was featured by an inspection tour of the ship, with special attention given the dental department.

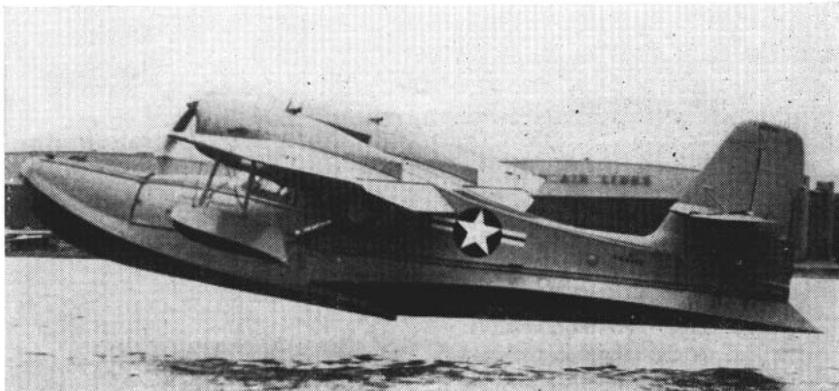
The last six days were spent at the U. S. Naval Dental School, National Naval Medical Center, Bethesda, Md.

The training was arranged to familiarize the Reserve officers with the workings of the Navy in general and the Dental Corps in particular.

Six Navy Men on Team

Six Navy athletes were members of the U. S. Olympic team which competed in the 1948 Olympiad held in London.

They were: Ensign Robert Cowell, USN, U. S. Naval Academy, backstroke swimmer; Ensign Malcolm MacDonald, USN, U. S. Naval Academy, bantamweight wrestler; Midshipman John Fletcher, USN, U. S. Naval Academy, lightweight wrestler; William Bossio, SN, USN, USS *Albany* (CA. 123), bantamweight boxer; Horace "Hank" Herring, SD1, USN, Naval Station, San Diego, Calif., welterweight boxer, and Lieutenant Walter Blattman, USN, U. S. Naval Academy, an alternate on the U. S. Olympic gymnastic team.



RESEARCH to improve aerodynamic and hydrodynamic qualities of large flying boats is being conducted with interchangeable hulls on this modified J4F.



VISITING middies from USS *Missouri* are taken on Monte Carlo tour by member of Prince of Monaco's Guard.

Flag Rank Orders

Flag rank orders for last month:

Vice Admiral George D. Murray, USN, Commander First Task Fleet, was ordered to report as ComWesSeaFron with additional duties as ComPacResFlt.

Vice Admiral Gerald F. Bogan, USN, ComAirLant, was ordered as Commander First Task Fleet.

Vice Admiral Lynde D. McCormick, USN, ComBatCruLant, was ordered to report as Com 12 with additional duties as CO NavBase San Francisco.

Vice Admiral Russell S. Berkey, USN, ComSupGrp, NavFE was ordered to report as ComNavFE.

Rear Admiral Francis W. Rockwell, USN, Naval Operations, Navy Department, retired 1 August.

Rear Admiral Monroe Kelly, USN, retired 1 August.

Rear Admiral Donald B. Beary, USN, Com 12 and ComWesSeaFron, was ordered to report as President, Naval War College, Newport, R.I.

Rear Admiral Robert M. Griffin, USN, ComNavFE, was ordered as President, Naval Retiring Board and Naval Examining Board, Navy Department.

Rear Admiral Carleton H. Wright, USN, Deputy U.S. High Commissioner of the Trust Territory of the Pacific Islands, was ordered to Naval Operations, Navy Department, for duty.

Rear Admiral Roscoe E. Schuirman, USN, Commander Naval Forces,

Germany, was ordered to Naval Operations, Navy Department, for duty.

Rear Admiral William K. Harrill, USN, Naval Operations, Navy Department, was ordered as Chief of Staff and Deputy U.S.N. Representative, Military Staff Committee, United Nations.

Rear Admiral Allen E. Smith, USN, Chief of Staff and Aide to President, Naval War College, was ordered as ComBatCruLant.

Rear Admiral Van Hubert Ragsdale, USN, retired 1 August.

Rear Admiral John Wilkes, USN, Member, Joint Strategic Survey Committee, Navy Department, was ordered as Commander Naval Forces, Germany.

Rear Admiral Matthias B. Gardner, USN, was detached as Commander Pacific Division, MATS, and ordered to report as ComNavAirBases, 14th Naval District.

Rear Admiral Eliot H. Bryant, USN, ComCruDiv 8, retired 1 August.

Rear Admiral Francis P. Old, USN, was detached as Deputy Commandant Armed Forces Staff College, Norfolk, Va., and ordered to report as ComPhibGrp 3.

Rear Admiral Richard H. Cruzen, USN, was detached as Senior Member, Naval Sentence Review and Clemency Board, and ordered to report as ComCruDiv 8.

Rear Admiral Frederick I. Entwistle, USN, ComPhibGrp 3, was ordered to report to BuOrd for duty.

Rear Admiral Lucien M. Grant, USN, was detached from NAS Norfolk, Va., and ordered to report as BuAer General Representative, Central District, Wright-Patterson Air Force Base, Dayton, Ohio.

Rear Admiral John E. Whelchel, USN, Aide to ComServPac, was ordered as ComPhib Grp 4.

Rear Admiral John P. Womble Jr., USN, was detached as Commander NTC San Diego, and ordered to report as ComSupGrp, NavFE.

Rear Admiral Thomas C. Anderson, MC, USN, MOIC, National Naval Medical Center, Bethesda, Md., was ordered to report to Medical Division, National Security Resources Board, Washington, D.C.

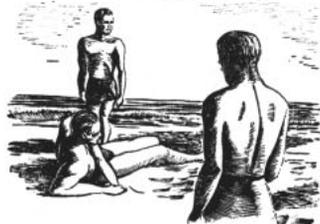
Rear Admiral Morton D. Willcuts, MC, USN, was detached as Asst Chief, BuMed, Professional and Personnel Operations, and reported as MOIC National Naval Medical Center, Bethesda, Md.

Rear Admiral Alexander G. Lyle, DC, USN, retired 1 August.

HERE'S YOUR NAVY



Flight surgeons are learning more and more as aircraft speeds and altitudes increase. One new Navy finding disagrees with a previous implication that high concentrations of ozone (which reaches a maximum at 115,000 feet) are harmful to humans. They now believe previous experiments were faulty and that the human body will not be affected by normal ozone concentrations.



Limited observations by three flight surgeons at Pensacola indicate that common sunburn might increase fainting and black-outs by pilots. Even moderate sunburn incurred on the bathing beach, their report shows, causes such a change. In tests, resistance to fainting increased as sunburn faded.



A new Navy lantern for testing color blindness, perfected at New London after experimenting for six years, rejects the dangerously defective person, passes borderline and near-normal groups, and gives a definite "pass" or "fail" without requiring an experienced operator. Field tests are being completed on the new device, whose advantages over the old system are numerous.

NAVY SPORTS

Navy Wins Leech Trophy

Tennis victories over the Army and Air Force returns the coveted Leech trophy to the Navy for the first time in nine years.

Playing at the Army-Navy Country Club in Arlington, Va., the Navy scored a one-match victory over the Air Force, 4 to 3, and followed through three days later with a 6 to 1 trouncing of the Army. It was the Air Force's first representation in the matches, which since 1924 had been held between Army and Navy netmen.

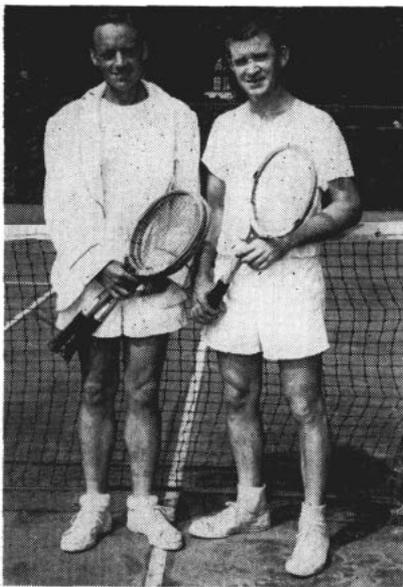
Aiding the Army in its nine-year tenure of the trophy was the elimination of competition from 1940 through 1946. The Army took the award in 1939 and retained it in 1947 with a smashing 7 to 0 triumph.

After the Army won in the first two years of competition, the Navy took over in 1926 and successfully defended their championship 12 times, through 1937. The matches were not held in 1938.

Team captain of the Navy netmen was Captain James Farrin, USN, on duty in BuShips, whose leadership led the team to wins over the Army in three singles and three doubles matches. In a fourth singles match, Lieutenant Kendall Jones, USN, NAS Anacostia, D. C., dropped two sets to Lieutenant Frank Mehner, USA, European Command, 2-6 and 3-6.

In other singles competition, results were:

Lieutenant Elston Wyatt, USN, Des-



ALL-NAVY TENNIS doubles champs once again are CAPT James M. Farrin Jr. (left) and LT Kendall K. Jones.

Ron 6 (LantFlt), defeated Lieutenant Colonel Sanford Webster, USA, 3rd Army, 6-4 and 6-3.

Lieutenant Commander John Behr, USN, Naval Supply Corps School, Bayonne, N. J., won over Captain Charles Daniel, USA, 3rd Army, 4-6, 7-5, 6-3.

Edward Serues, CY, USN, Naval Reserve Training Center, Bingham, Mass., defeated MSGT Louis Persinger, USA, 6th Army, 7-5, 6-3.

Doubles results:

Captain James Farrin, USN, and Captain William Howard, USN, Naval Shipyard, Portsmouth, Va., defeated Lieutenant Colonel Robert Rhine, USA, 5th Army, and MSGT Persinger, 6-3, 8-6.

Lieutenant Jones and Lieutenant Commander Behr defeated Lieutenant Julius Taylor, USA, 4th Army, and Lieutenant Colonel Webster, USA, 6-3, 6-2.

Lieutenant Wyatt and Ensign James Doyle, USN, USS *John W. Thomason* (DD 760), defeated Lieutenant Mehner, USA, and Lieutenant Warren Drake, USA, 5th Army, 2-6, 8-6, 6-0.

The Air Force was eliminated from the finals by a one-match margin.

Singles results:

Captain Robert Hippenstiel, USAF, Hq., USAF, defeated Lieutenant Jones, 6-4, 6-3.

Lieutenant Commander Behr defeated Major Thomas Bonner, USAF, Far East Command, 7-5, 6-3.

Serues, CY, defeated Colonel Andrew Evans, USAF, Hq., USAF, 6-4, 6-1.

Lieutenant Wyatt defeated Captain Arthur Dreyer, USAF, Hq., USAF, 9-7, 6-1.

Doubles results:

Captain Hippenstiel, USAF, and Captain Dreyer, USAF, defeated Lieutenant Commander Behr and Lieutenant Jones, 6-4, 7-5.

Major Bonner, USAF, and Lieutenant Robert Wilson, USAF, European USAF, defeated Captain Farrin, and Captain Howard, 7-5, 4-6, 6-2.

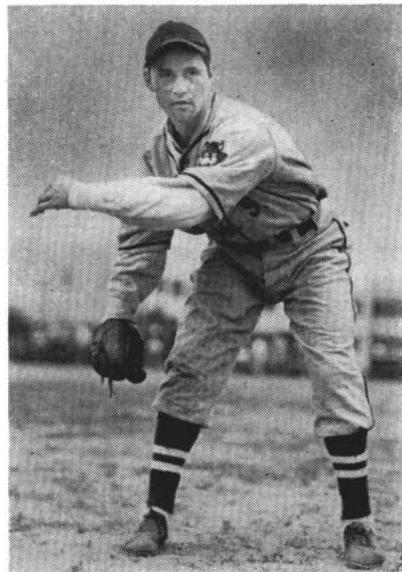
Lieutenant Wyatt and Ensign Doyle defeated Colonel Evans, USAF, and Lieutenant William Shiver, USAF, Maxwell AFB, 6-4, 6-4.

All-Navy Tennis Champs

The 1948 All-Navy tennis singles champion is Lieutenant Kendall K. Jones, USN, who also teamed with Captain James M. Farrin, Jr., USN, to defend successfully their doubles championship.

Lieutenant Jones, attached to NAS Anacostia, D.C., represented the Potomac River Naval Command in the singles while he and Captain Farrin, attached to BuShips, were also the PRNC entry in the doubles.

In a match lasting an hour and one-half the steady-playing Jones outstroked Lieutenant Elston Wyatt, ServLant representative, to capture



SENSATIONAL southpaw, Thomas G. Breisinger, CS2, USN, led NAS Alameda to 12th ND championship.

the crown. It was the second year that Lieutenant Wyatt has reached the finals only to be beaten in the match for the championship. Jones defeated him 10-8, 7-5.

For a while it appeared the ServLant net star would make up for last year's loss. He jumped to a 5-2 lead in the first set and worked to set point on his own service. However, Lieutenant Jones refused to backtrack, broke the serve and won four games in a row. He cracked Lieutenant Wyatt's serve again in the 18th game to take the set.

The doubles champions defeated Lieutenant Commander J. D. Behr, USN, and Lieutenant Commander A. W. Angstadt, USN, 6-1, 6-3. Lieutenant Commander Behr was the 1947 singles champion.

Matches were played at the Naval Academy, Annapolis, Md.

Inter-Service Golf Tourney

A new trophy donated by SecDefense and known as the James Forrestal Inter-Service Championship Golf Trophy was awarded the winning team of the inter-service golf tournament held on Pebble Beach golf course, Pebble Beach, Calif.

A 12-man team from each of the three services competed for the trophy. The Navy team was composed of winners and runners-up of the 1948 All-Navy golf tournament. The Army squad was picked from winners of the 1948 Army golf tour-

nament and the Air Force crew was picked from the top men in the 1948 Air Force golf championship tourney.

The Navy served as host for the tournament. Contestants played 18 holes on each of the first two days of the tournament and 36 holes the final day. The winning team will retain the trophy until the 1949 tournament.

EM Fencing Team

Sailors at the Naval Air Station, Norfolk, Va., have organized an amateur enlisted fencing team.

Known as the Norfolk Division of the Amateur Fencers League, the group will be affiliated with the "Federation Internationale D'Escrime" (FIE), the AAU and the U. S. Olympic Committee.

Response to the group's efforts toward organizing the sport of fencing on the station have been enthusiastic. A large number of men have applied for enrollment, and many Norfolk merchants have offered the use of buildings and facilities.

The group will enter fencing teams composed entirely of naval personnel in matches for the Virginia All-State Championship. Events entered will include foil, sabre and epee.

Navy Grid Schedule

The 1948 schedule of the Naval Academy football team finds the midshipmen slated to tangle with nine of the top teams of the nation. They are listed below (opponent, date of game, place of game):

California, 25 September, Baltimore, Md.; Cornell, 2 October, Baltimore; Duke, 9 October, Durham, N. C.; Missouri, 16 October, Baltimore; Penn, 23 October, Philadelphia; Notre Dame, 30 October, Baltimore; Michigan, 6 November, Ann Arbor, Mich; Columbia, 13 November, New York City; Army, 27 November, Philadelphia.

BuOrd Pistol Club Wins

Victorious in 21 of 24 matches, the Bureau of Ordnance Pistol Club has been awarded the District of Columbia pistol championship for the 1947-48 competition.

Composed of regular Navy and inactive Reserve personnel classed as experts, sharpshooters and marksmen, the club won 50-odd medals, trophies and plaques during the year's competition.

SIDELINE STRATEGY

Sprinklings of football talk are seeping into scuttlebutt sessions. From every indication there will be a record number of Navy football squads lugging the pig-skin up and down gridirons this fall. Many of these teams will be as heavy-laden with talent as are the better college squads.

* * *

Lay that pistol down, Wave! If Charlotte Ajanian had lived in the rip-roaring west in frontier days she probably would have been a peer of the gun-toting Annie Oakley. As a chief yeo-



man stationed at the Receiving Station, Boston, Mass., and a member of the station's crack Wave pistol team, the attractive lass qualified for the Navy's Expert Pistol Shot medal, something a lot of the Navy's males have shot at and missed.

* * *

A West Coast newspaper reported that the Naval Air Auxiliary Station, Ream Field, San Ysidro, Calif., softball team had won the Southern League championship. The paper hit the streets on Tuesday. In the final playoff held the following afternoon the Ream Field softballers did win the championship.

* * *

The Barefoot Navy—Fita Fita Guard and Band from Samoa—tackled the top 14th Naval District softball teams in a double round robin to pick the representative team that competes for the Pacific area softball championship. It was the second year the colorful team, composed al-

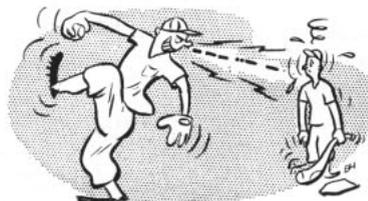
most entirely of native Samoans, has entered the playoffs. Paced



by their cross-handed, heavy-hitting first baseman, "Lefty" Taeu, the shoeless team almost won the district championship last year.

