

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O



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DECEMBER 1948



**LIBERTY
IN GREECE**

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

DECEMBER 1948

Navpers-O

NUMBER 382

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• FRONT COVER: All over the world sailors are gathering in groups and singing Christmas hymns. Here (left to right) K. E. Allison, PN1, USN; W. L. Hethington, MA1, USN; G. E. Sullivan, MA2, USN, and L. P. Keane, JO3, USN, sing out with 'Silent Night.'—*All Hands* photo by Walter G. Seewald.

• AT LEFT: A liberty launch from the carrier USS *Franklin D. Roosevelt* comes alongside the fleet landing at Piraeus, Greece.—*All Hands* photo by LTJG J. J. Cecchini, USN.

CREDITS: All photographs published in *All Hands* are official U. S. Navy photos unless otherwise designated: pp. 2-5, NACA; p. 6, San Francisco Chronicle; pp. 18-19, USMC; p. 32, lower left, AP.





FANTASTIC model of an aircraft of the future is being mounted for testing in the NACA's 40 by 80-foot tunnel.

Creating the Planes of Tomorrow

WHO determines the shape of the planes of the future?

More than any other person or organization, it is the National Advisory Committee for Aeronautics. Out of jungles of weird looking contraptions, this vast organization obtains the facts and figures on planes and equipment that will see service in the Fleet of the future.

The Navy has been an integral part of NACA since the committee was established. The two work together as a team to the end that America's leadership in the air will continue.

NACA leads the world in basic research in the aeronautical sciences. "The airplanes of tomorrow are flying today in the research laboratories of NACA."

Because of this undisputed leadership, most ideas for additional research originate within the committee itself.

However, when the Navy has a question to be answered or a special

problem to be solved, the Navy introduces it to one or more of NACA's 32 subcommittees for consideration. There it is discussed by experts in the particular field. If the investigation is considered to be worth making, approval is given, NACA accepts it and the wheels start rolling.

Navy experts, together with the committee's scientists, then tackle the problem together. Teamwork and cooperative action eventually solve it.

One of the outstanding examples of Navy-NACA cooperation is the joint attack now in progress on the mysteries of the transonic speed region. Transonic aerodynamics is an enormous and complex field and the need for theory has been, and still is, great.

The subsonic field has been pretty thoroughly explored. Scientific theory and that which occurs in fact are amazingly consistent.

The same is pretty generally true in the supersonic ranges. Even though a great deal of experimental work re-

mains to be done to confirm the theories, present theories on supersonic flows are pretty well established.

In the transonic field however, such is not the case. Only a beginning has been made. Knowledge at present is entirely the result of experiment—in brief, the old, expensive trial and error method.

To explore this field exhaustively and systematically, the Navy contracted for two unusual experimental planes: D-558 Phase I, the now-famous Skystreak, and D-558 Phase II, the lesser known, needle-nosed Skyrocket.

These two planes, instrumented by NACA and flown by Navy and NACA test pilots, are being used to investigate by frequent, progressively faster flights, the transonic zone. These piloted craft are inching their way through the troublesome sonic barrier and are supplying information unobtainable from wind tunnels.

Another example of similar coopera-

tion is the use of a Navy L-39 at Langley to study stability and control problems in low-speed flight tests of planes having swept-back wings—this modified Kingcobra has its wings angled back some 35 degrees. It is now known that swept-back wings are effective in reducing turbulence and other undesirable effects of compressibility encountered in the transonic speed range. Information obtained from these tests has already proved useful in the designing of current fighter types.

Created in 1915 by act of Congress, the now-vast NACA organization is specifically charged with "study of the problems of flight with a view to their practical solution." To aid in the quest of knowledge of flight, it operates three huge laboratories, initiates fundamental research programs on all phases of aeronautical and related sciences, coordinates the programs of other agencies, and encourages and supports the inquiries of other scientific and educational institutions.

The major part played by the Navy and Air Force comes in taking NACA's fundamental research results and, with their increased facilities for testing and evaluation, exploring the military application of these results.

In simple terms, the committee makes the calculations and says what the results ought to be. The Navy and Air Forces check the application of the data to military design requirements and let NACA know whether or not more information will be needed.

The three principal research laboratories operated by the committee are:

- Ames Aeronautical Laboratory located on Navy's huge Moffett Field



GIANT motor drives the wind stream in one of the big tunnels at Langley.

south of San Francisco, Calif. This laboratory is primarily interested in transonic and supersonic aerodynamics. They have at Ames the largest and some of the fastest wind tunnels in the world.

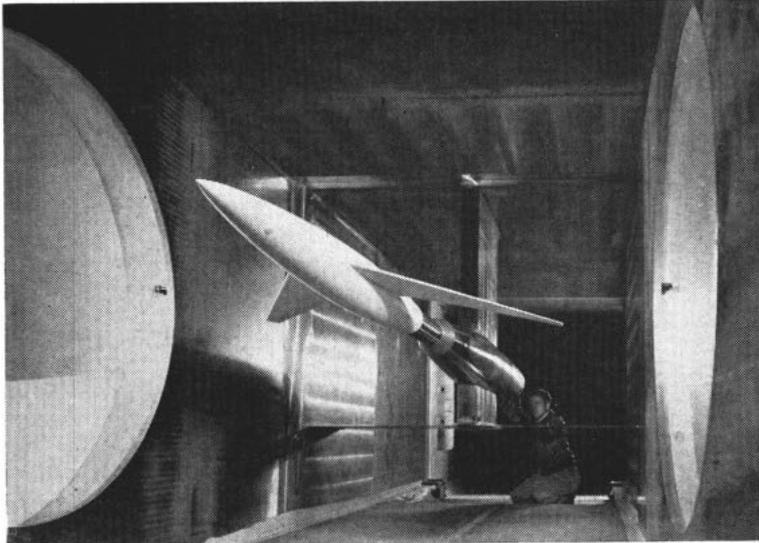
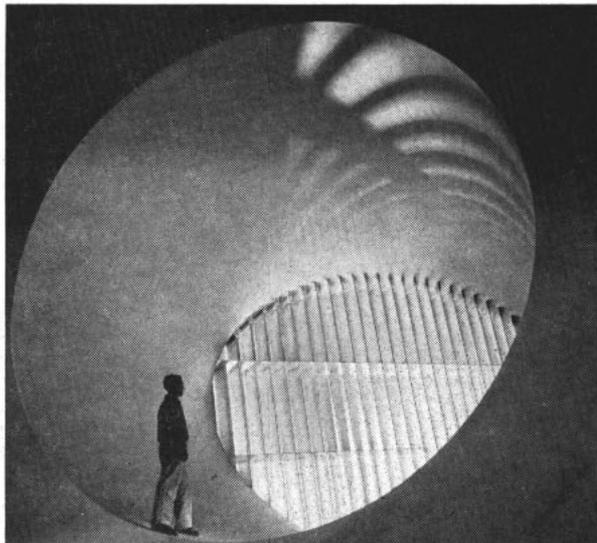
- Lewis Flight Propulsion Research Laboratory at Cleveland Airport, Ohio. Here they explore all aspects of aircraft propulsion and, at present, are concerned with the special problems surrounding high-speed propulsion. They also carry out most of the organization's icing and weather research.

- Langley Memorial Aeronautical Laboratory located on Langley Field near Hampton, Virginia. This is the

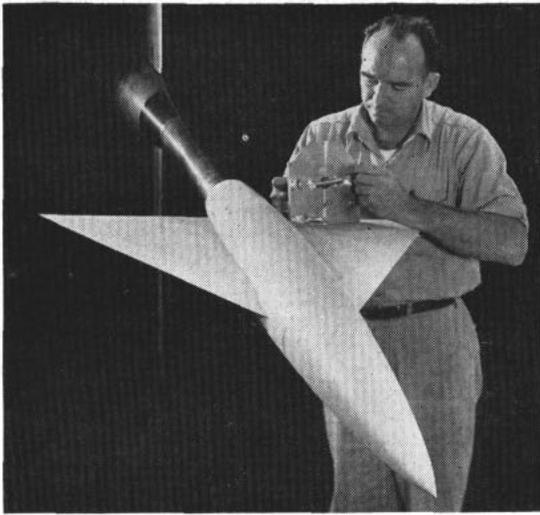
first and largest of the three laboratories. Research conducted here touches on virtually every phase of aerodynamics and the related sciences.

These three laboratories contain the finest equipment in the world for the investigation of all phases of the science of flight. As new problems develop, the engineers devise new methods and equipment for probing them.

Aerodynamics is, in plain language, the study of air in motion. To the men who devote themselves to this study, the wind tunnel has become as essential a tool as a hammer to a carpenter. Present NAA facilities cover the entire speed range from low subsonic speeds up to four and a



BLAST of supersonic air roars through turning vanes (left) into test section (right) in Navy-NACA 6 by 6-foot tunnel.



ACCURACY is essential in the models (left) and their mountings (right) within the stainless steel, supersonic tunnels.

half times the speed of sound—in the neighborhood of 3,500 mph at sea level.

Two important subsonic tunnels and certainly the most spectacular are NACA's two full scale tunnels, the 40-by-80-foot one at Ames and the 30-by-60-foot one at Langley.