* * *

Out in the 14th Naval District they're talking about a softball hurler who has been mowing 'em down with his underhand offings. "Buddy" Tipton, who exercises his flipper for the 14ND league-leading Laulaulei Radio Station team has piled up an enviable record of wins this season. The right-hander heaved a no-hit, no-



run game against Wahiawa, defeating the dit-dah lads 3-0.

* * *

The first time this season the Marine Corps Depot of Supplies, Bartow, Calif., tangled with the Mobil Oilers in a league game the Oilers stomped all over them with a 16-3 defeat. Gathering their tattered remnants together, the Supply Depot took them on again. This time Marine hurler Huey "Frenchy" Guidry, with blood in his eye, really turned to on the mound. The Oilers were defeated, 7-0. Frenchy walked off the mound with a no-hit, no-run game to his credit.—Earl Smith, PNC, USN, ALL HANDS Sports Editor.

THE BULLETIN BOARD

Pay Grade 1A Competitive Examination to Be Held 1 December

Navy-wide competitive examinations for advancement to all 62 general service pay grade 1A rates will be held on Wednesday, 1 Dec 1948. This is the only day on which men may be examined for these ratings.

The directive, BuPers Circ. Ltr. 129-48 (NDB, 15 July 1948) states that commanding officers must insure that all personnel in pay grade 2 who are eligible and recommended for advancement are nominated to the appropriate convening authority. The eligibility of each man must be verified. Nominations will be made to reach the convening authority not later than 10 Sept 1948.

Examinations composed by BuPers will be made up, following the qualification outlined in the publica-

tion, "Qualifications for Advancement in Rating (NavPers 18068)." Part 1 of the examination will be on military requirements pertaining to all ratings. Part 2 will be on the professional subjects pertaining to the specific ratings. BuPers points out that the qualifications published in NavPers 18068 are being changed by printed modifications to agree with the final approved current rating structure, which was explained in BuPers Circ. Ltr. 106-48 (NDB, 15 June 1948).

Some of the specific changes to qualifications for certain ratings include: Minemen should prepare for examination subjects presently listed in NavPers 18068 under torpedoman's mate (mineman) (emergency service rating). Torpedomen will not be re-

sponsible for subjects listed in the publication under 080.211, 080.213, 080.220 and 080.223, which concern mine laying and sweeping, mines, mine fields and mine material.

Aviation photographer's mates should prepare for examination subjects listed in the publication under photographers mate A (aerial photographers) (emergency service rating). Photographer's mates will not be held responsible for subjects listed in the publication under 860.207 and 860.208, which concern aerial mapping and photography and aeronautical knowledge.

No qualifications for dental technicians are listed in NavPers 18068. Advance copies of the qualifications for this rating have been distributed to all active dental officers by BuMed and dental technicians preparing for this set of competitive examinations should be provided with the necessary qualifications. All other rating qualifications contained in NavPers 18068 will be followed.

Eligibility standards for advancement to pay grade 1A are contained in BuPers Circ. Ltr. 191-46 (corrected) (AS&SL July-December 1946). Personnel who meet the requirements for competition are those who are in all respects eligible for advancement as of the date of the examination, 1 Dec 1948, and those who may normally be expected to become eligible by 1 June 1949.

The following commands have been designated by BuPers as convening authorities for the examinations. This list supersedes the list contained in Paragraph 7 of enclosure (D) to BuPers Circ. Ltr. 191-46. ComServPac; ComAirPac; ComBatCruPac; ComDesPac; ComSubPac; ComPhibPac; ComTraComdPac; ComPacResFlt; ComWeSeaFron; ComAlSeaFron; ComHawSeaFron; Com 14; Com 17; ComNavWesPac; ComNavFe; ComSouPac; ComMarianas; ComNavPhil; ComNavPortFac Shanghai; ComNavPortFac Tsingtao; ComServLant; ComAirLant; ComBatCruLant; ComDesLant; ComSubLant; ComPhibLant; ComTraComdLant;

Navy Scientists Conduct Pacific Island Research

Navy scientists are conducting basic research to discover the origin and formation of Pacific atolls.

First public disclosure of preliminary studies is continued in a map

showing variations in total magnetic intensity over Bikini atoll. A brief text accompanies the map. The text and map form a part of "Project Volcano," which is seeking geophysical data.

Studies were made at 1,500 feet altitude from a PBY-5A. Other surveys were made of islands of volcanic origin in the Alaskan and Pacific ocean areas. The project was sponsored by the Office of Naval Research, the Naval Ordnance Laboratory and the Geological Survey.

The present report will be used to help plan a proposed Bikini drilling program.

Requirements Raised For Flight Training

Standards for qualifications for assignment to flight training have been raised.

All previous instructions concerning this training have been modified by a joint letter issued by BuPers and BuMed (NDB, 15 May 1948) which points out that applicants for flight training, officer, enlisted and civilian, will be required to obtain a minimum score of "C" on ACT (aviation classification test), MCT (mechanical comprehension test) and FAR (flight aptitude rating).



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Send check or money order for two dollars (\$2.00) for one year's subscription—12 issues—to the Superintendent of Documents, Government Printing Office, Washington 25, D. C. Check or money order should be made payable to the Superintendent of Documents.

ComMinLant; ComLantResFlt; Com-EastSeaFron; ComCaribSeaFron; Com 10; Com 15; CincNELM; CNATRA; CNAvanTra; CNABasicTra; CNA-ResTra; CNATechTra; CNATE; CNO (CNC).

The following commands designated as convening authorities have, for the purpose of competitive exams for pay grade 1A, cognizance over personnel attached to recruiting stations and offices of naval officer procurement located within their areas in addition to personnel normally under their jurisdiction: Com 1; Com 3; Com 4; Com 5; Com 6; Com 8; Com 9; Com 11; Com 12; Com 13; ComSRNC; Com-PRNC. ComPRN includes bureaus, boards and offices of the Navy Department other than CNO (CNC).

Chief of Naval Personnel (Attn. Pers-67) will be notified by convening authorities of the number of examinations for each rate required. Name nominations to BuPers are not desired. Requests for examinations should reach BuPers not later than 24 Sept 1948, using mails insofar as is practicable. Examinations will be mailed by BuPers as requested by convening authorities. Late requests received subsequent to 24 Sept 1948 and prior to 15 Nov 1948 will be filled.

A bonus of 2.0 may be claimed for the Navy Unit Commendation and the Presidential Unit Citation for purposes of multiple computation in the competitive examinations. The bonus may be claimed for the PUC only where the man is entitled to wear it with star. The above applies to bonuses as recorded on the examination form (Nav Pers 624-Rev. 2-47) and to the instructions on bonuses on the reverse of that form.

Disposal of Navy Surplus Property Under WAA Ends

No further declarations of surplus Navy real estate, personal property or other Navy property located in the continental U. S. or its territories and possessions will be made to War Assets Administration or to other disposal agencies designated by the administration. This ruling took effect on 30 June 1948.

In giving this information, Alnavsta 15-48 includes complete instructions for disposing of surplus Navy property of all types, within the U. S. and abroad.

55 Special Duty Officers Named in Six Categories

A special selection board has completed the selection of 55 officers to be designated in six categories of special duty.

Names of officers concerned are included in BuPers Circ. Ltr. 134-48 (NDB, 31 July 1948). The types of special duty in which the officers will be designated are communications, naval intelligence, law, public information, photography and hydrography.

New Ruling Covers Medical Service Corps Appointments

Permanent pharmacists and chief pharmacists appointed pursuant to Public Law 347 (79th Congress) who now hold temporary appointments in higher grades are eligible to reapply for appointment in Medical Service Corps, including its supply and administration sections.

This authorization, included in Alnav 52-48 (NDB, 15 July 1948), reverses the ruling of Alnav 238-47 (NDB, 15 Nov 1947) on that point. Other applications for appointment in the Medical Service Corps are limited to graduates of accredited schools of pharmacy or optometry and persons possessing a degree in a science allied to medicine.

Commands Which May Issue TAD Orders Are Listed

Commands authorized to issue temporary additional duty orders involving single journeys on a per diem basis are listed in a joint BuPers-BuSandA letter.

Effective 1 August, the commands were authorized to issue the orders to naval officers and midshipmen, and Army, Air Force and Coast Guard officers on permanent duty with the Navy. All past directives to individual commands authorizing issuance of temporary additional duty orders to naval officers or orders to naval officers in connection with ferrying of aircraft were cancelled.

The letter, dated 2 July, pointed out that temporary additional duty orders must not be issued to Marine Corps officers without prior approval of the Commandant, Marine Corps.

Welfare, Recreation Gear Offered at Lower Prices At Naval Supply Depots

Naval supply depots on both the East and West Coasts have a complete supply of welfare and recreation equipment which is available at prices below present cost to the manufacturer. The equipment is, in most cases, the best available.

Many recreation officers have not been taking advantage of the program for supplying official welfare and recreation needs through the Bureau of Supplies and Accounts. The effect has been an unnecessary drain on limited welfare and recreation funds, and some activities have not been able to equip themselves adequately to meet their needs.

All Navy welfare and recreation material is carried at the Naval Supply Center, Oakland, Calif.; Naval Supply Center, Pearl Harbor, T. H.; and the Naval Supply Depot, Bayonne, N. J. It is carried in class 25 (ships stores stock), and as such has been given a 25 per cent price reduction. Current price levels are one-half to one-third that of commercial sources.

The equipment is available for cash purchase by any Navy welfare and recreation activity. COs may forward requisitions with money orders or checks payable to the Treasurer of the U. S., or can present the requisition and cash at the naval supply depot or center. Material requisitioned will be crated and delivered or shipped to the activity. Inventories of the gear can be obtained by request from the Chief of Naval Personnel (Attn: Pers-5111).

Radio-Phonographs Available To Commands at Factory Cost

Availability of radio-phonographs at factory cost for official Navy welfare and recreation use has been announced in a BuPers letter.

The radio-phonographs, retailing at \$300, are available to the Navy at a cost of \$130, plus freight costs. The radio-phonographs are available only for official Navy welfare and recreation use.

Welfare and recreation officers can obtain further information from the Chief of Naval Personnel (Attn: Pers-5111).

Navy Plans 500 Officers, 6,000 Enlisted Personnel In Regular Waves by 1950

A selection board has been set up to pick the first Wave officers of the regular Navy.

First selections will be made from the present group of active and inactive Wave officers and from former Wave officers who applied for transfer to the regular Navy. Following these appointments, procurement will be open to regular Navy enlisted women meeting qualifications as officer candidates and to civilians with college degrees.

The Women's Armed Services Integration Act authorizes the appointment of 500 regular Navy women officers during the period 12 June 1948 to 11 June 1950. Following this two year period the law permits 1,000 officers.

Enlistment of women in the regular Navy will begin about 15 Sept 1948. A total of 6,000 women will be accepted up to June 1950. It is planned that 4,500 will be taken by

6 Enlisted Waves Join Ranks of Regular Navy

The first six women to be sworn into the regular Navy took the oath at a ceremony in the Navy Department.

The women sworn in are: K. L. Langdon, AK1, Air Transport Squadron 3, MATS; W. J. Marchal, YNC, BuPers; F. T. Devaney, SK2, BuSandA; E. E. Young, YN2, BuPers; D. R. Robertson, TE2, Naval Communications, CNO; and Ruth Flora, HM1, U.S. Naval Hospital, Bethesda, Md. Each enlisted for two years.

June 1949, with the remaining 1,500 being enlisted in the fiscal year 1950.

Deadline for enlisted women in the Naval Reserve now on active duty to transfer to the regular Navy was set as 31 Aug 1948. Recruit training for enlisted women not having previous naval service will commence 1 Oct 1948 at the Naval Training Center, Great Lakes, Ill.

Old Policies, Procedures Will Be Temporary Guide For Wave Administration

Women in the Naval Reserve and those who may be enlisted or appointed in the regular Navy are to be administered under instructions similar to those that were used in administering the Women's Reserve, USNR.

The "Women's Reserve" was abolished as a branch of the Naval Reserve by Public Law 625, 80th Congress, and its members transferred to the appropriate components of the Naval Reserve.

The directive, BuPers Circ. Ltr. 133-48 (NDB, 31 July 1948), states that while women in the Naval Reserve and those who may be enlisted and appointed in the regular Navy are, in general, to be administered under existing provisions of Navy Regulations and official Navy instructions, the Navy recognizes there are some instances where the policies and procedures for the administration of men are inappropriate for women.

Until new regulations are completed the old policies and procedures will be used as a guide with the exception that women enlisted or appointed in the regular Navy may not submit resignation or request discharge for reason of marriage until they have been on active duty one year.

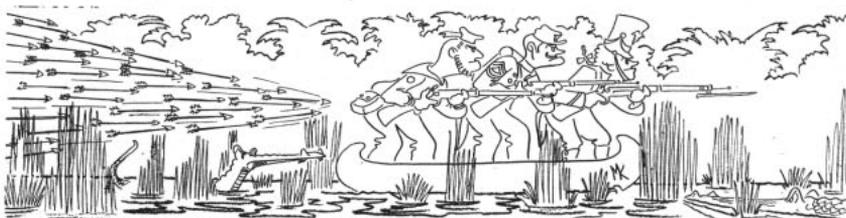
7,800 NROTC, Naval Reserve Midshipmen Get Deferments

Deferments from induction under the Selective Service law will be awarded to 7,800 NROTC personnel and Naval Reserve midshipmen during the 12-month period beginning 1 July 1948.

The figure is a part of the 126,400 total personnel enrolled in Army, Navy and Air Force officer training programs deferred under quotas established by Secretary of Defense James Forrestal.

Deferred students are not exempt from registration. Upon registering, they must agree to accept a commission at the end of the training, after which they must serve at least two years on active duty. The signed agreement defers induction as long as the student performs satisfactorily in naval training and scholastic duties.

WAY BACK WHEN



Canoe Navy

The American Navy once used canoes to fight a war.

From 1836 to 1842 the Navy and Marine Corps helped wage an unofficial and rather unsuccessful war against the Seminole Indians in Florida.

Under a treaty signed by the leading chief of the Seminoles in 1833, the tribe was to give up its claim to Florida and move to a reservation farther west. However, when the moving date arrived the Indians refused to budge.

A detachment of soldiers was sent to change their minds. They didn't. The Indians massacred them. Next the government sent the Navy and Marine Corps as reinforcements, but this also failed to impress the Indians.

From 1836 to 1842 the Navy maintained a "mosquito fleet" at Indian Key, Fla. The fleet consisted of 12 small sailing vessels, 2 barges and 140 canoes which were used to chase the Seminoles into the Everglades. During these operations our forces suffered more casualties from mosquitoes, fever and snake bite than from action. Occasionally they captured a few Indians, but for the most part they got the well known run-around.

With the death of the Seminole chief in 1842, the tribe slowly ceased warfare. Some agreed to be moved but many chose to remain in the Everglades where their descendants can be found today, a proud race that refused to surrender to the Army, Navy and Marine Corps.

30 Per Cent of Discharges Reviewed by Navy Board Changed to Higher Type

Approximately 30 per cent of the 19,000 discharges which have been reviewed by the Navy Board of Review for Discharges and Dismissals have been changed to a higher type.

The board was set up under the provisions of the Servicemen's Readjustment Act of 1944 to review the discharges of men who received a lower than honorable discharge from the service. More than 350,000 former Navy and Marine Corps personnel who received lower than honorable discharge certificates may still have their records reviewed.

All discharges from the Navy and Marine Corps which were not awarded by a general court-martial are eligible for review by the board. These types of discharge include bad conduct as the result of a SCM, undesirable and discharge under honorable conditions. Many of the men discharged prior to July 1945 who received discharges under honorable conditions under the regulations then in effect are eligible for review and possible upward revision of their type of discharge.

Former Navy and Marine Corps personnel may make written application to the Review Board, Discharges and Dismissals, Navy Department, Washington, D. C., for review of their records to determine if they are now entitled to receive a better grade of discharge.

Navy Amphib Base Welcomes Danish Naval Visitor

The Navy, represented by the Naval Amphibious Base, Coronado, Calif., was host to Commodore F. H. Kjolsen, a Danish naval officer who played a colorful part in the war against Hitler.

Kjolsen, now Danish naval attache in Washington, spent three days touring naval installations in the San Diego area.

The commodore took part in blowing up and sinking the Danish fleet in Copenhagen in 1940 to prevent its falling into enemy hands. At that time he was seized and placed in a German prison camp. Two months later he escaped and sailed to Sweden in a fishing boat with his wife and

Super Carrier Flush Deck Like First One

In 1952 or sooner the U. S. Fleet will proudly boast the world's first 65,000 ton carrier.

The unnamed ship is designed to handle heavy, multi-engine bombers having a cruising radius of about 1,700 miles. The ship's engines will

give it a speed of 33 knots, the same as that of *uss Midway* (CVB 41), largest type carrier at present.

Compared to *Midway*, here are specifications of the ship for which Congress has obligated \$124,000,000:

	<i>New Carrier</i>	<i>USS Midway</i>
Length at waterline	1030 feet	900 feet
Length over-all	1090 feet	968 feet
Beam at waterline	130 feet	113 feet

Maximum width of the vessel will be 236 feet, which includes temporary extensions which can be hinged up or down. Its 65,000-ton standard displacement compares with 45,000 tons for *Midway*.

The vessel's beam dimensions, as in the case of other large Navy ships, will not permit it to travel through the Panama Canal.

The former largest commercial passenger liner, the French ship *Normandy*, which subsequently became the troop ship *uss LaFayette*, had a length of 1,020 feet. The large liners *Queen Mary* and *Queen Elizabeth* are 960 feet in length.

While the flush-deck feature of the new carrier is no novelty, it is a departure from island-type currently in use. Temporary structures on the vessel's sides will be so constructed as to be lowered into position when required. The first Navy carrier, *uss Langley*, was of flush-deck design.

A feature of the flush-deck carrier permits use of a plane so large that its wings may actually jut out over either side. It thus eliminates any limitation on wingspread. Use of the super carrier would permit handling of large planes with greater bomb-load capacity, reducing the number of missions required to destroy an objective. The radius of operation would become larger, permitting the carrier itself to remain farther away from a mission's objective than otherwise possible.

Designs had been in the study stage at BuShips since October 1945. Studies continue to be made, with allocation of first phases of construction contemplated for January 1949. The vessel is expected to be completed by 1952, but its building period could be reduced to 30 or 32 months if necessary.

The new carrier will be built at the Newport News (Va.) Shipbuilding and Drydock Company.

three children. There he joined other Danish refugees in building a nucleus of government to take over his country on the day of liberation.

Kjolsen represents the fourth generation of his family to serve in the Danish navy.

Fleet Will Help Develop Land, Sea, Air Scouts

Cruises on naval ships and flights in naval aircraft now are authorized by the Navy for senior Boy Scouts.

SecNav's recommendation to fleet, air and district commands calls for Navy cooperation in a broadened policy of increasing active interest of senior Scouts in the Navy's sea-air indoctrination program. Scouts are per-

mitted to participate in daylight, week-end and longer cruises in groups acceptable to the specific naval command.

Each group of Scouts must be accompanied by one adult for approximately eight Scouts. Properly registered and accredited senior Scouts also may take short orientation flights in multi-engined naval aircraft. Senior Scouts must be at least 15 years of age.

The Navy's cooperation with the Boy Scout program has been further emphasized with announcement that since last December, at least 258 naval small craft have been offered to the Sea Scouts. Of that number, 88 were accepted, including craft from skiffs and dinghies to power boats.

All-Navy, Inter-Service Photographic Contest Rules Are Outlined

The Navy, Army and Air Force are each sponsoring photographic contests whose winners will compete in an inter-service contest to be conducted in Washington, D. C., in March 1949.

Members of the U.S. Coast Guard are invited to enter the All-Navy contest on the same basis as Navy and Marine Corps personnel. Preliminary judging of Navy, Marine Corps and Coast Guard entries will be conducted in eight commands, designated as groups 1 to 8, as follows:

Group 1—Com 12. Activities in the 11th, 12th, 13th and 17th Naval Districts.

Group 2—Com 9. Activities in the 7th, 8th and 9th Naval Districts.

Group 3—ComWesSeaFron. All

Pacific Fleet Units on the West Coast.

Group 4—Com 4. Activities in the 1st, 3d and 4th Naval Districts.

Group 5—ComServPac. All Naval activities ashore and afloat in the Hawaiian area.

Group 6—Comdt PRNC. Activities in the 5th, 6th, 10th and 15th Naval Districts, Potomac River Naval Command and Severn River Naval Command.

Group 7—ComServPac. All naval activities ashore and afloat west of the Hawaiian Islands.

Group 8—ComServLant. Fleet and shore based units of the Atlantic Fleet including Atlantic Fleet units operating under CinCNELM.

Fleet Marine Force Units will be considered as shore-based activities

and compete in naval district eliminations unless otherwise authorized by the Commandant, Marine Corps.

The circular letter suggests that preliminary contests be held aboard ships and stations. These contests are expected to stimulate the widest possible interest and to avoid the need of judging too large a number of photos in each command contest. Group winners should be chosen by qualified experts, civilian or military.

The following rules for the contest have been established:

- All Navy, Marine Corps and Coast Guard personnel on active duty, but not on training duty only, are eligible.

- Photographs will be judged on appeal of subject matter, composition, and general technical excellence.

- Individuals may enter not more than three photographs in each category. (Categories are defined below.)

- No photograph may be withdrawn during the contest.

- Portraits must be accompanied by a statement signed by the subject or subjects authorizing the entry of the photograph in the Inter-Service Photography Contest and authorizing its reproduction and use in connection with publicity.

- Entries will be amateur photography. Use of government material and equipment not normally available for use of personnel not assigned photographic duty is prohibited.

- Selected entries will be retained by the Navy Department.

- No liability or responsibility can be assumed by the Navy for loss or damage of any photograph or negative submitted.

Four categories have been established for black-and-white photographs:

- The Navy, Marine Corps or Coast Guard on and off duty. (Daily life ashore or afloat, recreational activities, mission and duties of the services and similar subjects.)

- Landscapes and architecture. These can be U.S. or foreign.

- People and customs. U.S. or foreign.

- General pictorial. (Story-telling photographs, still life, animals, humorous and miscellaneous subjects.)

Black-and-white photographs sub-

HOW DID IT START

Too-Successful Submarine

A submarine that was entirely too successful was used during the Civil War.

The so-called "fish" or torpedo boat *H. L. Hunley*, built by the Confederates to combat the Union blockade, successfully sank the steam sloop *USS Housatonic* off Charleston, S. C., on 17 Feb 1864. *Hunley* is credited with being the first submarine to sink a warship with a torpedo.

This novel contraption resembled a cast iron boiler. She was equipped with ballast tanks and lateral fins for surfacing and diving operations. Her machinery consisted of a crank attached to gears which turned her propeller. The power for the crank was furnished by an eight-man crew.

For armament she towed a single torpedo from a line astern which was to be exploded by submerging beneath the intended victim and dragging the torpedo against its bottom.

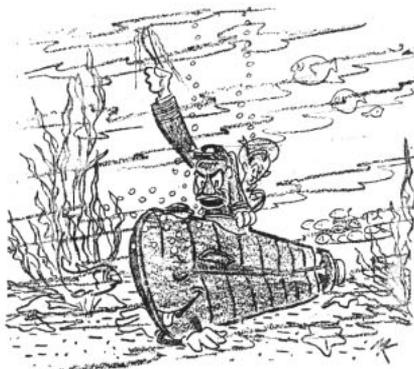
A minor difficulty was experienced on her trial runs. *Hunley* took her job too literally. She had the disconcerting habit of submerging and remaining on the bottom. Five times she submerged and five times it was necessary to hoist her off the bottom. Altogether 35 men lost their lives while manning her and prejudiced sailors nicknamed her "Floating Coffin." It became increasingly difficult to get volunteer crews or to convince Confederate sailors that the submarine was practical.

However, on the night of 17 Feb 1864, *Hunley*, commanded by Lieutenant G. E. Dixon, got underway to attack the Union

Being the cautious type, Lieutenant Dixon had decided that discretion was the better part of valor and planned to make the attack on the surface. A spar torpedo projecting from the bow replaced the towed torpedo as *Hunley* clanked toward her objective.

She got within a hundred yards of the steam sloop *Housatonic* before being discovered. The Union ship immediately slipped her anchor cables and tried to back off without success. The spar torpedo struck her amidships with a terrific explosion and she sank in less than five minutes. Most of her crew were able to save themselves by scrambling up her rigging as she settled to the bottom, but the crew of *Hunley* was not so lucky.

At the end of the war divers found *Hunley* in her favorite position, on the bottom of Charleston harbor.



mited in the final competition must be 11 inches by 14 inches, with overall mat size 16 by 20 inches. In the lower right-hand corner, a 3-inch by 5-inch typewritten card must be mounted horizontally. This card should give the title of the photograph and a paragraph of information, including any interesting facts about the subject and conditions under which the photo was taken and processed.

The negative of each black-and-white photograph must accompany the entry in an envelope attached to the back of the photo mounting.

Color photographs, including prints and transparencies on any subject, will be submitted as a single separate category. They will be judged independently from the black-and-white photos.

Thirty-five millimeter transparencies must be submitted in standard 2-inch by 2-inch mounts. Color transparencies of other sizes, up to and including 4-inch by 5-inch photographs should be mounted on a 5 by 7 inch mat, with a rectangle cut out so that the transparency may be viewed when lighted from the reverse side. All color transparencies should be suitably protected to prevent scratching. All color prints must be provided with suitable mounts. Tinted black-and-white prints are not eligible for competition in this category.

With each entry must be submitted four copies of a letter containing the following information: name, rate and service number of contestant, military address, permanent home address, name of home-town newspaper, title of photograph, category, type of camera, size, developer, type of paper, filter (if used), special treatments used (toners, paper negatives, etc.), and an informative paragraph including any interesting details about the subject and conditions under which the photograph was taken and processed. In the case of portraits, the following authorization should appear in each copy of the letter and be signed by the subject: "The entry of the attached portrait in the All-Navy Photography Contest is hereby authorized, and permission granted for its reproduction and use."

The letter also should include a statement by the recreation officer stating: "The contestant has read

Stephen Decatur Sails the Seas Again

The name of Stephen Decatur once more is carried on the rolls of the U. S. Navy. Bearing the name of one of America's great naval heroes is his great-great nephew, Stephen Decatur III, NROTC midshipman aboard the battleship *USS Iowa* (BB 61).

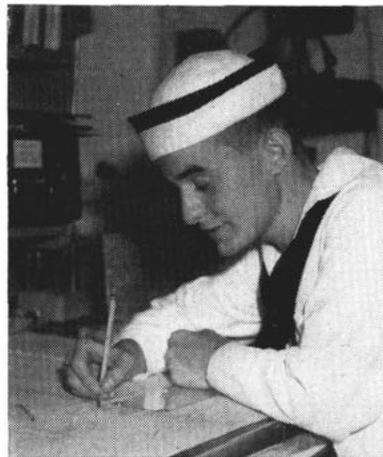
Young Decatur is a second-year student at the University of Virginia. He has been one of 881 midshipmen who were on board the 45,000-ton battleship in Hawaiian waters for the annual NROTC training cruise.

Iowa's Decatur is 100 per cent Navy. He has steeped himself in its traditions and in the history and lore of his famous ancestor who at 24 was made a captain and later became a commodore. The midshipman says his ancestral background influenced his decision to enter the Navy through the NROTC program.

Although he's never been to sea before, Middie Decatur is certain he'll become a good sailor. His training has been typical of all midshipmen on board *Iowa*. Aside from attending daily classes the middies

stand watches in the radar room, steering, lookout and signal bridges.

A resident of Garden City, N. Y., young Decatur likes the idea of carrying on traditions of his famous naval hero ancestor. "This sea-going life suits me fine," he declares. —Felix B. Grosso, JO2, USN.



NAMESAKE of famous American Navy hero, at work on board *Iowa*, says that Navy life "suits me fine."

and agrees to abide by the rules and regulations established by BuPers Circ. Ltr. 123-48." The letter must be signed by the recreation officer and the contestant.

Eliminations at the ship and station level and group level must be completed in time for entries to arrive at BuPers prior to 15 Feb 1949. Suitable awards should be provided at the group level by judging activities. The All-Navy award will be provided by the Chief of Naval Personnel. Grand prizes will be awarded to the winners in the inter-service contest.

New Provisions Outlined For Use of Meal Tickets

Formal meal tickets or cash payment are required for meals consumed by Navy personnel while in a travel status using railroad transportation.

Previously rail carriers and eating houses had an arrangement with the Navy whereby enlisted personnel in a travel status could be furnished meals on emergency receipts. This was in

cases where the enlisted traveler was unavoidably delayed while enroute to a destination while under orders.

In place of emergency receipts, all enlisted personnel in this category will be supplied with sufficient meal tickets. Except when authorized delay in reporting is involved, groups of enlisted personnel for whom tickets are furnished will receive extra meal tickets, for use only in event of unavoidable delay enroute, as follows:

- When one or two meals are involved no extra tickets are furnished.
- When three or four meals are involved one extra meal ticket is furnished.
- When five or more meals are involved two extra tickets are furnished.

If it is necessary for enlisted personnel to eat meals in excess of tickets already issued, or cash is paid for consumed meals, cash payments may be reimbursed if legally entitled.

The new meal ticket provisions are given in Alstacon 281829 of June 1948.

**First Joint Course Convened
At New Armed Forces School
For Information Officers**

First joint course at a new Armed Forces information school has convened at Carlisle Barracks, Carlisle, Pa. The Armed Forces Information School is serving the Navy, Marine Corps, Army and Air Force, giving a 14-week course to train selected officers for public information duties.

General service line and staff officers of the ranks of commander through lieutenant (junior grade) and aviation line officers of the ranks of commander through lieutenant are attending the school. Qualifications

laid down by Navact 10-48 are as follows:

- Nominees must be volunteers.
- Have a minimum of three years commissioned service.
- An aptitude for public information duties and a broad background of naval experience.
- A bachelor's degree is desirable.

Officers selected for a public information course will be ordered to temporary duty or temporary duty under instruction and will return to their duty stations upon graduation from the school. Except for intermissions of approximately two weeks between terms, classes now are planned to run continuously until mid-1950.

In making nominations, COs should

include in their dispatch a statement as to the availability of the officer concerned for the 14-week course. Dispatch nominations should be sent to the Chief of Naval Personnel (Pers: 422).

With the creation of the Armed Forces Information School, the Navy has returned to Carlisle Barracks after a lapse of 120 years. The Navy previously occupied the barracks in 1828, when there was a recruiting post there.

Carlisle Barracks was originally established by the British in 1757 as an entrenchment against the French and Indians. During the Revolutionary War and the War of 1812 it was used by the American forces as an ammunition depot. In 1794 George Washington (then President) went to Carlisle Barracks to supervise the employment of about 10,000 troops assembled in connection with the Whiskey rebellion.

During the Civil War, the post was occupied by Confederate troops for a short time just prior to the Battle of Gettysburg, which took place about 30 miles to the south. A special industrial school for Indians was established on the site in 1875. The school became well known for its athletic achievements, producing such famous figures as Jim Thorpe and Chief Bender. The post was returned to the Army in 1918, and is thought to be the oldest military post in continuous use in the U. S.

War Over Bananas Averted by Storm

The U.S. Navy almost became involved in a war over a bunch of bananas.

In 1887 Imperial Germany, flexing her muscles, decided to expand her Pacific possessions by taking over all of the Samoan Islands group. At this time Samoa was under the triple protection of Great Britain, Germany and the U.S.

To start the ball rolling an "incident" was engineered in which a German plantation owner on the island of Upolu claimed that natives had stolen a bunch of bananas from him. The native chief was hauled into court and threatened with brig time unless he produced the culprits and \$12,000. However the British and American consuls protested and the matter was dropped temporarily. In the meantime a German cruiser had appeared on the scene to protect that country's interests.

Matters went from bad to worse and in August of 1887 there were

five German warships in the harbor of Apia. Martial law was declared. This was more than the natives could swallow. They revolted.

Washington, hearing of the German intentions, dispatched four U.S. ships to the scene.

The gunboat *uss Adams*, commanded by Captain Leary, arrived just as the Germans were bombarding the beach. The German SOP warned the American captain to keep his nose out of the affair. He didn't. Instead he sailed his little gunboat between the Germans and the beach, daring them to fire upon him. They didn't.

War was brewing between the U.S. and Germany in March 1889. On 15 Mar 1889 there were three American, three German and one British warships glaring at one another in the harbor of Apia. Then nature decided to take a hand.

A terrific hurricane struck Samoa and war was momentarily forgotten as all hands tried to save their ships. All day and night the hurricane raged and one by one the ships piled on the rocks and reefs of the harbor. When the storm had abated only two ships remained afloat, the British ship *HMS Calliope* and a German cruiser.

The Americans lost 53 and Germans 91 personnel. This low figure was due to the bravery of the natives who formed a human chain in the water to rescue many persons.

Thus peace was restored to the Pacific.

**Death Compensation Payments
Increased by New Public Law**

Increased compensation payments will be given widows, children and dependent parents of service personnel or veterans who died as a result of injury or disease incurred in or aggravated by active service.

Public Law 868 (80th Congress) calls for increases in service-connected death compensation payments to dependents of persons who served in the armed forces in either war or peacetime. Increased rates become effective for the period commencing 1 Sep 1948.

New schedule of monthly payments follows (old rates are shown in parentheses):

Wartime rates: widow but no child, \$57.60), plus 20 (\$12) for each \$100 (\$78), plus \$15 (\$15.60) for



each additional child; no widow but one child, \$58 (\$30); no widow but two children, \$82 (\$45.60); no widow but three children, \$106 (\$57.60), plus \$20 (\$12) for each additional child; one dependent parent, \$60 (\$4); two dependent parents, \$35 (\$20) each.