The Langley tunnel, providing wind velocities up to 120 mph, was the largest tunnel ever planned when it was completed in 1931. Despite the relatively low velocities obtainable, it is still useful for large scale drag investigations and the study of stability and control in the landing speed range.

Since it is obviously desirable to keep landing speeds as low as possible—certainly below 120 mph for operational types of aircraft—the smaller and slower Langley wind tunnel will undoubtedly prove useful for some time to come.

Capable of handling planes with wing spans of over 70 feet, the 40-by-80-foot tunnel at Ames is the world's largest. The entire structure covers eight acres of ground.

In completing a circuit of the tunnel, the air, 24 million cubic feet of it weighing over 900 tons, travels nearly half a mile. Electric motors turning up 36,000 horsepower produce a 250 mph air stream.

Other NACA tunnels in the subsonic range include pressure tunnels which produce air velocities from zero up to the speed of sound and are capable of simulating almost every imaginable atmospheric condition.

These subsonic tunnels made possible the experimental and practical development of the famous NACA series of low-drag laminar-flow air-

foils which are used throughout aviation today.

Despite increasing emphasis on and publicity about transonic and supersonic speeds, these low velocity wind tunnels will always be important and necessary. No matter how fast they run, you always have to slow 'em down to get 'em in the barn.

The eight-foot tunnel at Langley was the first large tunnel to produce wind velocities in the transonic range. This tunnel has supplied reliable information up to nearly the speed of sound. It is largely responsible for design information used in both phases of D-558 Navy-NACA transonic research planes.

In their ceaseless efforts to expand the horizons of man's knowledge of flight, NACA designed and built fourteen supersonic wind tunnels. They range in size from small 8-inch and 9-inch tunnels to the 6-by-8-foot giant nearing completion at Lewis.

At present, however, the largest NACA supersonic tunnel in operation is the 6-by-6-foot one at Ames. This tunnel was built with the Navy's assistance and is capable of producing variable speeds from 500 to 1,200 miles per hour.

The power required to run a supersonic tunnel is fantastic. The 6-by-8-foot tunnel at Lewis will require the combined output of three motors totaling over 87,000 horsepower.

Another field of research in which the Navy is particularly interested is hydrodynamics.

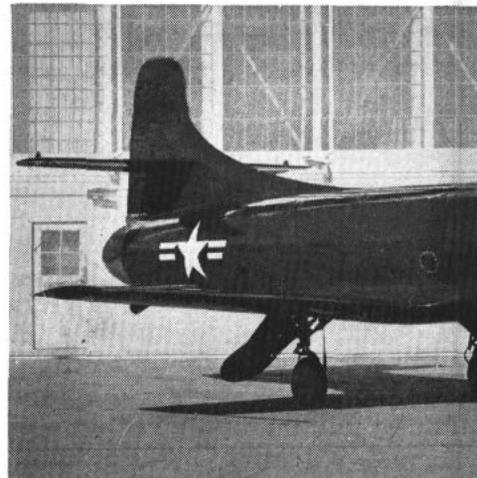
To investigate this important field, NACA has developed towing tanks up to 2900 feet long, providing model towing speeds up to 80 mph. With these, they also use a specially de-

veloped impact basin that reproduces accurately rough water so that sea-plane landings and landplane ditchings may be studied under known and controlled conditions.

The impact basin can handle models or floats up to 2,400 pounds landing at speeds up to 70 mph. The basin is equipped with a wave maker that can produce waves over three feet in height and 60 feet from crest to crest. It is of great value in hull stress analysis.

During the war much work was done in this basin on ditching. The result is that planes leaving the designing boards today have good ditching characteristics built into them.

And thanks to the committee, our short, squat friend the flying boat is wearing the "new look." Developed in NACA laboratories, the planing-tail hull has given the Navy high hopes for the future in the flying boat



TRANSONIC flight problems are being

department. Slim and sleek, the new configuration is cleaner in both air and water and seems to offer a definite possibility that the once-ponderous seaplane will be a speed merchant in the future.

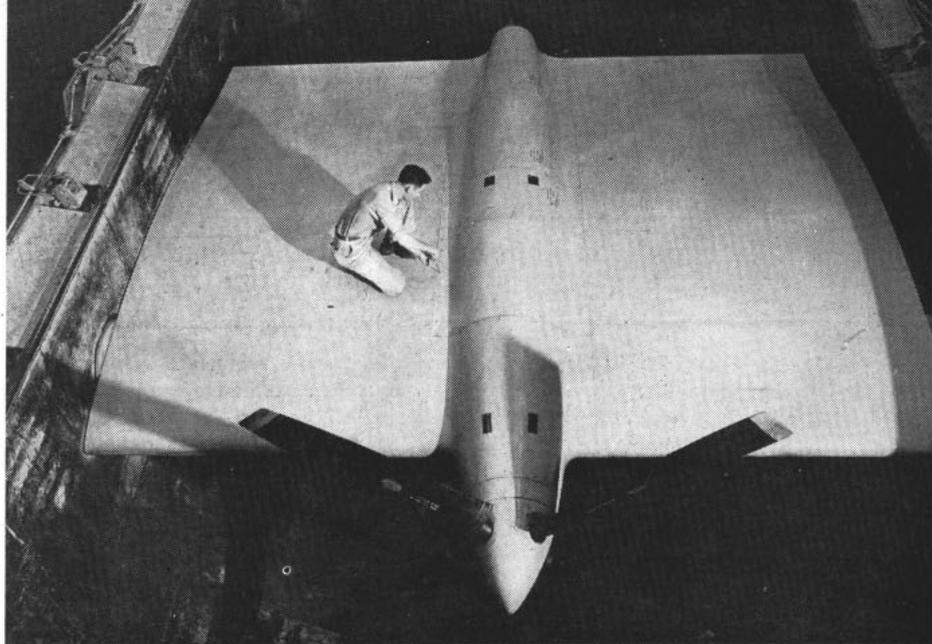
The projected use of turbo-jet, turbo-propeller and ram jet aircraft in large numbers for both military and commercial purposes makes necessary a jet fuel that will be available in quantity. Moreover, it is essential that the fuel deliver the maximum amount of heat energy per unit volume since the consumption of a jet is enormous and storage space, due to extreme streamlining, very limited.

To these ends research is being conducted at Lewis in three main directions: to improve present hydrocarbon fuels, to investigate the possibilities offered by other types of fuel and to determine changes necessary in current engines that present fuels available in the greatest quantity can be used.

The result of all NACA research is a technical report which contains detailed information on laws and principles governing design, behavior and use of aircraft and materials under an almost infinite variety of conditions.

Promptly published, these reports are distributed as a government service to the Navy and to other interested organizations throughout the country.

These reports are of inestimable value. In designing a carrier plane for example, the designer would consult the compiled characteristics of airfoils and select the type best suited to his purpose. If he were designing a bomber, the amount of lift inherent in the airfoil would be a controlling factor. If it were a fighter, he would be more interested in high-speed foils.



FULL-SIZED turbo-propeller installation is tested in an NACA altitude wind tunnel under a wide variety of accurately simulated flight conditions.

From accumulated research reports on stability and control, he can design stability and good handling qualities into the plane.

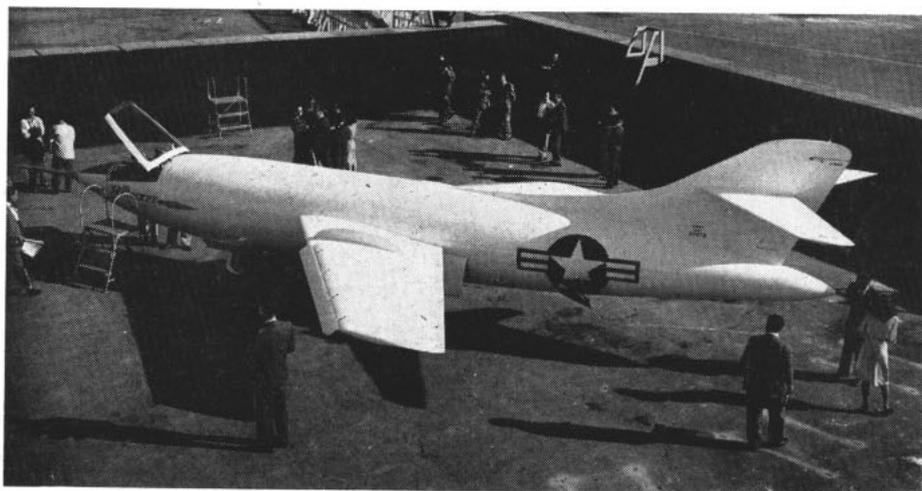
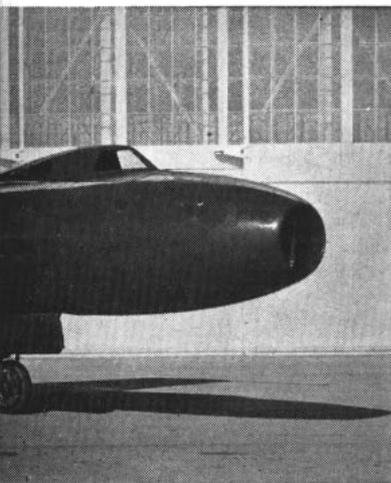
Other information provided covers most operational problems—icing in flight, load and flight limits of the aircraft, landing characteristics, even the ditching behavior of landplanes at sea, are covered by the reports. Consequently pilots don't have to learn such things the hard way.

Since its creation, the NACA has had an important influence on almost every development in the field of aeronautics. Their work in the present shows every promise of overshadowing their achievements of the past which include such accomplishments as the famous NACA cowling used by almost every plane in the air today,

the laminar-flow wing, thermal ice prevention and countless other aviation developments.

The general areas of research engaged in by the committee can be divided roughly as follows: aerodynamics, hydrodynamics, propulsion, aircraft loads, air frame construction and materials, operating problems, physical research, flight and pilotless craft. These general headings overlap and, moreover, as planes fly higher, faster and farther, the problems of aeronautical science become more and more interwoven with the other sciences.

The new jet forces hurtling across the sky today are just a beginning. As the scale of sky speeds goes higher, NACA, as it has in the past, will be instrumental in boosting it.



explored systematically with D-558 phase I (left) and D-558 phase II (right) developed jointly by Navy and NACA.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **SHORE BILLETS**—Chiefs and first class petty officers capable of instructing Navy personnel who will be the future petty officers of the service may be able to get earlier or more frequent shore duty.

Current lists of qualified instructors have been depleted and the need for instructors at recruit training centers and service schools has increased by leaps and bounds because of the recent heavy influx of inductees and enlistees.

Personnel with 12 months continuous sea duty may submit a request in accordance with BuPers Circ. Ltr. 64-48 (NDB, 15 Apr 1948).

BuPers will select instructors first from the shore duty eligibility list, and personnel now on the list are likely to be selected early. If, however, sufficient numbers cannot be supplied from the list, other eligible personnel who have submitted requests will be ordered to duty. This is already necessary for several rates.

Personnel with a GCT score of 55 or above stand a greater chance for the duty. But even with a lower

GCT score, personnel with a special recommendation from their commanding officer marking them as instructor material will have a good chance of being selected.

Recruit training centers are located at San Diego and Great Lakes. Locations of the service schools can be found in the January 1948 issue of the Navy's *Training Bulletin*, on file in all ship's offices.

• **GYRO COMPASSES** — Classes have been rescheduled at the U.S. Naval School, I.C. Electricians, Class B, Receiving Station, Washington, D.C.

The school curriculum has been modified to include training in the theory of operation and maintenance of gyro compasses and associated equipment. Formerly, classes convened every four weeks, with an input rate of 17 trainees for each class.

Beginning with the class scheduled to start on 24 Jan 1949, classes will be convened every eight weeks and the input rate will be 34 trainees for each class.

• **VOLUNTARY RETIREMENT** — Officers of the Navy who request voluntary retirement before they complete 40 years' service, are reminded that under such circumstances approval or disapproval is given "in the discretion of the President."

The Navy Department is under no obligation to retire an officer with less than 40 years' service and does so only as a privilege to the officer concerned.

Officers who submit such requests and then make commitments in civilian life may be placed in an embarrassing position if their requests are not approved.

Officers should bear in mind that the needs of the service will prevail in the consideration of requests for voluntary retirement, it is pointed out in BuPers Circ. Ltr. 202-48 (NDB, 31 Oct 1948).

• **STRUCTURE CHANGES**—After a full year for the trial and testing of the rate, rating and warrant structure which went into effect 2 Apr 1948, BuPers will weigh further proposals for changes to be made.

Until April 1949, however, BuPers desires to incorporate no further changes in the present structure.

At that time, all rates and ratings will be reviewed and necessary modifications and changes will be made. Commands were invited by BuPers Circ. Ltr. 185-48 (NDB, 15 Oct 1948) to indicate to BuPers proposals and recommendations for improving the system.

The directive pointed out that recommendations should be based upon "the concept of the rating as a vehicle for an occupational career in the Navy. . . ."

• **AVIATION CADETS** — Educational requirements for naval aviation cadet training have been lowered from two years of college to high school graduation for enlisted personnel on active duty.

The revised eligibility requirements state that applicants must have attained a minimum test score of 115 on the GCT plus arithmetic tests. In addition, they must have made a score of at least 55 on the mechanical test. Marine Corps personnel must have made a score of 115 on the Marine Corps GCT test and 110 on the mechanical aptitude test.

Requirements for civilian applicants to the naval aviation cadet program remain unchanged.

Seaplane Tender Is Back on Active Duty

It's news these days when a ship comes out of the Reserve fleet.

Such a vessel is *USS San Pablo* (AVP 30), which was stripped of its preservation cocoon at the San Francisco naval shipyard. The seaplane tender was inactivated in 1946 after only three years of service. During the war, the vessel saw action in the Southwest Pacific and the Philippines.

The brief recommissioning ceremony was a hurry-up job while the ship was resounding under the clatter of workmen's hammers and rivet guns.

Then the guns were uncovered or replaced on mounts, and grease was wiped off the many items of coated gear.

For many of her crew, *San Pablo* is their first sea duty. Out of her crew, 65 per cent are straight from recruit training.



RETURNING from the mothball fleet, *San Pablo* was recommissioned in a brief ceremony on the west coast.

Five, Possibly Six States Vote Bonuses; Four Reject

Voting information from unofficial sources indicates that at least five and possibly six states voted bonuses for World War II veterans.

Approval of voters was gained in Indiana, Iowa, Louisiana, South Dakota and Washington. In Minnesota, the state canvassing board must decide whether the bonus proposal received the required vote majority.

Electors in four other states definitely voted down bonuses. They are Missouri, Nebraska, Oregon and Wisconsin.

Terms of the proposals approved by the six states will be reported in ALL HANDS as they become available.

• **NEW REFERENCE**—Now being distributed throughout the Navy is a new compilation entitled *Decorations, Medals, Ribbons, Badges and Devices of the U. S. Navy, 1861-1948*.

The book is a compilation of information concerning all of the Navy's awards to ships and aircraft groups. The list of Navy unit citations and Presidential unit citations also gives the dates and actions for which cited.

Known officially as NavPers 15,790, it is a corrected and complete compilation of data listed in NavPers 15,787 and its supplements, which are now superseded.

The new book is being distributed to all ships and stations of the Navy and Naval Reserve, district commandants, public information offices and various veterans' organizations.

• **PERSONAL TAXES**—Members of the armed forces are not subjected to personal property taxes in any place except their permanent residence or home. This is true regarding automobile licenses and fees as well as other personal property taxes, provided that such taxes were paid at the person's permanent home.

These provisions are contained in Section 514, Soldiers and Sailors Civil Relief Act of 1940, as amended, and as extended by the Selective Service Act of 1948.

Under the act, such taxes as intangibles tax, solvent credit tax and tax on bank deposits are included among others. The law provides that personal property of persons in the military service shall not be subjected to

taxation in any state, territory, possession, or political subdivision thereof, or in the District of Columbia— if other than their permanent home— because of their dwelling in that place in compliance with military or naval orders.

• **RECORDS TAMPERING**—Several cases of fraudulent alteration of service records, an action likely to meet with disciplinary action, have been noted by BuPers.

Violations of BuPers Manual provisions, which prohibit erasures and interlineations, except in the authorized manner, and requires sealing of the packet containing the records, have been observed.

BuPers Circ. Ltr. 197-48 (NDB, 31 Oct 1948) outlines procedures for packaging, sealing, tying and addressing records of personnel being transferred.

Commands receiving records for which the seal has been broken will investigate violations of the records, which are considered to be legal documents to be carefully safeguarded to prevent access by unauthorized personnel.

The directive states that appropriate disciplinary action is to be taken if an entry is proven to be fraudulent and unauthorized alterations made.

• **LEAVE COMPUTATIONS** — BuPers has received information that approximately 50 per cent of enlisted records currently being forwarded to receiving stations do not contain necessary leave computations.

Attention of all concerned with handling of records is directed to BuPers Circ. Ltr. 1-48 (NDB, 15 Jan 1948), which states that failure to record leave taken accurately and meticulously constitutes, in effect, misappropriation of public funds.

Along similar lines, BuPers notes that approximately 95 per cent of records sent to receiving stations and other separation activities do not fulfill requirements of BuPers Circ. Ltr. 49-48 (NDB, 15 Mar 1948) in regard to elimination of certain papers before transferring personnel to a separation activity for discharge.

BuPers feels that failure to comply with instructions in these matters reflects lack of instruction, training and supervision, imposing a heavy burden on personnel of processing commands to effect corrections and necessarily slowing the prompt processing of personnel for separation.