Peacetime rates, equalling 80 per cent of new wartime rates: widow but no child, \$60 (\$38); widow with one child, \$80 (\$49), plus \$12 (\$10) for each additional child; no widow but one child, \$46.40 (\$19); no widow but two children, \$65.60 (\$28); no widow but three children, \$84.80 (\$36), plus \$16 (\$8) for each additional child; one dependent parent, 48 (\$30); and two dependent parents, \$28 (\$20) each.

Dependents entitled to increased amounts under the new law will receive them automatically. In announcing the increases, Veterans Administration requested that beneficiaries not write to VA offices regarding the matter.

Policy Outlined for Use Of Air Transportation For Overseas Personnel

The Navy's policy in using air transportation for transfer of personnel while overseas is stated in BuPers Circ. Ltr. 124-48 (NDB, 15 July 1948).

"Travel by government air shall be directed for routine transfers of officers and enlisted personnel while outside continental United States, except in those cases where there would be no time saved by air travel, or except when other valid reasons justify the use of surface transportation." The circular letter quotes the preceding sentence from CNO Ltr. dated 22 Oct 1947 (NDB, 31 Oct 1947).

Orders for persons who are to travel by government air must show that such means is "authorized" or "directed."

Where air transportation is "authorized," the individual concerned may be given a choice of air or surface transportation in cases involving dependents' transportation.

Where air transportation is "directed," prompt transfer and minimum cost to the government are pertinent factors. In these cases, air transportation must be used unless surface transportation would be as

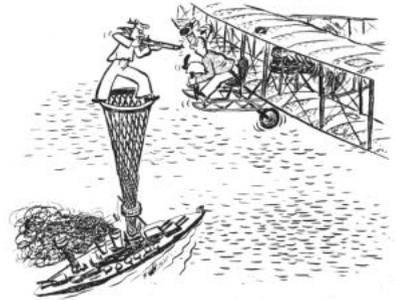
Early Views on Airpower vs. Seapower

National thinking on the airpower vs. seapower problem in the pre-World War I days is indicated from these opinions scissored from the faded pages of 27 Oct 1910 issue of the Wellsboro, Pa., *Gazette*:

• Lieutenant Elmore, aide-de-camp to Brigadier General Howe—"If Mr. Curtiss can demonstrate that from a height of at least 2,000 feet he can successfully strike a battleship with a projectile, then we must either fight aeroplanes with aeroplanes or invent a gun that will practically demolish them."

• Rear Admiral W. W. Kimball, USN (Ret)—"There is nothing that would lead one to suppose that in the present state of the art of aviation there is anything in a possible aerial attack to cause the slightest uneasiness to the commanding officer of a well-ordered ship."

• Glenn H. Curtiss (the airplane pioneer)—"The application of the aeroplane for the attack of warships is a most interesting problem, to



which I intend to devote considerable of my own time."

Concerning "Dreadnoughts" in the same issue is the observation: "... the U.S. undoubtedly can build as large a battleship as any nation and perhaps larger. A 30,000-ton battleship would beat the record up to date ... but without a dry dock in which to repair it and with but a few widely separated navy yards with channels sufficient to permit a haven, it would be an evidence of a nation's folly rather than of its wisdom. . . ."

fast or faster, with no increase in cost. For any exception, a request must be forwarded by dispatch to the Chief of Naval Personnel giving reasons and asking authority to use desired mode of transportation.

In determining the time required for air transportation, COs are asked to consider the probable delay in getting air transportation, keeping in mind the travel priority specified in the travel orders.

94,000 Reservists Received Training in Last 12 Months

A total of 94,000 Naval Reservists, a record number, trained with the Navy during fiscal 1948.

The Naval Reserve used approximately 200 ships for training duty during the year, in addition to numerous small vessels regularly assigned for Naval Reserve training. Cruises were made to Canada, Panama, Bermuda, West Indian ports, Mexico and Alaska. Reservists were given liberty in foreign ports whenever possible.

Training cruises were of several types: Two-week cruises aboard regular Navy vessels, duty in ships in

routine fleet operations, cruises aboard Naval Reserve ships having only a skeleton permanent crew, and special cruises for extended periods.

In addition to training duty afloat, a two-week training period has been established at all suitable naval training facilities and schools ashore. The period is designed especially to train personnel who seek advancement in specialized ratings.

Critical Tanker Shortage Reduces Turnabout Time

Because of a critical tanker shortage, turnaround time of Naval Transportation Service oilers and U. S. Navy tankers will be reduced to a minimum.

Alnav 50-48 (NDB, 15 July 1948) calls on all naval activities concerned to take immediate steps to speed the movement of tankers and avoid delays in port. Services connected with operational support, supply, repairs, loading, unloading, fueling and other functions will be furnished on a 24-hour day, 7-day week basis.

Service-Wide NROTC Entrance Exam for EMs to be Held 11 Dec

For the third time in as many years, enlisted men of the Navy and Marine Corps may compete for entry into the Naval Reserve Officers Training Corps under the Holloway Plan.

A service-wide competitive examination is slated for 11 Dec 1948.

Enlisted personnel may apply through their commanding officers. COs will nominate qualified personnel, sending their recommendations to the Bureau of Naval Personnel (Attn: Pers 3637) at the earliest practicable date. Deadline for receipt of nominations is 1 Nov 1948, BuPers Circ. Ltr. 136-48 (NDB, 31 July 1948) announces.

Nominations received after 1 Nov 1948 will not be considered, nor will dispatch nominations.

Eligibility requirements are:

- Recommendation by CO as having necessary officer-like qualities.
- Be a male U.S. citizen.
- If a minor, have consent of parent or guardian at time of enrollment.
- By physically qualified by standards for midshipmen.
- Agree to enter and continue NROTC training.
- Agree to accept commission as ensign in the Navy or second lieutenant

in the Marine Corps and to serve on active duty for two years in such rank.

- Agree to accept a commission in the Organized Naval or Marine Corps Reserve upon completion of the two years' active duty, unless application is made for and candidate is accepted as a career officer in the regular Navy or Marine Corps.

- Agree not to resign such reserve commission until six years from date of original commission.

- Agree to remain single until commissioned.

- Agree to forego contract obligations if such action is for the best interests of the naval service.

Other requirements include:

Age—A candidate must have reached his 17th birthday and not have passed his 21st. This requirement cannot be waived since it is established by law. However, a further provision permits men who have had active military or naval duty to be admitted with advanced standing.

Active duty persons who come within all three of the following categories will be eligible to take the examination, despite their age:

- Those who have had previous

college training, and

- Who will not have reached their 25th birthday on 1 July in the year in which they can expect to finish a four-year college course without taking summer work, and

- Who may be granted advanced standing in naval science subjects because of duties performed or training received as enlisted men.

Selections will not be made, however, of candidates with previous college training who will become 21 on or before 1 July 1949 and who could not be given enough advanced standing in naval science to complete the required 24 semester or equivalent quarter hours of naval science and at the same time complete the four-year college course.

Scholarship—A prospective candidate must be eligible for admission to the NROTC college or university of his choice. The Navy does not place NROTC students in college. It merely certifies successful nominees to the colleges as having passed the selection process.

A successful candidate must therefore meet college entrance requirements and make application for admittance.

Generally, all colleges require graduation from high school as a prerequisite to admission. As a result, BuPers recommends that non-high school graduates definitely determine whether they could be acceptable to a college before applying for the program. If a candidate can reasonably be expected to complete college entrance requirements by end of the present academic year he is eligible to file application.

Service—Applicants must be on active duty in the Navy or Marine Corps. Their enlistments or extensions of enlistment must not expire before 1 Sept 1949.

If enlisted personnel are due for discharge before 1 Sept 1949 and desire to compete for the program, they may reenlist or extend enlistments for one year. Reenlistment or extensions for purposes of qualifying for the examination must be done at the individual's own volition.

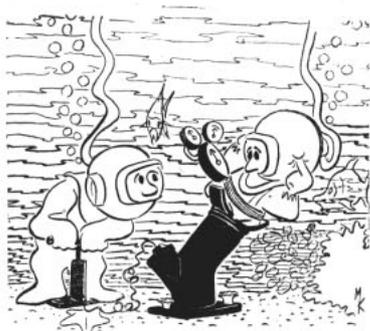
If a man ships over expressly to be eligible for the competitive examination, but is not selected for enrollment in the NROTC program, he will

Secret Weapon: Underwater 'K' Gun

A depth charge projector has been successfully fired underwater for what is believed to be the first time. Scientists at the Naval Ordnance Laboratory, White Oak, Md., waterproofed an ordinary "K" gun and set it up on the bottom of a pond near the laboratory.

Purpose of the test was to determine the effect large scale explosions have on certain delicate shipboard equipment. When a bomb explodes near a vessel severe pressure waves are set up which often damage exposed equipment. The White Oak Laboratory tests new equipment to determine how well this equipment stands up under pressure waves. Here's how an experiment is set up:

By use of the underwater "K" gun, scientists duplicate the pressure effect on various types of equipment without using a large



explosion. For example, a radar antenna was tested by placing it on the "K" gun in the same manner as a depth bomb would be placed and firing the gun underwater. The thrust of the antenna as it was fired through the water subjected it to approximately the same amount of pressure as if a bomb had been exploded near it in the air.

be required to serve the remainder of his hitch on general duty.

Physical—Basic physical requirements, the same as for midshipmen of the Naval Academy, are as follows:

- Height—between 66 and 76 inches.

- Weight—in proportion to height.

- Vision—Normal acuity: 20/20 uncorrected in each eye with normal color perception.

- Teeth—20 serviceable teeth with at least 4 opposing molars, 2 of which are directly opposed on each side of dental arch, and 4 opposing incisors.

Personnel nominated to take the competitive examination will have a notation to that effect placed on page 9 of their service records. Every effort is being made by BuPers to assure that qualified nominees are given the opportunity to compete. In the event that a man is transferred after being recommended, BuPers must be notified of the new duty station in order that he may take the test.

Enlisted men selected for the NROTC program will be transferred to a central assembly point about 1 June 1949. There they will be given academic refresher training for 8 or 10 weeks. Successful completion of the refresher training will result in those men being transferred to another assembly point for discharge to accept appointment as midshipmen.

Following discharge, selected NROTC candidates will be in a civilian status. Upon arrival at the university or college to which assigned, candidates will be appointed midshipman, USNR (NROTC) (Inactive) as of the day classes begin.

Successful NROTC candidates will not receive mustering-out pay. While participating in the program they will receive \$50 per month retainer pay and uniforms necessary during drill periods and cruises. Upon discharge a travel allowance is authorized at the rate of five cents per mile from place of discharge to place of acceptance of enlistment, or their home address. Also authorized is reimbursement at five cents per mile to the college or university.

Cost of tuition, textbooks, laboratory and other necessary fees are paid by the government. Since the \$600 per year allowed the NROTC student by the Navy is generally insufficient, a student may accept other employment

Preflight Tests Help Pick Good Pilots

How can the Navy make sure a man is capable of flying a high-speed airplane without risking his neck and thousands of dollars worth of equipment? That's what it is trying to find out.

At NAS Pensacola, Fla., the largest military psychological test research program ever undertaken during peacetime is underway. Every aviation midshipman in preflight training is given two days of paper and pencil tests and a half day of psychomotor tests. He is tested also in a disorientation machine, a modified Link trainer and in a new device called the primary landing trainer. After the initial testing some of the fledgling aviators take a short "training" course on some of the devices to see how fast learning can take place.

The objective of these experiments is to try to find those factors which will be most useful in the selection and training of pilots. The tremendous cost of training an aviator, plus the special demands being made of pilots of new types of aircraft, has made it necessary that only men who possess the required basic special abilities be selected for flying. Each student who fails in the training program represents the loss of thousands of dollars.

If a man succeeds in getting through training but is not efficient in coordinated fleet operations, he represents a much larger financial loss to the Navy. In addition, he creates a weak link in the military

structure. That is why the initial selection of only those men who can meet the demands for this kind of specialized service is an important step in improving the efficiency of the armed services.

The conclusions reached as a result of these tests will not be known for some time. At present none of the midshipmen now taking part in the experiment is being selected for aviation training on the basis of the experimental battery of tests. Their scores will not be used to determine whether they will stay in aviation. The test results cannot be made a part of an individual's record.

After the pilots have had a chance to prove their efficiency both in the standard training program and in their first tour of sea duty, it will be possible to calculate those psychological factors that predict an individual's performance.

New tests will then be constructed and tried out on another large group of midshipmen to prove the effectiveness of the original data. Only after this long process has been completed will another step have been accomplished to raise scientifically the efficiency of the process of selecting men who should or should not fly military aircraft.

The experiments are being carried out under the joint supervision of the Aviation Psychology Branch of the Division of Aviation Medicine, the Special Devices Center of the Office of Naval Research, and the Air Surgeon, U. S. Air Force.

where it does not conflict with the program. Midshipmen must pay for their own quarters and subsistence. They also must supply themselves with necessary civilian clothes.

Ordinarily, NROTC students will attend college for four years. Any course leading to a baccalaureate or higher degree may be taken. Required in their studies are 24 semester or equivalent quarter hours of naval science. Students also must satisfactorily complete mathematics through trigonometry and one year of college physics by the end of the sophomore year. Proficiency in written and oral English also must be achieved.

Other detailed information regard-

ing academic studies are contained in BuPers Circ. Ltr. 136-48.

NROTC midshipmen are required to take two summer cruises and one period of aviation indoctrination. Both are generally of eight or more weeks each.

Upon graduation and after acceptance of a regular Navy or Marine Corps commission, two years of active duty are required. An additional year's duty may be requested. After completion of active duty of two or three years, a choice is given either to be transferred to the regular Navy as a career officer or to be transferred to inactive duty as a commissioned officer in the Organized Reserve.

Enlisted Men on Active Duty Eligible for Aviation Cadet Training

The naval aviation cadet program, as originally provided for by Public Law 698 (77th Congress) is being re-activated. The program is expected to enroll 1,979 naval aviation cadets during fiscal 1949 and to continue with large yearly inputs thereafter.

A joint BuPers-MarCorps letter of 22 July 1948 (NDB, 31 July 1948) establishes provisions for enlisted personnel on active duty in the U. S. Navy, Naval Reserve, Marine Corps and Marine Corps Reserve, who meet the requirements, to apply for flight training under the naval aviation cadet program. Each applicant must:

- Be a native born male citizen of the United States or naturalized for a period of at least 10 years.
- Have satisfactorily completed a minimum of two full academic years (60 semester hours or 90 quarter hours) at an accredited college or university. Candidates with barely passing grades in a substantial number of subjects will be rejected.
- Have reached his 18th birthday but not have passed his 25th birthday on the date his application is submitted.
- Agree to remain on active duty for four years including the period spent in training as a naval aviation cadet, unless sooner released by the Navy Department.
- Be unmarried and agree to re-

Santa Fe's Crew Members Plan Second Convention

Former ship's company of the light cruiser USS *Santa Fe* (CL 60) will meet in Philadelphia on 16 Oct 1948.

Santa Fe sailors desiring further information or convention reservations may write to the vice president, Frank Moran, at 349 Central Avenue, Jersey City, N. J.

main unmarried until commissioned.

- Attain at least a "C" grade in the aviation classification test, mechanical comprehension test and flight aptitude rating.
- Be physically qualified and aeronautically adapted for actual control of aircraft in accordance with the current edition of the Manual of the Medical Department, U. S. Navy.
- Be strongly motivated to fly, and must possess potential officer-like qualities.

Applicants less than 21 years of age are required to have the consent of their parent or guardian. A special naval aviation cadet consent form is furnished COs as an enclosure to the authorizing letter.

Navcads successfully completing the flight training course will be ap-

pointed ensigns, ALL, USNR, when they receive their designation as "Naval Aviator." Within authorized quotas, navcads may volunteer for selection and appointment as second lieutenants, USMCR. Upon fulfillment of their contract after four years' service, personnel will be released to inactive duty. At that time, if vacancies in the service permit, a limited number may be permitted to continue on active duty or to request regular Navy or Marine Corps commissions.

Documents required of each applicant for training as a naval aviation cadet, Class V-5, USNR, are:

- An application (NavPers 953-A, revised Feb 1947) for naval aviation cadet training, USNR.
- Naval aviation cadet contract form (enclosure A to the joint letter).
- If less than 21 years old, consent of parent or guardian as previously mentioned.
- Educational transcript of all college work completed before date of application. This is to be attached to original application.
- Report of physical examination for flying (NavMed Av-1). Flight aptitude test scores will be indicated on the form. In the case of applicants who previously have taken these tests, the CO should request scores from the Aviation Psychology Section, Bureau of Medicine and Surgery, if the scores do not appear in the individual's record.

The Bureau desires that a careful review be made of the basic qualifications of applicants, and that a preliminary physical examination be conducted by those activities not having a flight surgeon. This will reduce the amount of paper work necessary for processing and will eliminate unnecessary travel expense for obviously unqualified candidates. Applicants who meet the basic requirements will be ordered to the nearest naval or Marine Corps activity having a flight surgeon to take the flight physical examination and the flight aptitude tests.

A supply of the application form has been furnished to all district publications and printing offices, and can be ordered as desired. The form contains specific instructions.

All commands are urged by the letter to be meticulous in the selection

Here's Proof That OLD Navy Was Tough

"Now, in the *old* Navy, things were *really* tough . . ."

Many young modern sailors have heard a conversation started in this manner by an "old salt" during a "bull session." Most of these yarns were accepted with a grain of salt.

Now, a 20-year man comes up with this morsel to prove his point:

Back in 1909 a New York congressman wrote the Bureau of Navigation (forerunner of the Bureau of Naval Personnel) requesting that one of his constituents be transferred to shore duty on board USS *Hancock*, receiving ship at New York Navy Yard. This would permit this able seaman constituent to be near his home in Brooklyn.

The Bureau of Navigation's refusal was prompt.

The seaman in point had re-enlisted the year before and had only five years' service, the Bureau wrote. Therefore he was not eligible for shore duty because:

"Men to be regularly assigned to receiving ships should have over 20 years' service, the naval regulations requiring really over 25 years. When men are nearing the end of their enlistment, having less than six months to do, it is sometimes practicable to let them serve out their enlistment on receiving ships near their home."

Since the seaman didn't qualify in either case, the bureau added the clincher that "his presence is required on board of the *Missouri* where they are already short of seamen . . ."

of candidates for aviation cadet training, bearing in mind that men nominated are potential candidates for a commission in the Navy or Marine Corps. In the application's first endorsement, the nominating command must make a positive statement regarding eligibility of the man concerned, and a recommendation for this type of training.

All documents listed above must be executed and attached as enclosures to the application. In the cases of applicants found qualified in all respects, the original application complete with all enclosures should be forwarded to the Chief of Naval Personnel (Attn: Pers-3635), via the Bureau of Medicine and Surgery, for final action. A duplicate should be filed in the individual's service record.

Upon final review and approval of an application by BuPers, each applicant will be notified in writing via his CO of the action taken in his case. Accepted applicants will be ordered by the Bureau or by the Commandant, U. S. Marine Corps, to NAS, Pensacola, Fla. Upon reporting, they will be processed for enlistment or reclassification in the grade of Naval Aviation Cadet, Class V-5, USNR.

If at any time prior to receipt of orders to report for training an applicant decides that he no longer desires to be considered for such training, he should submit to the Chief of Naval Personnel (Attn: Pers-3635) written notification of withdrawal of application. Such requests for withdrawal will be approved without prejudice. Candidates who violate their contracts by marriage prior to receiving their commissions will be dropped from the flight training program. Also, navcads in the flight training program who fall below the required standards in ground school training, in flight training, physically, or in conduct or aptitude, will be dropped from training.

Any man separated from the flight training program may elect one of the following options as appropriate:

- Discharge from the U. S. Naval Reserve.
- Reclassification in his previous rate and classification and return to inactive duty in the Naval Reserve.
- If a former member of the U. S. Navy, to be discharged from the Naval Reserve for the purpose of immediate

Marines' Part in Vital Midway Action Narrated

A new 56-page official monograph tells the Marine story of the vital Battle of Midway, often called by historians the turning point of the Pacific war.

Marines At Midway covers the period from the war's beginning through the historic action, recounting in vivid description, pictures and maps, the part played by Marine artillerymen and aviators in defending the island.

Against a background of international tension as the U.S. and Japan neared war, Nipponese "peace envoys" Kurusu and Nomura made a last minute visit to Midway in November 1941. The well-documented account tells for the first

time how nearly every Marine on the island marched by to give a false impression of great strength in men and guns.

The monograph details in interesting fashion the succession of defensive actions which culminated in the great battle of June 1942, and includes the story of how Fleet Admiral Nimitz made a surprise personal visit to warn of the coming strike.

Written by Lieutenant Colonel R. D. Heinl, Jr., USMC, the monograph may be purchased for 50 cents from the Superintendent of Documents, Government Printing Office, Washington, D.C.

reenlistment in the Navy in his previous rate and classification, if fully qualified.

- If a former member of the U. S. Marine Corps or Marine Corps Reserve, to be discharged from the U. S. Naval Reserve for the purpose of immediate reenlistment in the rank previously held in the U. S. Marine Corps or Marine Corps Reserve, if fully qualified.

The letter requests each CO to give its content wide publicity throughout his command so that it will come to the attention of all interested personnel. Members of the U. S. Naval Reserve or Marine Corps Reserve on inactive duty who desire to apply for this training will be processed at the offices of naval officer procurement in accordance with Procurement Directive 3-48.

Former naval aviation cadets and student aviation pilots who were separated from the program because of quota restrictions or who were released to inactive duty at the end of the war are eligible to apply provided they meet qualifications. A person who has been dropped from any military flight training program because of flight failure is not eligible.

It was expected that the first class for training under this program would report to indoctrination school at NAS Pensacola, Fla., on 12 Aug 1948, and that there will be bi-weekly inputs thereafter.

The short title "navcads," by which

all naval aviation cadets will be known hereafter is used to distinguish between the Navy's aviation cadet program and the Air Force cadet program.

For other information on the navcad program, see ALL HANDS, August 1948, p. 42.

Organized Reserve Training Duty Regulations Outlined

For continued membership in the Organized Naval Reserve, annual training duty must be performed unless personnel are released from such duty by district commandants or the Chief of Naval Air Reserve Training.

Naval Reserve Multiple Address Ltr. 26-48 declares that Reservists in organized units must perform one of the following during each fiscal year:

- Participate in annual training duty.
- Indicate in writing to their unit commander their availability for such duty, or
- Obtain release from this obligation from commandants or CNAResTra.

Personnel who fail to comply with annual training regulations will be transferred to the Volunteer Reserve. Transfer for this reason will not permit new membership in the Organized Reserve without approval of BuPers in the case of officers, and of commandants or CNAResTra in the case of enlisted men.

**1st Marine Aircraft Wing,
Famous for War Record,
Celebrates 7th Birthday**

Shortly after the "two-ocean Navy" came into being in late 1940 there was born a fighting organization within the Marine Corps which is rapidly becoming one of the corps' favored traditions.

This outfit—the First Marine Aircraft Wing—now is in its eighth year. It is quietly carrying on traditions of the past and preparing for the future. Jet-type planes soon will be augmenting the 250 aircraft maintained by the wing.

Shortly after the attack on Pearl Harbor the unit consisted of 67 planes capable of flying—only 15 of which were in combat readiness. But despite its early deficiencies desperate aerial combat emblazoned its activities on the pages of Marine Corps history.

In the first 10 days of combat at Henderson Field alone, the handful of pilots accounted for 58 planes, sank a cruiser, a destroyer and damaged four other vessels. Three famous aces emerged from the early war activities—John Smith, Robert Galer and

**Nation's Salute to Youth
Gets Navy's Full Support**

The problem of manning tomorrow's Navy today has led the Navy to take an active interest in Youth Month—September—the theme of which is a salute to youth, accentuating the positive and stressing achievement.

Indicating that the Navy's concern for youth is not confined to one month a year, 133 naval officers have been assigned collateral duty as liaison officers with national youth organizations. These officers, known as NAVLOS, are active in the various districts, naval air stations and fleet commands in the continental U.S. and in the territories and possessions.

Throughout the youth programs it is being emphasized that serving and assisting the nation is an honorable, respected career in whatever capacity it is done. The September campaign to give youth a place in the sun has the full support of the Navy Department.

Marion Carl, the latter holder of the official world speed record in a jet-propelled craft.

The wing's seventh birthday recently was observed at the Marine Corps Air Station at El Toro, Calif., whose CO, Major General Louis E. Woods, USMC, was the unit's first skipper. It is proud of its record of accounting for most of the 2,238 Japanese planes shot down in air combat by Marine pilots.

**Officers' Messes Must Pay
For Utilities Consumed
For Any Entertainment**

Commissioned officers' messes (open) ashore must pay for utilities furnished them above and beyond those necessary for the normal conduct of essential mess activities in providing meals.

A decision of the Comptroller General of the United States states that non-appropriated mess funds should be charged for utilities consumed with any social, entertainment or recreational activities of commissioned officers' messes, as distinguished from activities primarily related to the function of providing adequate meals for naval personnel.

All commands concerned by this decision have been notified by BuPers Circ. Ltr. 135-48 (NDB, 31 July 1948) to determine the proportion of mess utilities to be paid from appropriated and non appropriated funds on the basis of the Comptroller General's decision, and to make payment from mess funds for utilities used from 15 Mar 1948 and each month thereafter.

BuPers suggested that commanding officers appoint a board to fix the proportionate amount of utilities used for (1) essential mess activities (to be paid by appropriated funds) and (2) in connection with any social, entertainment or recreational activities (to be paid by non-appropriated funds).

Payments made prior to 15 Mar 1948 from mess funds by open messes are not affected by the new directive and may not expect any refunds. The provisions of the new directive will be included in the next change of BuPers Regulations for Commissioned and Warrant Officers' Messes Ashore (NavPers 15782).

**The Navy's Top Atom Expert
Shatters Many Illusions
Concerning the A-Bomb**

A special field day for cleaning up myths and illusions about the A-bomb was called by the Navy's top atomic energy expert.

Speaking before a military assembly in New York, Rear Admiral William S. Parsons, USN, Navy Director of Atomic Defense, lowered the boom on false conceptions as to destructive powers of the atomic bomb, its industrial potential of the near future, and the ease of transporting and defending against it.

"If the general public should get the idea that there is no limit to the radius of destruction and that even though there has been no visible damage and no sound, some terrible mist might doom the city, the stage would be set for an imaginary Orson Welles bomb that could cause indescribable panic and confusion," the admiral declared in attempting to define the bomb's destructive boundaries.

The people have "an exaggerated idea of the potency of the atomic bomb," he said. "The radius of destruction is very great compared to a pre-atomic blockbuster, but the record shows that Germany suffered blast damage equivalent to several hundred atomic bombs during World War II

**Young Navy Seaman Is Model
For His Former Classmates**

Even though he didn't graduate, a young Annapolis seaman is the model of his high school class.

Stanley C. Nichols, SA, USN, of Binghamton, N. Y., left high school to enlist in the Navy. When time came for leave, he went home to visit, among others, his school and principal.

The talk reached amiable proportions, with the result that Nichols was scheduled as a speaker at the school.

During the address, Nichols reminded students of the value of education, following up with the assertion that he was trying for a high school diploma through the Navy's educational system.

The occasion? Graduation exercises for his former classmates.

without complete loss of military or industrial strength."

Its killing and incapacitating power is another thing. "For several reasons the lethality of atomic bombs is greater than high explosive or fire bombs for an equal area destroyed. This is partly caused by paralysis of fire fighting and rescue crews and organizations for giving medical aid."

Possibly with Hiroshima and Nagasaki in mind, the admiral stated that victims of gamma radiation from an atomic bomb are no better and certainly no worse than victims of other man-made catastrophes. "The increased lethality is only in part due to radiation burns and, for an air burst several hundred feet up, the hazard from radio activity is ended within a few seconds."

As for an underwater atomic burst, Rear Admiral Parsons declared that the main disadvantage from an operational standpoint "lies in the fact that a tremendous effort is needed to keep track of records of exposure and to handle contaminated clothing."

The admiral leveled his sights at a second illusion about carrying the atomic bomb to a target and defending the home country against it.

"Perhaps the idea is that any country clever enough to produce atomic bombs will naturally find an easy solution to the problem of delivering them to any desired target. . . . My guess is that the problems of atomic delivery and defense will continue to be first magnitude. In this connection, there should be overwhelming emphasis on the fact that 20th century wars have created more problems than they solved."

Special attention was leveled at "rosy predictions of cheap, abundant power from uranium and thorium in the foreseeable future," another illusion.

"Even if there were mountains of pure uranium oxide waiting to be mined with steam shovels, there would still be major problems to be solved in the field of nuclear physics and chemistry and also metallurgy and thermodynamics before the atom could compete with coal and falling water as a source of industrial electric power."

But there are no known mountains of high grade uranium oxide ore, the admiral pointed out, and the ore content is so low that the energy ex-

QUIZ ANSWERS

Answers to Quiz on page 7

1. (c) It's the Navy scout plane Seahawk SC-1.
2. (b) One man crew but in addition it has a jump seat for rescue work.
3. (a) Azimuth circle which is mounted on a pelorus compass.
4. (b) It is used extensively to take sights and permits reading on the compass the true bearing of other ships and objects.
5. (c) Pipe fitter which absorbed the ship fitter rating group.
6. (b) Disbursing clerk.

ended in extracting the ore more than offsets any nuclear energy from fission of the hard-won atoms.

Not all is gloom, however—particularly for the future Navy: "Atomic power units for special applications like mobile generators in ships and

aircraft, and stationary plants in which the primary purpose is to produce more plutonium or uranium should be in sight in our lifetime."

Indirect benefits in 10 years might be greater than direct dividends, he said. "Radioactive isotopes might not cure cancer directly but their use might lead to knowledge which would permit us to deal with it effectively. Similarly, atomic power almost certainly will not of itself make deserts bloom, but new discoveries in the field of photosynthesis, through use of tagged atoms, might in the long-range future lead to controlled production of food.

"If this should happen, our grandchildren would think of present agriculture as dating in the Stone Age. Such an obviously benign result might even shake Man out of his perversity and enable him to solve his problems in a manner more rational and less suicidal than the current vogue."

And May the Better Beetles Win

Wasps will battle beetles and beetles will snarl with snails—with the Navy as matchmaker—that's the latest thing in Pacific warfare. Here's the story:

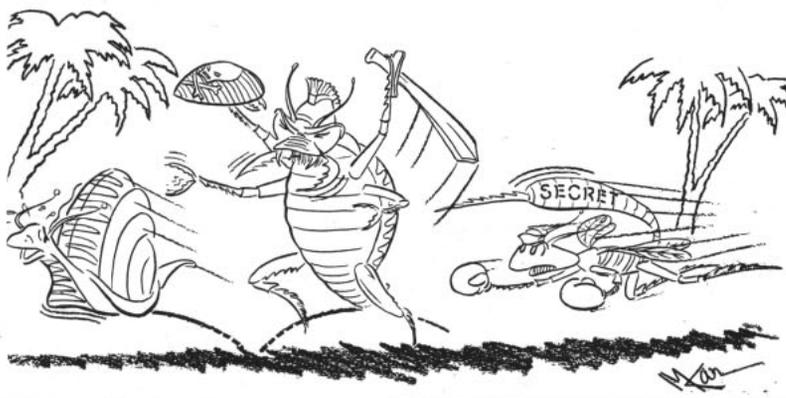
Great damage is caused to coconut palms in the Palau Islands by the rhinoceros beetle. The beetle's natural enemy is the Scolia wasp, whose native habitat is Zanzibar, East Africa. At the Navy's request Dr. Francis X. Williams of Honolulu, T.H., collected two boxes of the wasps, transporting them to the Western Carolinas to annihilate the beetles.

If you're interested in the wasp's method of warfare, here's how it works:

The wasp attacks the beetle by

stinging the beetle grub, thereby paralyzing it. It then lays its eggs on the grub. The eggs, when hatched, become larva which feed from the body of the paralyzed grub. The rhinoceros beetle accidentally was introduced into the Palau during the Japanese occupation.

As to the beetles who are due to tangle with the vegetation-destroying giant African snail now becoming prevalent in the Hawaiian Islands, they are called Tefflus. The Tefflus is a ground beetle and a natural enemy of the African snail. It is a native of Kenya, in Africa, and is being introduced to the islands in a comprehensive pest-control program. Its method of warfare apparently is a "military secret."



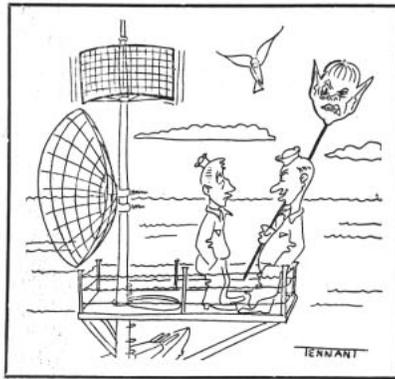
Sharp Seaman Guard Represents Navy at Official Ceremonies

When it comes to marching, one of the snappiest outfits in the Navy is the Seaman Guard.

In parades, holiday ceremonies and military funerals taking place in the nation's capital, this unit, only one of its kind, is the representative group of the U.S. Navy. It is constantly under scrutiny of high government, civilian and foreign dignitaries as well as thousands of citizens who attend public functions.

During its 13-year existence it probably has performed before more royalty and world-famous figures than any other group of bluejackets in American naval history.

A few of the details carried out by the Guard during the past year included an 80-man detail to welcome the Governor General of Canada to the White House, a color guard when a British admiral placed a wreath on the Unknown Soldier's tomb, a unit which took part in the Easter sunrise ceremony, a marching unit in the Army Day parade and a unit of the Guard to welcome the President of Mexico to the White House when he visited the U.S. The honor guard units



Theo H. Tennant, YN1

'Wanna see me frighten a few radarmen?'

performed at about 364 military funerals during 1947 with the traditional volley of shots and impressive ritual.