HERE'S YOUR NAVY



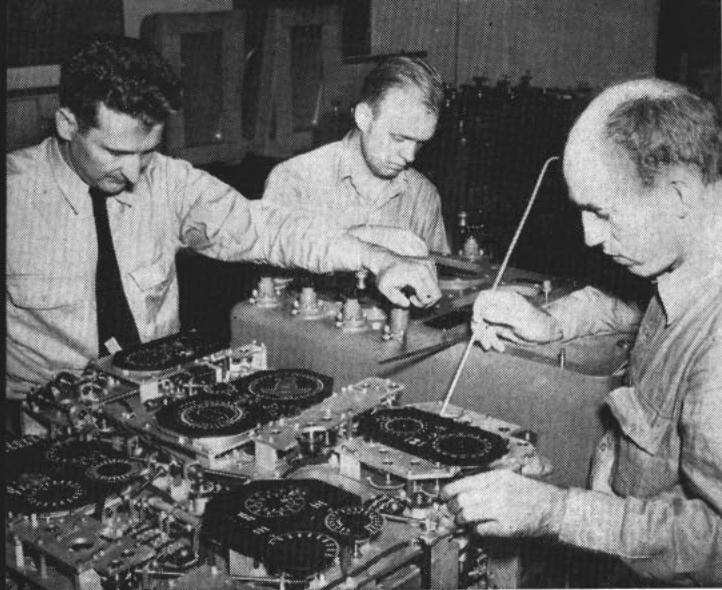
The Navy's supply corps school is experimenting with several new ideas in the preparation of food. One of these is precooked frozen meals. It is possible that such prepared meals will be available soon for use aboard planes or other craft where culinary facilities are lacking. The meals need only heating.



Pre-mixing of foods such as cake, muffins and hot breads have been tested at the Bayonne, N. J., school. Such foods have passed exhaustive tests for economy, practical stowage and simplicity of preparation.



Cooking by radar is undergoing research. Ovens are equipped with electronic tubes which emit countless micro waves. Within a few seconds the energy waves create heat throughout the food, cooking it simultaneously inside and out.



COMPLEXITIES of computers (above) are mastered by FT students under the supervision of expert instructors.

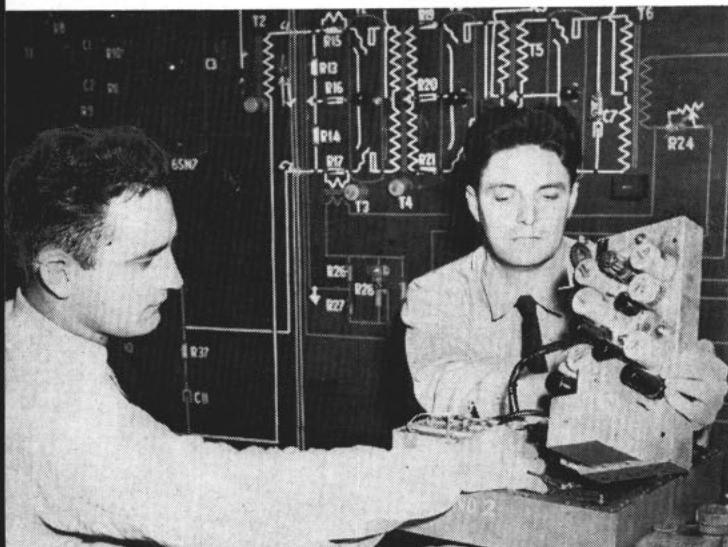
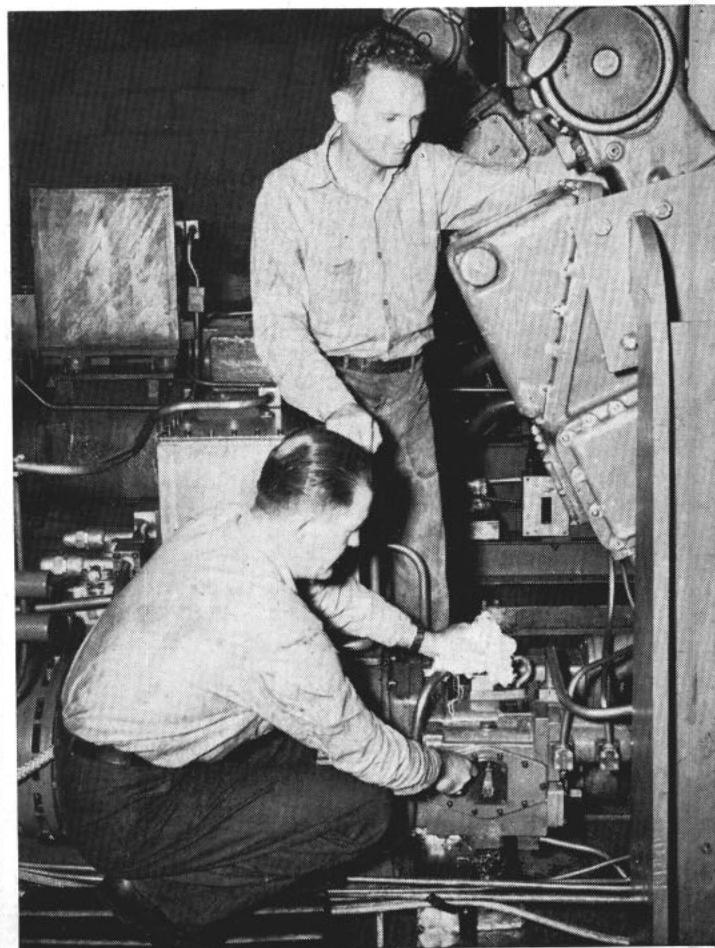


THEIR

TESTING techniques learned include (above) controller panels and (below) hydraulic train drives.



MAINTENANCE of radar equipment (above) and gun drives (below) are thoroughly covered in 51-week course.



GAME: FLEET'S AIM

AMONG the Navy's newer educational activities is NavScol, Fire Control Technicians Class B. Less than two years old, the school already has become known as one of the Navy's most progressive advanced technical service schools.

The rating of fire controlman, having been in existence 21 years by 1946, was by that time overloaded by the cares of maturity. The knowledge and skills required in maintaining and repairing fire control equipment had become so complex that another stage of specialization was required. Consequently, the rate of fire control technician was established that year. And in February 1947, the fire control technicians' school was authorized.

Today's highly complex fire control equipment and its associated radar are commonplace things on board ship. But the mere possession of this modern equipment would be of no value without highly skilled personnel to use, maintain and repair it. It is these highly skilled personnel that NavScol, Fire Control Technicians Class B, U.S. Naval Receiving Station, Washington, D.C., provides the fleet.

The FT school obtains students—and as a result the Navy obtains FTs—through the following procedure, established by Alnav 558-46:

Each four weeks the 10 best qualified graduates of the Class A fire controlman school who volunteer for fire control technician's training are assigned to NavScol, Fire Controlmen, Class B, RecSta, Washington, D.C., providing they will have two years' obligated service upon graduation from the regular 33-week course. Upon graduation from that school the men are rated FT3. Personnel so rated may be advanced to FT2 while serving in the fleet.

To be advanced to FT1, however, these men must successfully complete the 51-week course at NavScol, Fire Control Technicians—Class B, about which we are speaking here. These men, as well as all others who attend the Advanced FT school, must have two years' obligated service upon graduation.

Another source of FTs for the fleet consists of men holding the rate of chief fire controlman or FC1, FC2 or FC3 who want their rates changed to fire control technician. Chief fire con-



SKILL REQUIRED in repairing fire control equipment demands a high degree of specialization. Above: A check is made on a stable element.

trolmen and FC1s, to be eligible, must have served a minimum of four years in the Navy. FC2s and FC3s must have served a minimum of three years and must have graduated from an advanced fire control school within 30 months of date of special competitive entrance examination. All these men must be selected by special examination and must successfully complete the 51-week course at NavScol, Fire Control Technicians Class B, in order to have their rates changed to FT. Fire controlmen, second and third class, will be advanced to FT1 and FT2, respectively, upon graduation. Chief fire controlmen and FC1s are changed to FTs of the same paygrade.

The school operates on a five-day week schedule. Daily work hours are from 0755 to 1200 and 1300 to 1515. There is an athletic period every work day except Friday and pay-day, from

1520 to 1610. Captain's inspection is held on the first Saturday of each month.

The leave periods of two weeks each are provided each year. These usually fall on the last two weeks in June and the last two weeks in December.

Located on the grassy slope east of the Anacostia River, the school occupies 29 classrooms, laboratories and shops in five pleasant buildings. Because of the emphasis on practical work, equipment with an estimated value of \$5,000,000 is provided. This equipment consists of gun directors, computers, power drives, stable elements and related materiel of the latest type.

The school's 51-week schedule is composed of the following courses:

Mathematics; blueprints and related matters, records, ordalts, reports, logs, procurement and ac-



INTRICATE electronic equipment is essential in modern warfare. Whether it's a rangekeeper (left) or a gun director (right), FT school turns out men with great technical skill to keep gear in top fighting condition.

countability; basic mechanisms; fire control problem; and fuse setting indicator regulations, Mk 8 and Mk 9—one week each.

Radar—two weeks.

Stable element, Mk 6, stable vertical, Mk 41, and rangefinder stabilizer, Mk 4—three weeks.

Machine gun power drives; and hydraulic gun train and elevating gear—four weeks each.

Gun fire control systems, Mk 63 and Mk 57; and dual purpose and major caliber directors and associated power drives—six weeks each.

Computers, Mks. 1, 3 and 6, and rangekeepers, Mk 8—10 weeks.

Electricity and electronics—11 weeks.

Including the heads of the various departments, there is a staff of 30 at the school. This large number of instructors permits an unusual amount of individual attention to each student. Almost all the instructors are fire control technicians, carefully selected from graduates of the school.