The need existing for a permanent organization of some kind to represent the Navy at official ceremonies and functions was first realized in 1933, when a ceremonial guard unit was established at the Receiving Station, Washington, D.C. Prior to that time men had been picked at random from general detail. Because most of

them had recently come from sea and had never before marched together, they made a poor showing against the precise, rhythmical marching of well-trained Marine and Army units that took part in the ceremonies. Two years later the name of the organization was changed to Seaman Guard.

About 50 seamen and five petty officers formed the first Seaman Guard. When the Receiving Station moved from the Naval Gun Factory across the river, no Marines were assigned to the base so the Seaman Guard took over the duty of providing security.

Men selected for duty with the Guard are carefully screened. They must have good posture, a neat appearance and be about six feet tall. They must be expert marchers. About 40 per cent of all men assigned to the Guard are later rejected because they do not exhibit the flawless, precision marching that brings storms of applause whenever the Guard goes through its paces at public ceremonies.

Considerable emphasis is placed on the neat appearance of the guardsmen. One of the things that govern selection of personnel for duty with the Guard is an above average appearance of neatness. When they appear at public ceremonies they are as spotless as possible. Snow-white hats, belts and leggings, glistening shoes and sparkling chromium-plated bayonets are a trade mark of the colorful marching sailors. The Guard is one of the few organizations within the Navy permitted to wear the dress white jumper. They wear it when conducting military funerals, such as when they participated in the funeral procession of General of the Armies John J. Pershing.

During World War II members of the Seaman Guard alternated with soldiers and Marines in standing guard over the Constitution of the U.S., the Declaration of Independence and the British Magna Carta, which were kept at the Library of Congress. These treasured documents were watched night and day.

Members of the Guard have appeared in several television shows. On last Independence Day they were actors in "America's Cavalcade of Freedom Fourth of July Celebration" that was widely televised. Two pla-

Radio Programs Beamed to Pacific, Atlantic

Here is the latest schedule of Armed Forces Radio Service programs beamed to the Pacific and the Atlantic. All times are Greenwich.

WEST COAST TRANSMISSIONS

Station	Beam Area	Frequency (KCS)	Time
KCBA	Alaska, Aleutians, China, Korea and Japan	15150	0315 to 0830
	Philippines, Japan, Mid Pacific and Southwest Pacific	15330	0900 to 1430
KCBF	Alaska, Aleutians, China, Korea and Japan	17850	0315 to 0830
	China, Japan, Philippines and Aleutians	9700	0900 to 1430
KGEI	Philippines, Marianas, South Pacific and Southwest Pacific	15210	0530 to 1030
	Philippines, Mid Pacific and Southwest Pacific	9530	1045 to 1430
KGEX	Philippines, Marianas and Southwest Pacific	17780	0530 to 0845
KNBX	Mid Pacific and South Pacific	15250	0530 to 0845
KWID	Mid Pacific and South Pacific	11900	0530 to 1130
KWIX	Alaska and Aleutians	9570	0315 to 0845
	China, Japan, Philippines and Aleutians	11860	0900 to 1430

EAST COAST TRANSMISSIONS

WNRX	Central and South America, Panama and West Indies	21730	1900 to 2200
WRCA	South Atlantic and Africa	15150	1900 to 2200
WBOS	Greenland, Iceland and England	15210	1900 to 2200
WGEX	England, Europe and Mediterranean	17880	1900 to 2200

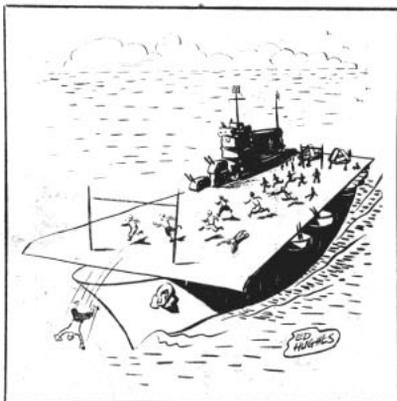
toons took part in a Navy Day show at the Anacostia Naval Air Station, which was televised. Often at football games and other sporting events they give exhibitions of intricate marching and drilling maneuvers.

Whenever the head of a foreign nation makes an official visit to the President, the Seaman Guard furnishes a company of sailors to act with the Army and Marines as a guard of honor at the White House. At important parties, receptions and other ceremonial functions members of the Guard are usually assigned to the White House.

Primarily a ceremonial unit, the Seaman Guard is trained also for both emergency shore patrol and riot duty. All guardsmen are instructed in the use and operation of small arms and night stick and in tactics to employ during disturbances. If a riot should start in the area the Guard can quickly furnish 80 men under arms to assist local authorities. The Guard forms the central body about which the Potomac River Naval Command's defense battalion would be assembled in event of emergency.

Men assigned to the Guard are drilled daily. In addition to their duties as marching units, the men must also know the ritual of military burials, color guard, color bearer, all phases of military courtesies and must be able to perform numerous jobs required in their duties as gate sentries and security patrols.

When the necessity arises for a unit of sailors to represent the Navy, whatever the occasion, the Navy Department knows it has a crack outfit that ranks with the best in the art of picking them up and laying them down.



'And Josblowski dives over for the first touchdown'

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, Navacts, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnav, Navact and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; Navacts apply to all Navy commands; and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 48—Announces an increase in commuted and leave rations for enlisted personnel.

No. 49—Announces disestablishment of Naval Air Transport Service. (See p. 6.)

No. 50—Directs activities concerned to lend seven-day-week, 24-hour-day service to tankers. (See p. 47.)

No. 51—Calls attention of commanding officers to BuPers Circ. Ltr. 77-48 which asks for nominations of outstanding enlisted men to take examinations for the Navy Prep School. (See p. 6.)

No. 52—Changes Alnav 238-47 allowing certain officers of the Medical Corps to reapply for appointment in supply and administration sections thereof. (See p. 41.)

No. 53—Announces the death of General of the Armies John J. Pershing.

No. 54—Reverts to previous policy of Navy and Marine personnel accepting foreign awards. (See p. 7.)

Navacts

No. 10—Announces the opening of a public information School for officers. (See p. 46.)

BuPers Circular Letters

No. 122—Modifies BuPers Circ. Ltr. 244-47, information concerning certain veterans rights and benefits.

No. 123—Announces All-Navy Photography Contest (See p. 44.)

No. 124—Presents the policy of the Navy Department with regard to air transportation. (See p. 47.)

No. 125—Urges the fullest distribution of ALL HANDS Magazine among the personnel of all commands.

No. 126—Cancels Alnav 39-45, which has served its purpose now that NATS has been reorganized.

No. 127—Announces award of PUC to CompRon 13.

No. 128—Announces availability of oath and acceptance form to be used by Reserve Officers after announcement of newly assigned ranks. (See p. 51.)

No. 129—Gives additional information on competitive pay grade 1A examinations for 1948. (See p. 40.)

No. 130—Announces award of NUC to USS *Marblehead*. (See p. 16.)

No. 131—Gives general information concerning Selective Service Act of 1948.

No. 132—Lists officers eligible for promotion to ranks of lieutenant (junior grade) and commissioned warrant officer.

No. 133—Presents policies for the administration of women in regular Navy and Reserve, exclusive of the Nurse Corps. (See p. 42.)

No. 134—Lists officers selected for special duty. (See p. 41.)

No. 135—Gives policy concerning payment of utilities of commissioned officers' messes (open) ashore. (See p. 52.)

No. 136—Establishes procedure to be followed by all commands nominating qualified enlisted men for NROTC program. (See p. 48.)

No. 137—Gives instructions on Form NavPers 601, page 4A-4B (Rev. 3-46) of the Enlisted Service Record.

"Band of the Presidents" To Play at Inauguration

America's oldest existing military musical organization—the Marine Corps band—is looking forward to January 1949, when it expects to play at the Presidential inauguration.

The musical organization has played at every inauguration held in Washington since President Jefferson's time. Congress by an act of 11 July 1798 authorized the band. In its 150 years of existence, the band has played a prominent part in American history.

"Band of the Presidents" is the name applied to the group. Official White House debut was made on New Year's day, 1801, for President Adams. The custom of serenading presidents has continued to the present time.

DECORATIONS & CITATIONS



NAVY CROSS

Gold star in lieu of second award:

★ **HEMBY**, Merrill J., LCDR, USNR, New Orleans, La.: As pilot of a carrier based dive bomber in BomRon 85, LCDR Hemby participated in an attack against major units of the Japanese fleet in Kure Harbor, 24 July 1945. Heading his section of aircraft through adverse weather and intense enemy anti-aircraft fire from both ships and shore batteries, he pressed home his attack to score a direct hit on the Japanese battleship *Haruna*. When one of the pilots of his flight was wounded, he went to his aid and, despite a dangerously low fuel supply, remained with the aviator and signalled to him until the pilot succeeded in flying his damaged plane to a friendly destroyer for a safe sea landing. Returning to his carrier after dark with fuel so low that his engine stopped when the plane was close to the ramp, he quickly switched to another fuel tank. Although this tank also registered empty, he managed to land aboard on the second approach.

First award:

★ **RICHARDS**, Kenneth G., LTJG, USNR, Jacksonville, Fla.: As pilot of a torpedo bomber in TorpRon 49, attached to *uss San Jacinto*, LTJG Richards flew in action against units of the Japanese fleet at Kure on 28 July 1945. He contributed materially to the disabling of the enemy ship when he flew through intense anti-aircraft fire to score a direct centerline hit on a heavy cruiser.

★ **GOODSON**, Nelson, LTJG, USNR, Baltimore, Md.: As pilot of a fighter plane in FitRon 49, attached to *uss San Jacinto*, LTJG Goodson flew in action against Japanese forces at the Kure Naval Base, 25 July 1945. Flying as section leader in a strike against the Japanese base, he and six other fighter pilots became separated from the strike group due to ad-

verse weather conditions. In spite of the danger involved, he proceeded to the assigned target and participated in a seven-plane attack against the Japanese battleship, *Ise*. He scored a direct hit amidships which caused considerable damage to the superstructure and gun positions.

★ **CROSBY**, John T., LT, USN, Oakland, Calif.: As pilot of a carrier based fighter plane, LT Crosby fought his plane in action against the Japanese on 16 Apr 1945. During a patrol in the vicinity of Okinawa, he sighted 20 enemy fighters headed in the direction of our forces and dived to intercept. In the encounter that followed, he shot down four enemy planes and emerged without injury to his plane or to himself, although, since he was separated from his division, he fought a singlehanded battle throughout most of the engagement. The first fighter he attacked burst into flames and crashed. A second plane engaged him in a head-on run but his bullets scored hits on the enemy plane which, burning about the engine, went down. He opened fire on a third fighter which also fell into the sea ablaze. The fourth plane he attacked broke apart in midair, concluding the engagement. Later in the same flight he dived on an enemy dive bomber which crashed on the shore of Okinawa as a result of the fire.

★ **DAY**, Charles D., MOMMI, USNR, Kennebunk, Me.: As member of a motor torpedo boat crew, Day participated in action against Japanese forces during the rescue of a Navy fighter pilot shot down in Wasile Bay, Halmahera Island. On the afternoon of 16 Sept 1944, after attempts at rescue by air had been repulsed by enemy anti-aircraft fire, he requested permission to take part in a rescue by surface craft. Although the torpedo boats were turned back twice by fire from numerous coastal defense guns lining the 11-mile strait at the entrance of the passage, they finally succeeded in reaching their destination and in locating the pilot. When it became apparent that the flier was too severely wounded to help himself, Day dived into the shell splashed water and assisted him aboard.

★ **SECKINGER**, Neil V., LTJG, USNR, Clark Lake, Mich.: As pilot of a torpedo plane in TorpRon 49, attached to *uss San Jacinto*, LTJG Seckinger fought in the Kure Naval Base action on 28 July 1945. Major units of the enemy fleet were anchored in the harbor and he braved the intense anti-aircraft fire to get in position for maximum striking fire. He selected a heavy cruiser as his target and scored a direct bomb hit amidships and

contributed to the disabling of the vessel.

★ **POULSON**, Oscar Jr., LTJG, USNR, Everett, Mass.: As pilot of a torpedo bomber in TorpRon 49, attached to *uss San Jacinto*, LTJG Poulson flew in the Kure Naval Base action against the Japanese, 28 July 1945. Through continuous anti-aircraft fire, he maneuvered his plane for maximum striking power, and scored two direct hits abaft the after turrets of a heavy cruiser, seriously damaging the enemy ship.

★ **BURKE**, Louis E. Jr., LCDR, USN, Annapolis, Md.: As pilot and leader of a flight of dive bomber planes in BomRon 6, attached to *uss Hancock*, LCDR Burke flew in action against the Japanese in Kure Harbor, 28 July 1945. Leading his group in an attack on enemy fleet units including battleships, aircraft carriers, cruisers and destroyers, many of which were camouflaged, he piloted his plane through intense fire from both warships in the harbor and batteries on shore to score a direct hit on a battleship.

★ **SCHATZ**, Delmar A., LT, USN, Atlantic City, N.J.: As pilot of a torpedo plane in TorpRon 17, LT Schatz flew in action against the Japanese in the North Passage of Truk Atoll, 17 Feb 1944. Despite the personal hazards involved, he pressed an attack on a *Minekaze* class destroyer and, carefully selecting a vital point on the ship, released his torpedo which scored a direct hit and caused the ship to sink in 90 seconds.

★ **BOYD**, Hershel F., LTJG, USNR, Houston, Tex.: As boat captain of a torpedo boat, LTJG Boyd participated in action against the Japanese during the rescue of a Navy fighter pilot shot down in Wasile Bay, Halmahera Island. On the afternoon of 16 Sept 1944, after attempts at rescue by airplane had been turned back by enemy anti-aircraft fire, LTJG Boyd volunteered to aid in the mission. Although the two participating torpedo boats were twice driven back by intense fire from numerous coast defense guns lining an 11-mile strait at the entrance of the passage, they finally succeeded in reaching their target and locating the pilot.



LCDR Hemby



LTJG Goodson



LTJG Boyd



LT Schatz



LCDR Myers



LT Gundert

★ MYERS, Robert I., LCDR, USN, Pensacola, Fla.: As leader of a combat air control attached to CompRon 93, operating from *uss Petrof Bay*, LCDR Myers participated in action in the vicinity of Okinawa, 6 Apr 1945. During a heavy air attack on our shipping, he shot down three enemy planes. He pursued each of two planes in dives directly into anti-aircraft fire, shooting well aimed bursts until they exploded in flames, thereby saving two of our ships from great damage. Closing on another before it could reach our ships, he executed an overhead run from a dangerously low level and succeeded in splashing it.

★ GUNDELT, Leonard A., LT, USNR, Lodi, Calif.: As pilot of a fighter plane in FitRon 49, attached to *uss San Jacinto*, LT Gundert participated in action against units of the enemy fleet anchored in Kure Harbor, 28 July 1945. Flying as division leader of a strike group in an attack against the base, he maneuvered his plane for maximum striking power in the face of fire from both shore and shipboard batteries. He pressed home his attack and scored a direct hit on the battleship, *Ise*.



LEGION OF MERIT

Gold Star in lieu of fifth award:

★ SANDERS, Harry, CAPT, USN, Washington, D.C.: Assistant operations officer on staff of CincLant, 27 Feb 1941 to 1 Sept 1943.

Gold Star in lieu of fourth award:

★ LITCH, Ernest W., RADM, USN, Washington, D.C.: Commander of an escort carrier division and a task unit during operations against the Japanese at Okinawa.

★ SANDERS, Harry, CAPT, USN, Washington, D.C.: CTG 81.6, landings at Anzio, January 1944, and SOPA at Anzio, 2 to 14 Feb 1944.

Gold Star in lieu of second award:

★ BJARNASON, Paul H., CDR, USN, Annapolis, Md.: Task unit commander of minesweepers engaged in the clearance

of enemy mine fields, Formosa, 20 November to 24 Dec 1945.

★ BLICK, Robert E. Jr., CAPT, USN, Kodiak, Alaska: Chief of staff to CTG 38.1, operations off Japan, 1 July to 15 Aug 1945.

★ BROADDUS, Carl A., CAPT, MC, USN, Oakland, Calif.: Medical officer on the staff of the commander of a task group, operations against the Japanese, beginning of hostilities to 1 July 1942.

★ EKSTROM, Clarence E., CAPT, USN, Washington, D.C.: Assistant chief of staff of ComAirPac, 23 Jan 1945 to 2 Sept 1945.

★ GIAMBATTISTA, Frank D., CAPT, USN, Washington, D.C.: ComCortDiv 13, operations against the enemy in the Atlantic.

★ GREBER, Charles F., CAPT, USN, Seattle, Wash.: CO, Orote Naval Air Base, Guam, 11 March to 2 Nov 1945.

★ KILAND, I. N., RADM, USN, Washington, D.C.: ComPhibGroup 7 and CTG of the 7th PhibFor, Korea, September to November 1945.

★ MATTHEWS, Mitchell D., CAPT, USN, Lincoln, Neb.: Screen commander of a mine division, vicinity of Okinawa, 4 April to 25 May 1945.

★ MURRAY, Stuart S., RADM, USN, Pearl Harbor, T.H.: CO, *uss Missouri*, operations against the Japanese, 6 March to 11 Aug 1945.

★ PIRIE, Robert B., CAPT, USN, Annapolis, Md.: Assistant operations officer on staff of ComAirPac, October 1942 to March 1943.

★ SINTON, William, CAPT, USN, Pensacola, Fla.: Assistant chief of staff for operations, staff of ComAirPac, May 1943 to March 1944.

★ STALLINGS, George B. H., CAPT, USN, Washington, D.C.: Chief of staff, ComBatDiv 4, 11 Mar to 2 Sept 1945.

★ WORTHINGTON, Joseph M., CAPT, USN, Washington, D.C.: Commander of a destroyer division, operations against the Japanese near Japan, 1 July to 22 Aug 1945.

First award:

★ ANDERSON, George W. J., CAPT, USN, Washington, D. C.: Head of the plans division of the staff of ComAirPac, November 1943 to March 1944.

★ AYRAULT, Arthur D., CAPT, USN, Seattle, Wash.: Task group commander and CO, *uss Tucson*, operations against the Japanese in the vicinity of Japan, 10 July to 14 Aug 1945.

★ BAILEY, Samuel M., CAPT, USN, Washington, D. C.: Assistant plans and logistics officer, assistant chief of staff for plans and logistics, and chief of staff, ComSoPac, October 1944 to 2 Sept 1945.

★ BEAKLEY, Wallace M., CAPT, USN, Washington, D. C.: Assistant operations officer, staff of ComAirPac, November 1942 to November 1943.

★ BJARNASON, Paul H., CDR, USN, Annapolis, Md.: CO, *uss Henry A. Wiley*, action against the Japanese in the vicin-

ity of Okinawa, 23 March to 24 June 1945.

★ DODGE, Frank R., CAPT, USN, Philadelphia, Pa.: Chief of staff to the naval forces commander, Ryukyus, with additional duty as communications and operations officer, 11 April to 14 Aug 1945.

★ FAHRNEY, Delmer S., CAPT, USN, Washington, D. C.: Material officer on the staff on ComAir 7th Fleet and assistant chief of staff for logistics, 30 June 1944 to 28 Mar 1945.

★ FULTON, James R., CAPT, USN, Aiea Heights, T.H.: Senior medical officer, *uss Bountiful*, invasion of Saipan, Guam, Peleliu and the Philippines, January to December 1944.

★ GRAHAM, Roy W., CAPT, USN, New York City: Officer in charge of the joint communicative activities, Guam, 13 February to 2 Sept 1945.

★ HUDSON, Lester J., CAPT, USN, Seattle, Wash.: Com NOB Argentinia, Newfoundland, August 1944 to August 1945.

★ INCALLS, David S., CAPT, USNR, Chagrin Falls, Ohio: Assistant operations officer on the staff of ComAirPac, December 1942 to June 1943.

★ JAMES, Ralph K., CAPT, USN, Mechanicsburg, Pa.: Maintenance officer, staff of ComServRon 10, October to December 1944.

★ LEE, Edwin S. Jr., CDR, USN, Washington, D.C.: Operations officer and acting chief of staff on the staff of ComCarDiv 22, operations against the Japanese, 27 July 1944 to 4 Feb 1945.

★ MANEES, Leon J., CAPT, USN, Little Creek, Va.: CTU 78.1.17 and 78.1.18, operations against the Japanese, 10 March to 10 June 1945.

★ PRICE, John D., VADM, USN, Washington, D. C.: ComFairWing 2, AirPac, operations against the Japanese, March 1943 to March 1945.

★ RASSIEUR, William T., CAPT, USN, Washington, D. C.: CO, *uss Sargent Bay*, operations at Iwo Jima, 10 February to 11 Mar 1945.

★ READ, Henry T., CAPT, USN (Ret), San Clemente, Calif.: Representative of CincLant and type commanders in expediting repairs and servicing vessels engaged in antisubmarine and convoy operations, December 1944 to November 1945.

★ REITH, George, CDR, USNR, Palm City, Calif.: Commander of a group of tank landing ships during operations against the Japanese during assaults on Leyte, Lingayen Gulf and Okinawa, August 1944 to April 1945.

★ ROBINSON, Stephan B., CAPT, USN (Ret), Coronado, Calif.: Com NOB Leyte and CO NavSta Samar, operations against the Japanese, 14 January to 15 Aug 1945.

★ ROCHESTER, Harry A., CAPT, USN (Ret), Washington, D. C.: Assistant chief of operations for logistics and plans, ServFor 7th Fleet, SoWesPac, 4 Oct 1944 to 15 Aug 1945.

BOOKS: FICTION ON THE WAY TO NAVAL LIBRARIES

THE TABLE is cleared and last month's meal of international politics gives way to a fiction dessert. Included is a book which will tell you how both fiction and non-fiction—in the form of propaganda—influence public opinion and world affairs.

So, if tonight's movie program looks like old-hat stuff, drop in at your ship or station library. You'll find something that is definitely new.

• *Toward the Morning*, by Hervey Allen; Rinehart and Company.

On the 5th day of November 1764, Salathiel Albine was riding a horse down the bright Pennsylvania trail from Bedford Village toward the city which to him meant civilization and the life of the future—Philadelphia.

On the driver's seat of a wagon behind him rode Edward Yates, the one-eyed lawyer. With Yates was Melissa—sitting there like a dreaming sibyl or a brooding young witch, with her unearthly blue-black hair hanging loose . . . drinking in the landscape with hazy gray eyes.

In this big novel innumerable and diverse characters are woven into the life of America 10 years before the Revolution.

It's a great new historical novel by the author of *Anthony Adverse*.

• *The Cleft Rock*, by Alice Tisdale Hobart; the Bobbs-Merrill Company.

Here the author of *Oil For The Lamps of China, Their Own Country*

and seven other novels rings the bell again.

In *The Cleft Rock* as never before Mrs. Hobart has exercised her famous ability to make clear in terms of personalities, action and conflict the great drama of man's search for opportunity and freedom. *The Cleft Rock* is the story of a land and its people—of the Central Valley of California where water means the difference between famine and plenty, serfdom and power.

Though many other characters are drawn full-length, this is primarily the story of the Dodds—a family whose members are powerful in The Valley. It is the story of Edward Grant Dodd and Katya, the wife that he brought home from the Manchurian town of Lahususu.

The Cleft Rock is deeply experienced and vividly presented. It has been called Mrs. Hobart's best and most appealing story.

• *The Sky and the Forest*, by C. S. Forester; Little, Brown and Company.

Loa accepted the fact that he was a god, and so did all the 700 subjects of his African kingdom. Nevertheless, he was hungry for meat. Monkeys were hard to find and elephant meat was so scarce as to be almost unknown. Musini, Loa's chief wife, was a passable cook, but had a shrewish tongue. By keeping her in a cage for a few days, Loa thought, to add a

Chief and Wife Get Trip After She Wins Contest

The whole world loves lovers, Harry Hochstadt, MMC, USN, has learned—especially that part of the world south of the Caribbean.

Venezuelan airlines sponsored a contest based upon Army-Navy wartime romances, and Chief Hochstadt's wife won it. The award was an all-expense-paid plane trip to Venezuela and back for Chief and Mrs. Hochstadt, with a week-long round of entertainment at Caracas.

The Navy gave the chief 15 days' leave for the journey and permission to wear his naval uniform, as requested by the airline, during his tour of Caracas.

bit of fat, "there would be smoking joints to eat, meat in which a man could set his teeth."

But then the gray-faced men came—men wearing unnecessary clothes—and the god Loa missed his feast and lost his throne.

This is an unusual book whose locale is the jungle-land of long ago.

• *No Bugles Tonight*, by Bruce Lancaster; Atlantic—Little, Brown.

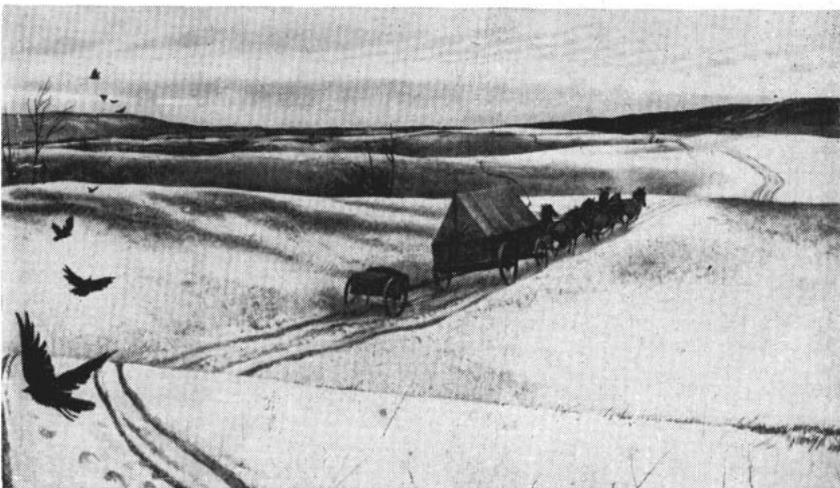
In this crackling new novel of the Civil War, the author of *Guns of Burgoyne* and *The Scarlet Patch* tells of a Union spy in the desperate days of Vicksburg and Missionary Ridge, of his comrade in arms, and the woman who shared their faith and dangers.

It's the story of dashing, self-centered Whip Sheldon, of his friend Tom Madden, and of two southern girls, Penn Grainger and Sharon McDaniel, who fought in every way they could for the Union.

• *Public Opinion and Propaganda*, by Leonard W. Doob; Henry Holt and Company.

Contrary to a popular impression, propaganda does not always mean lies. Neither does it always mean truth. What propaganda does mean and what it accomplishes are covered thoroughly in this new book.

Professor Doob is well versed in his subject. He has published four previous books and many articles in the general field of social psychology. During World War II he held three important jobs in the field of propaganda. At present he is attached to Yale University.



SEEKING civilization and the life of the future, Salathiel Albine rides toward Philadelphia in this scene from Hervey Allen's novel *Toward the Morning*.

THE NAVY AT VERA CRUZ



OLD SALT TELLS ABOUT MEXICAN WAR

Mexico in 1847 is the locale of this month's book supplement, an excerpt from *Life Afloat*, By an Old Salt, written by Gunner's Mate James D. Bruell, USN, and published in 1886 at his own expense. It is one of many personal narratives of the Mexican War on file in the Library of Congress.

THE NAVY AT VERA CRUZ

Editor's Note—James K. Polk became President of the U.S. in 1845 and set about bringing the nine-year-old Texas Republic into the Union. Mexico disputed the annexation and lost not only Texas but also what was later to become California, Arizona, New Mexico, Nevada, Utah and parts of four other states.

Because the war was unpopular with the American people, Polk looked around for a quick way to end hostilities. A landing at Vera Cruz would enable a quick thrust into the heart of Mexico, into the capital

itself in Mexico City with a hard knockout blow.

Readying for the action at Pensacola in 1847 was USS St. Mary, a spanking new 22-gun, 1,000-ton sloop of war carrying 212 men in her ship's company. It captured the heart—and services—of Gunner's Mate James D. Bruell, USN, who turned down a new steamer, USS Saratoga, for the clean lines of the sailing ship St. Mary in volunteering for duty.

Bruell was 18 years old at the time of his following narrative.

HAVING about all of our stores on board and the water tanks filled, Commodore Connor, our force commander, sent word to say that he would like to see some of our target practice, as he had heard that we were very proficient in gunnery. So we made a target of a hammock put upon stretchers, with a staff set in the bunghole of a cask, which we placed about two miles from the ship. At 2 p.m. we saw the commodore coming, and all hands were beat to quarters.

The starboard battery was cast loose, and all was ready when he arrived on board. The officers of the divisions wanted us to do our level best to hold the trophy belt signifying gunnery proficiency. We were to commence with number one gun, of which Joseph Fletcher was captain. He gave the order to fire, and when the smoke cleared away there was no target to be seen. It had been "knocked into a cocked hat" the first fire.

The commodore said that would do; the retreat was beaten, and he came down from the poop, passing compliments with the officers, and returned to his ship. As he left, the rigging was manned and we gave him three cheers.

Next morning *Mississippi* and our ship *St. Mary* made sail for Vera Cruz, Mexico. The flagship went over the bar all right, but we were not so lucky; we took bottom and remained aground for four hours. In the meantime a strong breeze had sprung from the northeast and at 2 p.m. we came off.

We came to anchor in the roadstead of Anton Lizardo, distant 12 miles from Vera Cruz. It is formed by various shoals and reefs, with island channels between them, and is of very easy access, especially when a fresh wind causes the sea to break on the shoals which, although they afford no shelter against the winds, break off the sea so well that ships ride very securely at their anchors, even during the hardest northerly gales. The anchorage is spacious, and fit for every class of vessels, for which reason, and because it is to leeward north of Vera Cruz, a thorough knowledge of it is of the utmost importance to those who cannot reach that part with northerly winds.

2

There came rumors of changes both on shore and sea: that General Winfield Scott was coming to take Vera Cruz, and that Commodore Matthew Calbraith Perry was to take charge of the fleet. We received orders to be ready to go up the Mexican coast to Cape Roxo, Lobos Island, where General Scott's army was to be landed on Lobos Island for training.

From the north side of this island a great rocky

shoal extends, which leaves a strait of only three miles width between it and Blanzuilla. In the middle of this strait is a shoal which requires the utmost caution in passing through. To the southwest of Lobos there is an excellent anchorage, well sheltered from the northers, which requires no particular instructions to reach. It was here that the transports came with the troops, and where he had orders to go. When we arrived at Lobos there were two ships with troops, and another arrived several hours later with surf boats stowed in the hold.

We went on board to help hoist the boats out. The deck frame was sawed off leaving a level edge all round, and bolts were passed through to hold the planks in their places. We had to erect purchases to hoist the decks up in sections in order to get the boats out, which were very large, each being designed to carry 100 men. With these the troops were landed on the island. Sappers and miners were sent ahead to clear up the ground, which was all covered with bushes, and as they made room the soldiers began to pitch their tents.

One night about this time the sentry hailed a boat that was coming towards the ship. The crew replied that they were shipwrecked sailors. They came on board and reported that they had been wrecked about 20 miles to the north. Their ship had run on shore with 140 soldiers and 60 tons of powder and other munitions of war on board. The ship's boats had landed the soldiers on the beach with their arms and tents, and they had come down to Lobos for help. They were afraid the Mexicans would board the ship and plunder her if we did not get there soon. So we got under way and took a schooner, with 150 riflemen on board, and started.

At 10 a.m. we sighted the ship, stern on to the beach with all sail set. We came to anchor about one mile from her, and could see tents on the beach with quite a number of men about them. Some of the Mexicans were on horses on the hills back of the beach, armed with lances. We hoisted out the launch and put the 12-pounder in her, well loaded with grape, and rowed for the ship, which was about 100 yards from shore. We could not see any of our soldiers, and we expected they were all prisoners or had been killed.

It was very smooth on the beach, and we rowed alongside the ship and went on board. They began to fire at us from the shore, and Lieutenant Kennedy, *St. Mary's* executive officer, went up to the main-top with his glass to see if our soldiers were anywhere in sight. When they commenced firing at him, he ordered us to

drop the launch under the stern and give them a taste of grape. As soon as the Mexicans saw the tarpaulin hauled off the gun they began to run to the hills.

After Lieutenant Kennedy came down he ordered us to get all the oil and spirits we would find on board, turn it on the sails and about the decks and set her on fire. This we did, and she began to burn pretty lively. We returned to the boat and hoisting a flag of truce rowed to the shore. In a few minutes a man with a white flag came to the boat. We had an interpreter, who asked the man where the soldiers were who came on shore. He replied that they had gone to Tampico the night before.

All this time the ship was burning briskly, and we hurried away before the fire should reach the powder. We rode to our ship, hoisted in the launch, weighed the anchor, made sail, and worked off shore away from the burning ship. At 5:30 p.m. she blew up. It was a grand sight. One mast went into the air fully 100 feet, and she went all to atoms. The ship hailed from Bath, and I think her name was *Acapulco*.

3

A few days after, the fleet, consisting of ships *Princeton*, *Saratoga*, *Portsmouth*, *Raritan*, and *Potomac* and the gunboats *Spitfire* and *Vixen*, came up from Vera Cruz to take Tampico. Our ship joined the fleet, and all immediately sailed for Tampico, off which we arrived next morning.

Only three of the steam gunboats were to go in, as there was not water enough, and the large ships sent their boats, well equipped. *Princeton* took the lead, with *Spitfire* and *Vixen* in line, and all the ship's boats, containing some 300 men, made fast alongside. When all was ready we started and as we neared the bar *Princeton* fired a big shell which landed on the shore but awakened no reply.