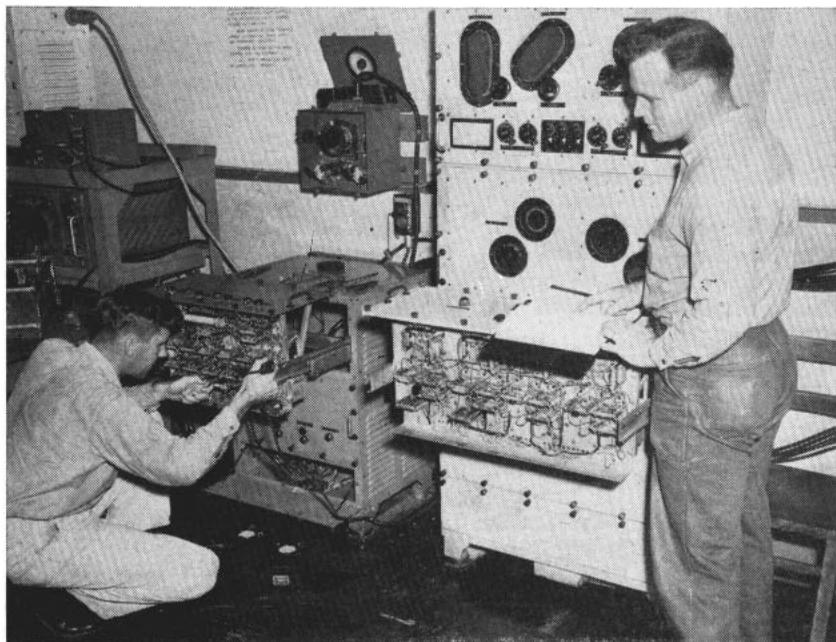
A great many training aids are utilized at the school. Among these are wall charts, "breadboards" of complex circuits, panels for use in the electricity laboratory, operating models of fire control units, and training films when available.

Capacity of the school is 130 students. Recent enrollment, however, has averaged a trifle below the 100

mark, with men entering the school in groups of seven to 10 every four weeks. Men of every paygrade from CPO to third class are in attendance. Many of the students live "on the beach" and draw subsistence. Those who "live aboard" are quartered at the receiving station. All, of course, have access to the many athletic and

recreational facilities at the receiving station, as well as those available in the teeming city of Washington.

After their tour of duty at the school, graduates are assigned by BuPers to ships and stations where they are most needed. To date, most graduates have gone to tenders, repair ships and new cruisers.



CASUALTY analysis is stressed in the curriculum. Less than two years old, FT school has won recognition for its advanced training techniques.

What the Average Bluejacket Thinks of the Navy

MOST sailors never figure they will get a chance to tell the Chief of Naval Operations what they think of the Navy, but, in effect, that is exactly what happened.

The Navy's top admiral wanted to know what the average bluejacket thought of the outfit. A survey of a small cross section of Navy enlisted men turned up these results:

- More men prefer sea duty to shore duty.
- For liberty wear, more prefer their uniforms to civilian suits.
- Forty per cent of the men interviewed intend to reenlist.
- One man in five had a criticism of Navy chow.
- One in seven had reenlisted after being separated from three to 30 months.

The poll was taken in interviews with 482 enlisted personnel attached to 16 ships and six shore stations.

The results—gripes and all—went straight to the top, to the man who requested them, Admiral Louis E. Denfeld, USN, Chief of Naval Operations. A prominent naval chaplain, the Right Reverend Maurice S. Sheehy of Catholic University, was named by the admiral to undertake the project.

Only Navy enlisted opinion was sounded out; no officers were interviewed. Designed to give a well rounded picture, the poll included questions on gripes and problems.

Prominent among these—and the Navy is concerned with finding a solution to them—were:

- More than 60 per cent of the married men interviewed listed their number one problem as housing.
- Only 20 per cent of the total thought their income was sufficient to support a wife and family.

Going down the list of 10 headings under which questions were asked, these results were tabulated:

Enlistment motives—Answers to the query, "Why did you enlist in the Navy?" revealed that a great majority were career-minded. A total of 313 out of the 482 said they signed to make a career, to learn a trade and for education.

Second highest answer registered, by 82 persons, was to win the war or to serve the nation.

Reenlistments—Seventy of the 482 men reentered the Navy after three to 30 months in civilian life.

Of the total reenlistees, 32 per cent had a career in mind and 22 per cent listed companioned life as the primary motive.

Values discovered—That the Navy affords a better opportunity to make real friends than civilian life was indicated in answers by 81 per cent. Another question concerning travel opportunities found 62 per cent satisfied, some with the qualifying remark of, "Too much."

A total of 54 per cent preferred sea duty to shore duty, with single men more favorable than married men. Of the single men attached to ships, 77 per cent of the rated men and 73 per cent of the non-rated men favored sea duty. The ratio fell among single men stationed ashore, with 47 per cent of the rated men and 51 per cent of non-rated personnel favoring sea duty.

Magazines and papers—"The Bureau of Personnel deserves commendation for the quality of morale-producing literature and particularly for its splendid publication

ALL HANDS, read (irregularly however) by 63 per cent of the men interviewed. . . ."

Most believed that ship and station newspapers were doing excellent work along local lines, but "they leave many items of vital general interest to ALL HANDS," the report said.

Housing and marriage—Next to the housing problem for married men is that of schools for children. Of the single men, 60 per cent hoped to marry while in the service.

Peacetime Navy—Nearly half of the 482 men saw the Navy's job in peace as insurance, protection, safety or the guardian of international peace.

Leisure time—A total of 69 per cent were satisfied with the amount of leisure time afforded them, with exceptions noted among men from service schools and in one hospital group.

Personnel stationed on smaller ships, the poll noted, seemed to have less leisure time.

Religious services—Only half of the men were interviewed on religious life in the Navy. Of these 83 per cent indicated they had as much opportunity for worship and guidance as in civilian life.

Civilian attitudes—Only 39 per cent felt that sailors were receiving fair treatment by civilians in communities where they were stationed. Fifty-six per cent wore their uniforms while on liberty.

Naval Gripes—To the question, "What suggestions have you for improving living conditions for Navy men?" the report noted that suggestions were more eloquent in what they failed to say than in positive statements.

One man out of the 482 wrote a criticism of naval justice which was forwarded to Navy authorities.

Only 92 criticized Navy meals, while at two stations comments were made to the effect that their chow was "the best in the Navy." In one mess visited by the Right Reverend Sheehy, the report stated, a choice of eight meats per day was given the men, which was accomplished by eliminating waste.

Thirty-two, mostly from one ship, urged cooler compartments, and 21 mentioned crowded sleeping quarters.

Other suggestions:

Twenty-six wanted more recreational facilities, 21 urged improvements of commissaries, nine indicated displeasure with sea and shore rotation, eight pointed out inequality of pay between naval personnel working with civilians, three wanted longer notice before transfer, 18 expressed dissatisfaction with barracks, 12 thought the social distance between officers and men should be lessened, several wanted more educational opportunities, and one stated men were not allowed enough time for church.

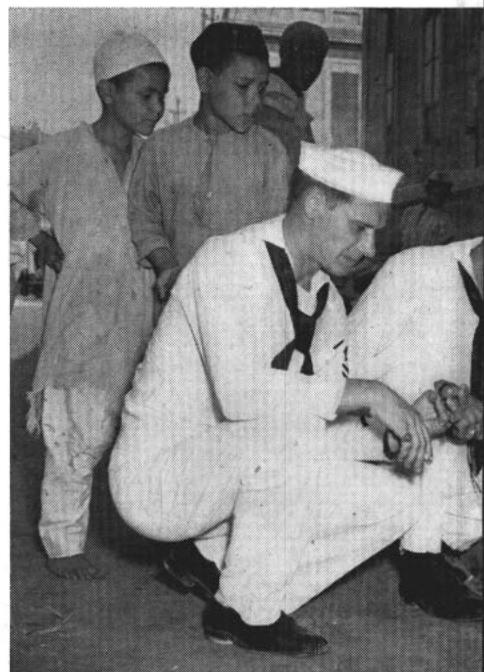
Personnel questioned were:

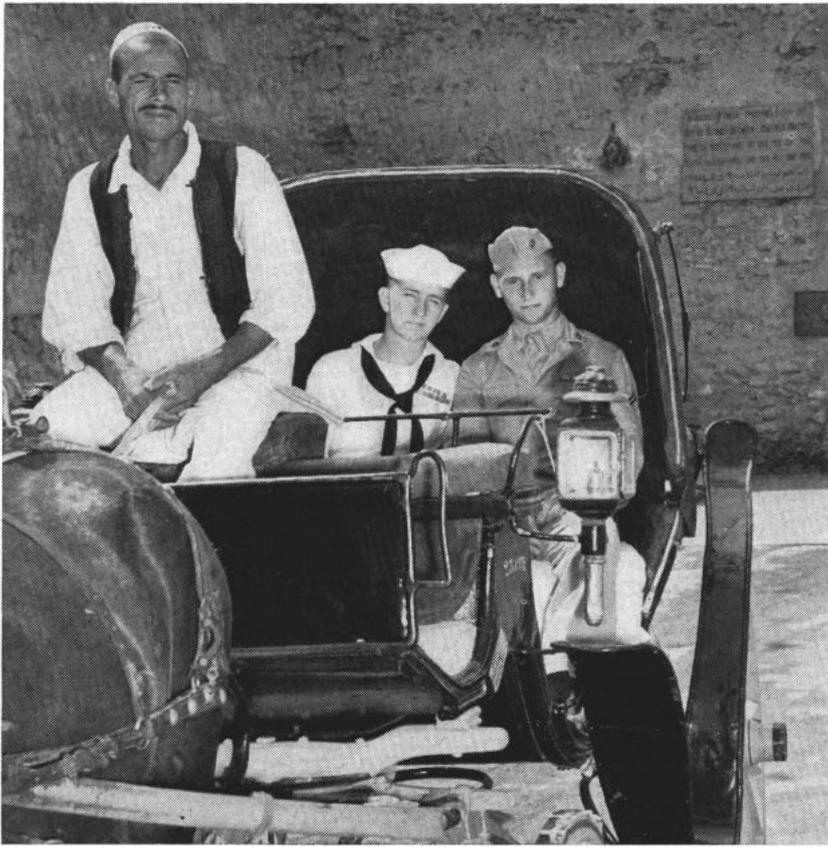
From the Fleet Reserve Group, Green Cove Springs, Fla., 48 men; two air groups, Jacksonville, Fla., 53; one destroyer and one minesweeper, Charleston, S.C., 25; USS *Coral Sea*, 28; USS *Vermilion*, 8; USS *Mindoro*, 30; Service schools, Great Lakes, Ill., 99; four submarines, Philadelphia naval shipyard, 40; USS *Bairoko*, 15; Bethesda naval medical center, 13; Waves, 18; music, gunnery and fire control schools, Anacostia, D.C., 61; USS *Bexar*; 22; and USS *Missouri*, 22 men.

SIGHTSEEING SALTS



MADemoiselles and escorts from Kearsarge dance at Cannes (above). Lower left: Irish guardsman visits the carrier.





GOOD-WILL calls at ports throughout Mediterranean gave men of Sixth Task Fleet opportunity to see first hand some of the world's most exotic places. Clockwise from above: Men from USS *Huntington* tour Tripoli in style.

CHIEFS scan Naples from Fort St. Elmo. Men from *Aldebaran* make big hit with Sicilian children. Sailors find that native vendors in Tripoli's Walled City drive a hard bargain.



Fleet, Shore Units May Pool Athletes to Form Basketball Teams

The Navy has decided to allow Fleet and shore activities to combine their athletic talent in the interest of producing a higher caliber of sports competition for basketball this season. In all cases where the two are combined the team must be considered a representative of the fleet activity involved.

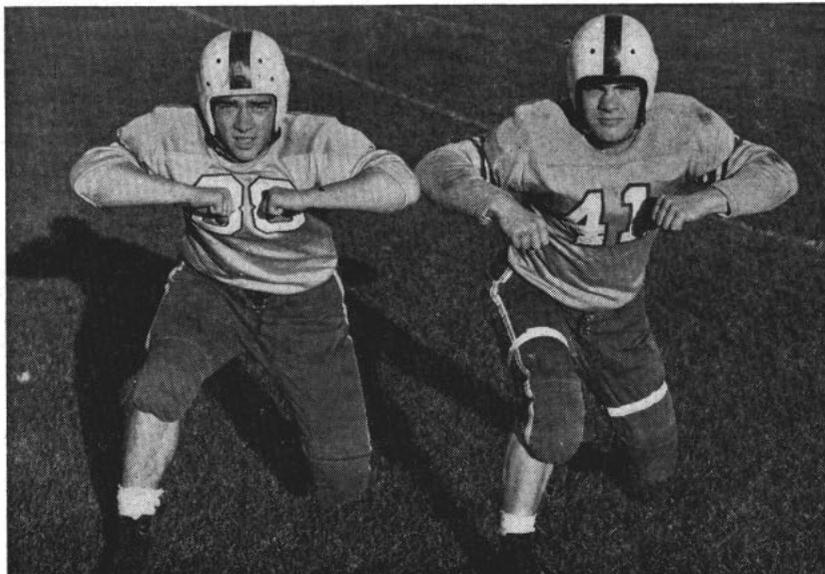
Pooling athletes is limited between those fleet units and the shore activities that provide logistic support to them. For example, a fleet air unit may be combined with personnel attached to the naval air station where it is located. An amphibious force ship's team might be bolstered by personnel stationed at an amphibious base. However, an amphibious vessel's team may not be augmented from air station personnel, or from any shore activity other than one providing logistic support.

The new ruling will not affect the procedure for augmentation after a team has captured a group championship. Group champions are permitted to augment from any teams within the group.

Sports News, Photos Desired

ALL HANDS wants more good sports photographs and stories. Send in good 8 by 10½ inch action pictures.

Material should be forwarded to Sports Editor, All Hands Magazine, 1807 Arlington Annex, Navy Department, Washington 25, D.C.



DOUBLE TROUBLE—Twins, James (38) and Alex (41) Greene, both PFCs USMC, have Treasure Island's opponents thinking it's done with mirrors.

All-Navy Sports Calendar

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



Football

Saturday, 11 Dec 1948
Foreman Field,
Norfolk, Va.



Bowling

Fourth week in Jan 1949
Philadelphia, Pa.



Basketball

Third week in
March 1949
Pearl Harbor, T.H.



Wrestling

Third week in
March 1949
USNA, Annapolis, Md.



Boxing

First week in
May 1949



Tennis

Third week in
July 1949



Golf

Second week in
August 1949



Shooting (Pistol)

Third week in
August 1949



Swimming

Third week in
August 1949



Softball

First week in
September 1949



Baseball

Second week in
September 1949

Tough Luck for Team

The Ream Field Raiders, football team of NAAS Ream Field, San Ysidro, Calif., were forced to drop out of competition just as the team was gaining a reputation as one of the finest service outfits in the country.

The Raiders were knocked out of competition by polio, which struck down two members of the squad. In fairness to members of the team and opponents, it was decided it would

be unwise to further expose them to fatigue, which medical authorities feel is involved in contracting the illness.

Ream Field drew Navy-wide attention early in the season with a cleverly conceived "Long Pants Trophy" contest with its arch rival, NAS San Diego. (See ALL HANDS, November 1948, p. 12.) Since the Ream Fielders are no longer battling for All-Navy honors, they "adopted" their rivals, the NAS San Diego gridironers, and have been rooting for them vigorously.

Top Honors to Navy Yachts

Sailors at the Receiving Station, Pearl Harbor, T.H., demonstrated they can really sail when the station's two sailing yachts captured top honors in the Maui Fair Ocean Race.

Skimming over the 86-mile racing course with her jib and main topsails billowing in the wind, the RecSta's ketch *Thelma* crossed the finish line 15 hours and 59 minutes (corrected time) after getting underway and nearly one hour faster than her nearest competitor.

The Receiving Station's schooner *Pagan* was the first cruising class vessel to cross the finish line in the race between vessels of that class. The schooner *Kona* placed second, finishing one hour and 49 minutes after *Pagan*. *Kona's* handicap was one hour and 49 minutes.

NAS Skeet Shooters Win

Five pigeon-smashing sharpshooters from NAS San Diego, Calif., walked off with the first place trophy of the 1948 National Open Skeet Service Championship by knocking down 1,185 broken birds out of a possible 1,250.

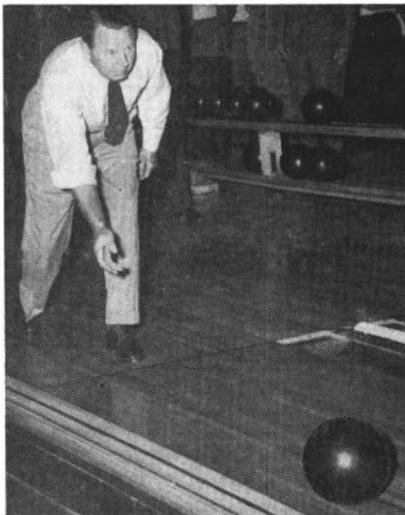
Eighteen service teams competed in the championship matches with more than 100 service personnel shooting for individual and team honors at the contest sponsored by the National Skeet Shooting Association, held at Las Vegas, Nev.

Top shooter among the NAS contestants was J. R. Leslie, AOC, USN, who placed first in the Class "B" Governor of Nevada Handicap and third in both Class "B" service and individual shoots. Lieutenant (junior grade) V. S. Brewster, USN, placed third in Class "A" open and fourth in service individual matches.

The NAS San Diego team was awarded a handsome three and one-half foot trophy for capturing top honors in the meet. Members of the team were Commander Richard White, USN; Lieutenant Commander J. A. Robinson, USN; Lieutenant (junior grade) Brewster; Chief Leslie and L. W. Hughes, AOC, USN.

Two Iron Men?

The Navy searched a long time to find the three-foot-high Iron Man trophy that was a symbol of athletic supremacy of the Fleet in pre-Pearl Harbor days. A trophy inscribed "Navy Department General Excellence



SECNAV John L. Sullivan gets the Navy Department Bowling League rolling by whipping one down alley.