We had to pass a battery of 13 guns, and expected that we should have to storm it before the gunboats could pass. As we drew near, all eyes were upon it, expecting to receive a broadside. The big gun was trained upon it but when we came close to it, there were neither guns nor men to be seen in the fort and we steamed by without a shot. A short distance above we were met by the authorities with a flag of truce, who surrendered the town without firing a gun. We went up abreast of the town and came to anchor.

The three gunboats that we had tried to cut out were lying there all stripped, with no sails bent and no guns mounted. Our boat made for one of them, and the

officers sent on shore for the sails, which were speedily sent off. We bent them, and remained on board that night. Next morning we found her armament hidden away up the river, which we mounted again and then took the vessel out to the fleet; from there it was sent down to Vera Cruz.

The fleet was ordered back to Lobos Island to re-embark the troops for Vera Cruz. We arrived at the island next morning, and the troops gave us three cheers as we came to anchor.

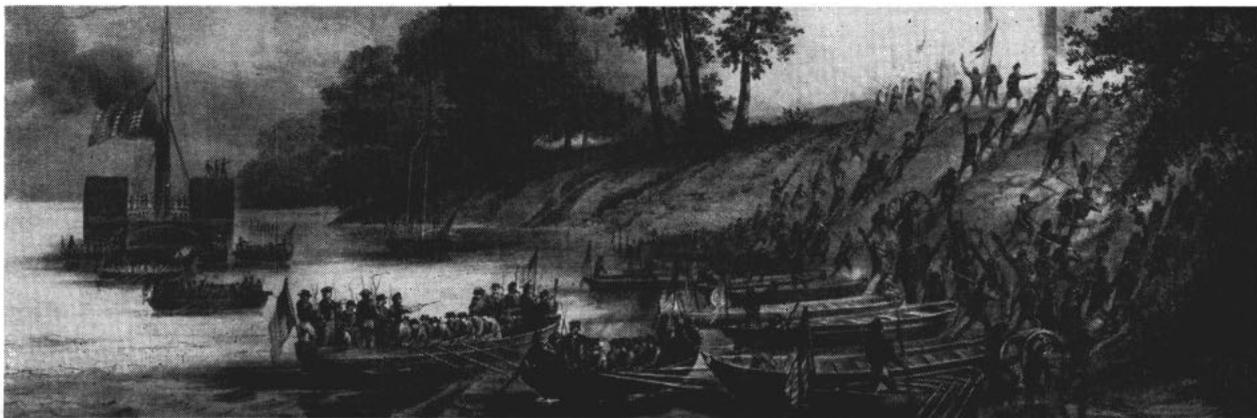
At 12 o'clock midnight the drums began to beat the retreat, and at the same time the boatswains and their mates on all the ships were piping up all hands. In a very short time the boats were ready and sent to the island, which was quite near. It was fun to the blue-jackets to see the soldiers tumble in and out of the boats. Each ship was to take all that was prudent, but still we were to take the whole 13,000. By daylight we had them all on board and the island was deserted by the living; but there were a few left, who will remain till the last summons shall call all hands.

As soon as the confusion had subsided we got under way and made all sail for Anton Lizardo, four miles southeast of Vera Cruz. We had about 40 miles to run, with a fresh northeast breeze blowing. At seven bells we were piped to breakfast with 1000 men added to our ship's company, but there was enough for all and the soldiers liked the change very much. At 1030 we made the castle of San Juan de Ulloa, and at 12 noon we came to anchor.

The ships had all arrived with the troops in good trim, having on board our new commodore, Perry, and General Scott. This was 9 Mar., 1847, a most important day. The weather was exceedingly fine, with a light breeze from the northeast and not a ripple on the beach. At 1 p.m. the boats were manned by bluejackets and the troops were ordered ashore.

It was a pleasant sight to see. Everything moved like clock-work, without confusion, the men in the best of spirits and all wanting to land first. As we drew near the shore, so eager were they, they would jump overboard into water up to their waists, holding their guns over their heads to keep them dry. They were all landed without a mishap about four miles from the castle and city, the task completed at 6 p.m. A few Mexican lancers could be seen around the sandhills, but the troops, who slept on the beach all night, were not molested.

The United States flag was planted on the shore in full view of the castle and city, and appearances indi-



THE NAVY AT VERA CRUZ CONT.

cated a brisk time in a few days. War material and provisions were landed by the ships' companies, and the gunboats *Vixen* and *Spitfire* went up to the castle to reconnoitre. As they steamed up towards the castle the Mexicans opened fire upon them, the shot striking all around them. *Spitfire* returned the fire, heaving several shells into the city. The Mexicans fired upon the gunboats with all the guns that could be brought to bear, and it was quite amusing as well as exciting to see shell falling around them until the commodore hoisted signals for their return.

General Scott had a battery erected in the rear of the city, which was to be the naval battery, and we had orders to dismount *St. Mary's* number seven gun (the one that I was captain of) to be sent on shore. This was to be followed by eight other guns from our ship, and each ship of the eight composing the fleet was to send a 64-pound siege gun to the naval battery, with 30 men to each gun. The crew of each gun on shipboard is 15, so we took the crew of Number Eight to add to that of Number Seven—30 in all.

When the battery was ready for the guns, we took one of the surf boats alongside, hoisted the gun up and lowered it into the boat. It was very rough on the beach, so we took a coil of rigging and a 50-pound anchor and rowing in back of the breakers, we let go anchor and gave way for the beach, paying away on the line. This was to enable us to haul the boat off again. We landed all right, but the large wheels employed in transferring cannon to places where they can be used would not go over our boat, so Lieutenant Kennedy called for an axe with which we cut a hole in her side. A rope was bent on to the wheels, and by the strength of 1500 men the gun was drawn through the opening.

They were 24 hours in dragging that gun through the sand to the battery, causing the death of several mules. The guns were mounted before we were ordered to man them.

After the guns were mounted and everything ready, we went on shore and while marching up to the battery, met the grand old Army commander, General Winfield Scott. He was alone and we formed in two lines, uncovered our heads, and gave him three rousing cheers. He was mounted on an iron-gray horse, and as he gained the center of the lines he stopped, then taking off his military hat to wipe his brow, he said: "Seamen of the American navy, you are about to man the guns that are to breach the walls of Vera Cruz. I have all confidence that you will show the nation that sailors can fight as well on land as on the sea. Show them that the spirit of '76 and 1812 inspires you to-day, and if we have to storm the city you shall have the honor of leading the stormers."

4

We arrived at the battery in the afternoon and found everything ready for action. Our battery was placed in front of a long hill that runs in from the country and at about 1700 yards from the city drops off quite steeply to the plain below. The cemetery was in front of us, and a few shops and dwelling-houses, but we were up so high our shots would pass over them.

As the evening drew near and everything was ready,

the guns all shotted and guards set for the night, we threw ourselves down upon the sandbags for a little rest or sleep, and as we closed our eyes the thought ran through our minds that this might be the last night on earth for some of us, for in the morning we were to open with all the big guns upon the wall and fortifications of Vera Cruz and the castle of San Juan de Ulloa.

Our slumbers and dreams were dissolved by the report of a heavy gun and the whiz of a shot over our heads. The word was given to clear away the battery. The enemy had discovered us. In a very few minutes the chaparral and bags of sand were removed from the embrasures, the men, stripped to their waists, stood at stations waiting the word to fire. The enemy had opened from all his batteries, and the shot was flying over our heads as thick as hailstones, plunging into the sand-banks in the rear of our gun and rolling down.

At 5 a.m. the order was given to open the ball with our battery of eight guns loaded with solid shot. There were some 300 guns directed at us. About 10 a.m. General Scott and staff, Commodore Perry, and other officers of the army and navy were in our battery. The commodore wanted to see how the boys were getting along. General Scott told the officer of our division that if he had to storm the place he would take 1000 sailors to lead the stormers. The officer asked his reason. "Why," said the general, "they all fight on their own hook."

As I was captain of the gun part of the time, the boys would say, "Give that steeple a shot," and if the officer in command was not looking I would please them. The pieces could be seen to fly, which the boys greatly enjoyed. Our gun began to get very hot and it required two men, with swabs, to cool it off.

Before noon we had silenced a number of their guns. At 12 a.m. a part of the gun's crew got their rations of salt pork and hardtack, which was all they had. About 4 p.m. Midshipman Shubrick was killed by a round shot, his head taken completely off. His father, the commander of one of the squadrons, was in the battery at the time, and it was a sad blow for him. The young man was a very promising officer. Shortly after, a seaman belonging to the United States steamer *Saratoga* was killed.

At 6 p.m. we ceased firing until morning. General Worth continued the bombardment with his mortars planted a little to the north of us, and his shells were in the air all night. Nothing disturbed the slumbers of our men in the battery before morning. Their dreams of war were interspersed with children, and fathers enjoining upon their sons to discharge their duty like true American seamen. Alas, such dreams were broken by the sound of drum and fife beating to quarters. As we mustered at the gun we saw that the Mexicans had filled up the breaches in their walls with bags of sand, which the boys said they would knock the stuffing out of in a short time.

There was a brisk norther blowing and it was quite cold, but the boys did not mind it, peeling off everything except their pants. They ate their pork and bread in silence, thinking that this might be their last meal. It was for two of my shipmates. I had fired 15 rounds and had loaded the gun, put on the cap, and taken the lockstring in my hand, when the other captain came behind me to take my place. I stepped back

as he received the string from me, and at that instant a shot came into the embrasure, striking the top of the lock, and driving it through the head of James McGinness, the crow and handspike man, and entered the breast of Jack Harrison, captain of number eight gun, taking away one-half of his chest.

For six hours we made the shot fly, breaching the enemy's walls, dismantling their guns and shooting away their flagstaff on every fort. One poor fellow, with more bravery than discretion, raised a flagstaff and held it up. A shot from our gun cut the flagstaff and the man each in two pieces, and the staff was not raised again. At 5 p.m. we ceased firing for the night.

After we had rested we began to have some fun. But fun, no more than work, can be well done upon an empty stomach, and so some of the men went out into the chaparral to procure something for supper. They brought in a bullock which we knocked in the head, took the hide off, and the carcass was hung on a pole to roast over a huge fire. After it had roasted a while each one would walk up to it, cut a piece off with his sabre and devour it. After all hands had satisfied hunger the boys went out again and returned with several donkeys which they prepared to ride.

They felt elated with their prize, and each performed a good many pranks. One got a log of wood and a rope and went through the manoeuvre of mooring a ship. He would put the animal under way, then heave over his log which served as an anchor, pay out his scope, and bring him up all standing. Another old sailor mounted one, getting as far back as he could, and an officer asked him why he seated himself so far aft. "This ship," was the reply, "is the first I ever commanded, and I shall take charge of the quarter-deck as long as there is a timber-head left."

He performed some amusing tricks for the benefit of all hands, and it was dark before the sport was ended. As the darkness fell around us we sought the rest needed for the morrow's renewal of strife. Throwing ourselves upon the sand with the heavens for a canopy, we all slept soundly until we were awakened by firing by the pickets. The alarm was given from a supposition that the Mexicans were about making a sortie. We each made a rush for our gun to protect it if they undertook to capture and spike it. The alarm was general. The drums beat to quarters, and we could hear the tramp of our soldiers in response to orders of the officers. From under and on the walls of the city we could hear the sounds of bugles and the barking of dogs and discharges of musketry.

In the meantime the soldiers had arrived at our battery, and found that the bluejackets had formed

around their guns with every man at his post, guns loaded with grape and canister and ready for any emergency.

While thus waiting, a man on horseback dressed all in white leaped his horse over the top of our battery and down on the platform. He looked like the Evil One dressed in lawn. He had on a woman's light-dress, and a three-cornered cap on his head—a most unique and striking figure. He proved to be one of those reckless, hair-brained fellows who are always in mischief, fearing nothing above or below. He had caused the alarm. While the boys were amusing themselves in the evening he had stolen out by the pickets and gone on a raiding expedition among the houses in the suburbs of the city, raising considerable plunder. He then had ventured under the walls of the city and appropriated a splendid horse, on which he had returned to the battery. Our pickets took alarm at his approach, with the result described.

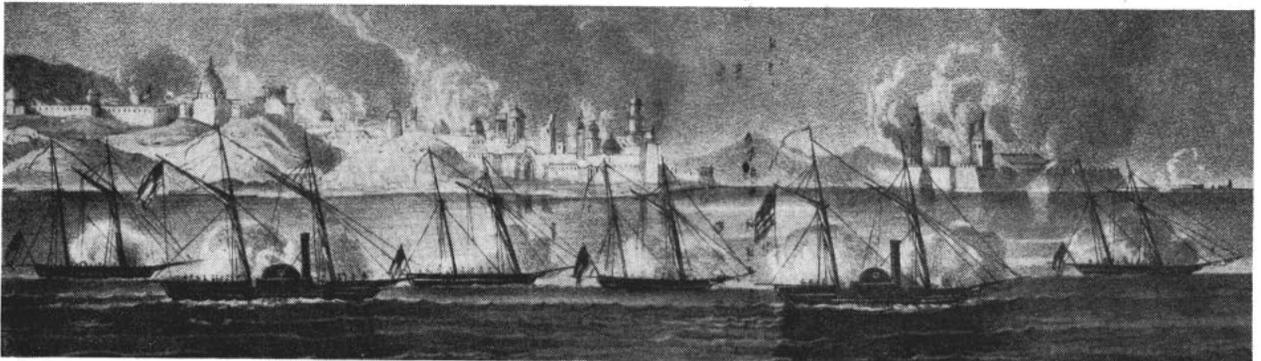
5

This was the third day of the bombardment, and we were waiting for the Mexicans to open fire. We could see men in the batteries that had not been rendered useless, but at 8 a.m. word came that a flag of truce was out negotiating for a surrender of the city and castle.

The parties came to terms in the afternoon under which the Mexican soldiers were to march out, stack their arms, and agree not to take arms again during the war, the officers to retain their sidearms. They were to evacuate the city the next day, and our army and navy were to form a square to witness their surrender. This was done, and the Army, under Scott, and the Navy, under Perry, marched down to the western gate, from which in a short time the troops came marching out and stacked their guns.

A large number of women and children came with them who were half starved, and the sailors gave all the bread they had in their haversacks. As they marched away we all marched in, and hoisted the Stars and Stripes over the city and castle of San Juan de Ulloa.

After seeing our flag thus flung to the breeze we all went below to explore the dungeons at the bottom of the castle. They were horrible looking places and in most of them were ring-bolts with chains attached. In one very filthy and loathsome dungeon were the bones of some poor wretch who had died with shackles on his ankles and wrists. We did not stay long amid such scenes as these, but left for Vera Cruz, the place where the boats from the ships landed.



FANTAIL FORUM

Question: What do you intend to do when you retire from the Navy?

(Interviews were conducted among CPOs who are making the Navy their career.)



Lester W. Bryant, SKC, Covington, Va.: I intend to open a delicatessen in my home town. So far, there has been no business of that kind in my part of the country. Covington being a good sized town, and with no competition, my business should succeed.



Dorothy M. Yarrington, DKC, Brooklyn, N.Y.: When I leave the Navy I hope to go to the warm climate of Florida and perpetually enjoy the sunshine. However, I'll be looking around for some work to do, too. I wouldn't be happy if I were idle.



Henry E. Wagner, Jr., YNC, Rahway, N.J.: I want to settle down in a home of my own in a place of my choice where I can be with my family, have a job that I like and enjoy life to the fullest. The exact locality and type of work don't seem too important.



Robert E. Pitts, PNC, Troy, N.Y.: After retiring from the Navy, I would like to enter the bar and grill business. There is a high rate of profit in that business and you come into contact with many and various people from all over the world.



Stanley A. Geiver, PNC, Seattle, Wash.: What I plan on doing after retiring from the Navy is to attend school to take up personnel administration and training. Then I hope to enter that field, working for some corporation on West Coast.



Russell S. Spencer, PNC, Hall, Mont.: I have plans in the making and the next few years should see the transaction completed. Then I'll return to my old stamping grounds for cattle raising and to start a dude ranch on the side.



Gloria L. Napoletano, YNC, St. Albans, L.I., N.Y.: Due to the fact that I expect to do enough traveling for a lifetime while in the service, with my retirement pay I'll lead an interesting life of ease in one carefully chosen spot.



Joseph M. Rowan, YNC, New York, N.Y.: If my financial situation then permits, I'd prefer to just loaf. However, I'll probably return to college for a year or more with a view of preparing myself for either radio or advertising.



Mary M. Peets, DKC, Lorain, Ohio: I haven't given it much thought as it will probably depend on circumstances when I retire. I would like to do some traveling and perhaps go into business. Who knows—it's possible I'd get married.

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

SECURITY: Since this magazine is not classified, it sometimes is limited in its reporting and publication of photographs.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name. The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB, cum. ed., 31 Dec, 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

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Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

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● AT RIGHT: Two sailors from USS Columbus—H. D. Couch (left) → and R. T. Magnuson, AD1—stroll across the Piazza Aquaverde in Genoa, Italy. Behind them is a statue of a local sailor who made good—Christopher Columbus.

INTERLUDE
IN ITALY



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