MASCOTS and team captains meet at midfield before annual Hawaiian "Little" Army-Navy pigskin tilt. Navy won 27-14 before 22,500 spectators.

Trophy for Capital Ships of the Pacific Fleet" and believed to be the Iron Man was found several months ago in a storeroom at Fort Washington (near Washington, D.C.) and has since been placed in active competition between ships of the Pacific Fleet.

Now, another Iron Man has been discovered among the dust-covered relics stowed at Fort Washington. This trophy is similar to the first-recovered Iron Man, except that it is inscribed "Navy Department General Excellence Trophy—Iron Man."

Because official athletic records are vague or non-existent on prewar Navy sports competition, ALL HANDS has been unable to gather a complete history on the two trophies. From the inscriptions on the trophies it appears one was competed for by battleships only and the other by cruisers, destroyers and aircraft squadrons.

Here is the record of ships and units which held the two general excellence trophies:

Navy Department General Excellence Trophy for Capital Ships of the Pacific Fleet: 1919-24—USS *Mississippi*; 1924-27—USS *California*; 1927-29—USS *Tennessee*; 1929-30—USS *Mississippi*; 1930-32—USS *West Virginia*; 1932-34—USS *Maryland*; 1934-35—USS *Tennessee*; 1935-36 USS *West Virginia*; 1936-37—USS *Tennessee*; 1937-38—USS *Nevada*; 1938-39—USS *Tennessee*; 1940—USS *West Virginia*.

Navy Department General Excellence Trophy—Iron Man: 1928-29—

USS *Preble*; 1929-30—Destroyer Division 45; 1930-31—Aircraft Squadrons; 1932-34—Submarine Squadron 5; 1934-38—USS *Augusta*; 1938-39—Destroyer Squadron 5; 1939-40—USS *Augusta*; 1940-41—Destroyer Squadron 9.

ALL HANDS is interested in obtaining more complete data on these trophies, and passing it along to its readers. Anyone having any dope on them is invited to write to the Sports Editor, ALL HANDS, 1807 Arlington Annex, Navy Department, Washington 25, D.C.



IRON MEN—Two nearly identical sports trophies puzzle E. E. Smith, PNC, of All Hands Magazine staff

SIDELINE STRATEGY

You may not be aware of it, but there's more to the All-Navy sports program than meets the eye.

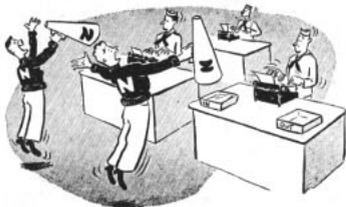
Keeping its personnel physically fit, plus the enjoyment they get



out of playing or watching athletic contests, justifies the Navy's encouragement of wider sports participation. However, there is another reason behind the enthusiastic plugging for sailors to "get in the game." It's the same reason that urges Seaman Door to practically throw his arm out of joint trying to toss a heaving line farther than Seaman Hatch—competition.

You see, before World War II the Navy discovered the ships that habitually captured top honors in sports competition usually grabbed off the prize money in gunnery, engineering and navigation competition as well. Plans were made to expand the sports program, but along about then a war turned up that had to be taken care of first.

Since the postwar All-Navy sports program got underway it has been clipping off knots at a smooth pace, but there is always room for improvement. There are plenty of things you can do to

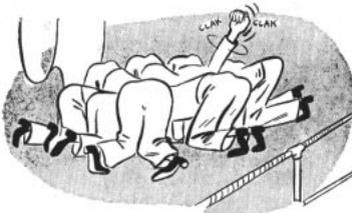


make it a better ball game, and have a good time in the process.

One of the easiest and most enjoyable of these is to support your team. If you feel your

athletic ability is limited to racing through a fast game of acey-ducey, that's okay, but you can still fold your frame on a bench and give out with encouragement to your shipmates out on the field battling for *your* ship or station. Afterwards when you say *our* team trounced so-and-so, you will not be wrong.

Another way to make the squad is to use your talents to fire-up enthusiasm for your activity's teams. In the mid-1930s a bugle-master on *uss Idaho* (BB 42) set a good example at this sort of thing. This fireball organized a drum and bugle corps as well as a cheering section that were the talk of the Fleet. When *Idaho's* teams were on the field there was no doubt that plenty of her men were present. All her sailor-



supporters brought along a hat dyed to match the *Idaho's* colors. They had a ship song and no group of college rooters ever belloyed out their alma mater more enthusiastically. *Idaho* turned out some top-notch teams.

Skippers and department heads have found this competitive enthusiasm is brought back from the playing fields and fused into shipboard routine. It's been discovered that the men in No. 1 fireroom who battle so hard during sports contests to top No. 2 fireroom also battle just as hard on board to turn out a snappier, smoother-operating and better-looking work station than the rival space.

The ultimate result is what everybody's working for—a more efficient and happier ship or station.—Earl Smith, PNC, USN, ALL HANDS Sports Editor.

All-Navy Basketball

The All-Navy basketball championship tournament next year will take place on the courts of a Pearl Harbor, T.H., gymnasium with Com 14 serving as host during the week of 20 Mar 1949.

One command has been named within each athletic competitive group to select the top basketball team within its group by eliminations. In the West Coast Group the group champion will be determined by Com 12; in the Pacific Fleet Group, ComWes-SeaFron; in the Hawaiian Group, ComServPac. Top team in the Far East Group also will be selected by ComServPac.

Com 6 will pick the hoop champs of the South-Central Group; Com 4 will select the top team in the Northeastern Group; PRNC will nominate the outstanding team in the Middle Atlantic Group and ComServLant will select the top squad in the Atlantic Fleet Group.

Four teams will battle it out for the All-Navy title in the final tournament at Pearl Harbor. Prior to this four inter-group eliminations will be held. ComServLant will serve as host for the playoff between the South-Central Group champs and the Atlantic Fleet Group champs. The Commandant PRNC will act as host for the playoff between the Middle Atlantic Group's top five and the Northeastern Group champions. The two teams to be picked by ComServPac to appear in the All-Navy finals will be winners of elimination contests between the four championship teams from the West Coast Group, Pacific Fleet Group, Hawaiian Group and Far East Group.

All commissioned and non-commissioned personnel on active duty are eligible to participate in All-Navy competition, except Naval Reserve personnel activated for training duty only.

EMs Carry the Ball

Several former enlisted men will be carrying the ball for the Naval Academy varsity football team next season.

Sixteen members of this year's Academy plebe pigskin squad are former enlisted men who entered Annapolis through the Naval Academy Preparatory School, Bainbridge, Md. Each year 160 enlisted men who stand highest in service-wide competitive examinations are appointed to the Academy via NAPS by SecNav.



CAREER planning program offers variety of subjects ranging from radar (left) to engine change techniques (right).

Preparing for Their Navy Future

AWARE that a successful naval career doesn't just happen but is produced by planning, hard work and training, an excellent career planning training program has been organized by the Fleet All Weather Training Unit Pacific.

The unit has established a training department which places at the disposal of all officers and enlisted personnel every prepared method devised by the Navy to aid the ambitious.

From the day personnel report to FAWTUPac, until completion of their tour of duty, every duty assigned, every job performed, is involved with training for career development. Every officer and enlisted man assigned to the unit has voluntarily prescribed to at least one of the courses available for spare-time study.

Tops in popularity among the training aids are the USAFI General Educational Development Tests, high school and college levels. During the past year the unit has averaged an on-board count of 325 men of whom an average 221 were not high school graduates. Over 77 per cent of these non-high school graduates applied for GED tests and of that number 87 per cent successfully completed the tests. Half of these personnel have already received their high school certificates or diplomas.

Next in popularity are the self-teaching correspondence and university extension courses. A total of 75

applications for credit for educational achievement during military service have been sent to high schools throughout the country for evaluation of enlisted personnel's military training, service experience and off-duty education.

Officers of FAWTUPac make use of the naval correspondence courses offered by the Naval Correspondence Center, T. I., San Francisco, Calif., and the Naval War College, Newport, R. I.

Although there is no method of measuring the exact time spent by officers and enlisted personnel of FAWTUPac in career study during off-duty hours, the tremendous enthusiasm shown indicates that for every hour spent in training in the unit, an equal amount of time is spent studying outside the unit's supervision. The personnel of FAWTUPac realize that a successful naval career is carefully and systematically planned.
—LT Jack J. S. Davis, USN.



INTRICACIES of metalsmith work hold the attention of ambitious FAWTUPac personnel. The program has been received with tremendous enthusiasm.

LEATHERNECKS IN

WHILE thousands of Belgians thronged Antwerp's Grand Plaats Square paying silent tribute to the casketed remains of an American hero, a U. S. Marine detachment of 12 men represented their famous organization of seagoing fighting men among the representatives of the armed forces of the U. S. and Belgium.

The job assigned these leathernecks in Belgium at the ceremonies surrounding the repatriation of the first American World War II dead from Europe, was typical of many assignments that come the way of the marine guard detachment of Admiral Richard L. Conolly, Commander in Chief, U. S. Naval Forces, Eastern Atlantic and Mediterranean.

Men from the detachment stationed in London, England, were the only U. S. service personnel to participate in the Roosevelt Memorial unveiling last April. In June 1946, they marched in the British Victory Day parade down London's Mall and through Trafalgar Square where they were reviewed by King George VI. They represented their corps and their country at Weymouth, England, in December 1947 when there was unveiled at that British seaport a plaque that recorded the extent to which the community participated in embarkation of American forces for the invasion of the continent during the last war.

Last June at Cardiff, Wales, the marines provided the firing party and the bugler for the ceremonies held in Cardiff, Wales, marking the return of the first war dead from the United Kingdom.

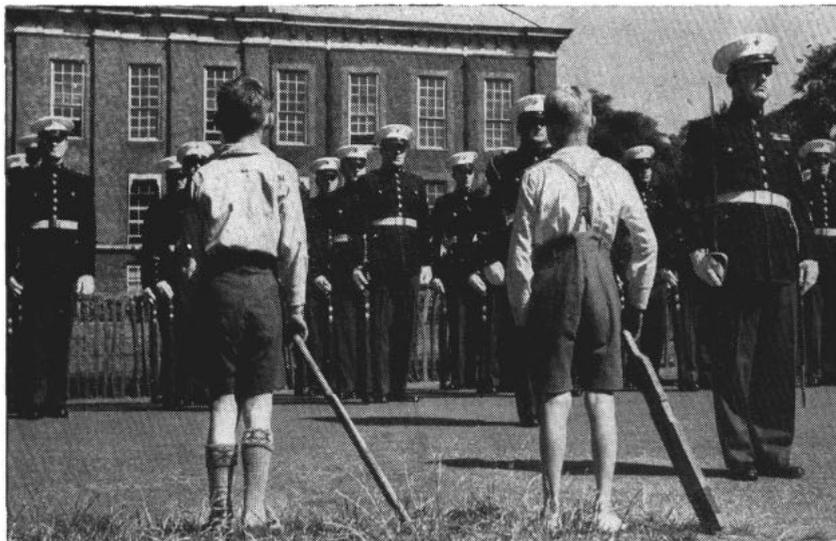
Most travelled marine of the 75 men assigned the detachment is Gaylon Stephenson, CPL, USMC. As orderly to Admiral Conolly he has visited most of the countries of Europe. By land, sea and air he travelled thousands of miles from London to Portugal, Italy, France, North Africa and back to London during the 1948 Midshipmen practice cruise.

The men have been lauded by ambassadors and kings for their magnificent deportment and appearance.

The marines do not spend all of their time "on the road." The job of maintaining security over the naval command on Grosvenor Square in London keeps the detachment on its collective toes. During special con-



COLORFUL Marine detachment drills along the shaded lanes of historic Hyde Park, England. Their snap and precision amaze audiences everywhere.



CRICKETEERS, junior grade, stand spellbound as the Marine detachment musters for inspection near famous old Kensington Palace in England.

EUROPE

ferences at the American Embassy across the square from their headquarters, the marine outfit provides a guard detail. Last such occasion was the Council of Foreign Ministers on the Austrian Peace Treaty.

Originally assigned to the American Embassy in London at the outbreak of the war, the detachment was placed under the jurisdiction of the Naval Headquarters Command in 1946. Similar detachments in Rome and Paris, though standing guard duty with the embassies of those capitals, operate under the control of the London Naval Headquarters.

The men in London are billeted in a comfortable, former South Kensington hostelry, Elvaston Court, which was purchased for the leatherneck outfit's use.

The marines enter teams in the intermural sports program of the Navy command. Their encounters with the Navy's aviation, supply, personnel, Seabee and various other teams on the ball diamond and grid-iron keep curious British audiences in Hyde Park in constant amazement. When an energetic Marine outfielder bellows: "Lotsa pepper in there, men!" the amazed English spectator invariably flinches, and heaves a sigh of relief as the ball game proceeds without the use of suggested condiment.

London liberty—"libo" as the marines tag it—affords these leathernecks an opportunity to familiarize themselves with one of the world's most beautiful capitals. But London is only a stepping stone for them.

Leave and liberty granted the men is often spent in Paris, Rome, the Bavarian Alps, and the shores of the French Riviera. Navy-sponsored leave trips to Garmisch, Germany—recreation and leave center for the Army of Occupation in the heart of the Bavarian Alps—provide the marines a chance to bask in surroundings once graced by the travelling rich of the world.

A consensus of the men shows an overwhelming sentiment of goodwill on their part toward the English people among whom they live. Many of the men have extended their enlistments with requests that they be allowed to remain on duty with the detachment in London.—Kenneth H. Barnsdale, JO1, USN.



MAGNIFICENT appearance and deportment of the visiting leathernecks have caused the Corps' reputation to be spread throughout most of Europe.



KINDRED SPIRITS—A much-travelled Marine corporal pauses in Genoa, Italy, to inspect the inscription on a memorial to another famous traveller.

The Fleets of Spain and Portugal

ON A SPRING day 360 years ago, the Grand Armada of Spain set out from Lisbon with 130 ships, 8,000 sailors and 19,000 troops, heading northward. Objectives were the subjugation of the Netherlands, increased safety for Spanish America, overthrow of Protestantism and, possibly, the conquest of England.

Failure of the formidable force in its mission can be attributed primarily to two things—the impotence of Spanish muskets and arrows against England's 6-inch naval guns, and to storms. The sporadic week-long engagement the Armada fought on its way up the English Channel, and the

(This is thirteenth in a series of ALL HANDS articles which discuss the navies of foreign powers as they exist today. Material is taken from non-classified sources.)

nightmare cruise around the north and west of the British Isles wrote a dramatic, disaster-filled page in the world's naval history.

Despite a long history of stormy affairs, Spain maintained neutrality in World Wars I and II. For a time during the intervening years, however, the Spanish navy was in the peculiar position of fighting a war

against itself. Units of the fleet, almost equally divided between "leftist" and "rightist" forces, became involved in several engagements during 1938.

Spain maintains three training schools for naval personnel. The school for POs is at San Fernando on the southern coast, the one for cadets and engineers is at El Ferrol in the northwestern corner of the peninsula, and the one for line officers is at Marin, in the same province as El Ferrol.

Organization of the Spanish navy's officer component is much like that of the U.S. Navy, except that there is no rank corresponding to our lieutenant (junior grade). The rank of admiral of the fleet is held at present by General Franco.

Apparently unchallenged for the heavyweight title in the Spanish navy is a ship that we would call a heavy cruiser. The Spanish call it a first-class cruiser. The ship is:

- *Canarias*—10,670 tons standard displacement, speed 33 knots, armament eight 8-inch 50-caliber guns, 20 anti-aircraft guns, and twelve 21-inch torpedo tubes; begun in 1928 and completed in 1936, in Spain.

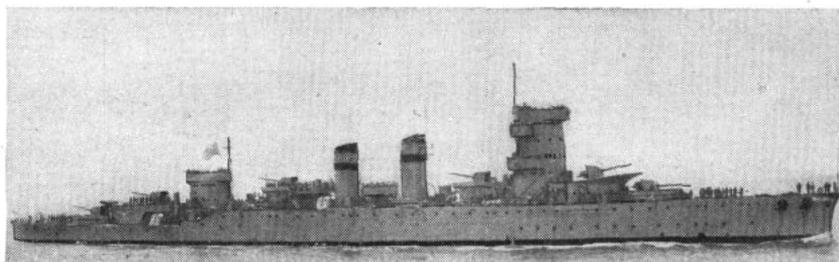
A sister ship, *Baleares*, was hit by three torpedoes during the Spanish Civil War and sunk with the loss of 600 lives.

Canarias possesses several unusual features, among which are an almost total absence of a foremast, a large fin-shaped funnel resembling those on our largest aircraft carriers, a sturdy cone-shaped conning tower, and two rows of portholes from stem to stern in the hull.

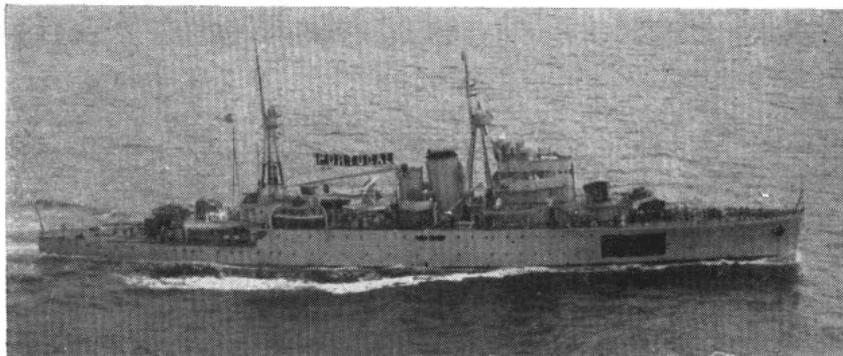
Three older cruisers are referred to as cruisers of the *Galicia*-class. They are:

- *Galicia*, *Almirante Cervera* and *Miguel de Cervantes*—about 8,000 tons standard displacement, main armament eight 6-inch guns and six to twelve 21-inch torpedo tubes, completed in 1931. These ships were reconstructed and modernized during 1940-1944. Their speed is said to be 33 knots. *Galicia* has reached a speed of 34.7 knots in trials.

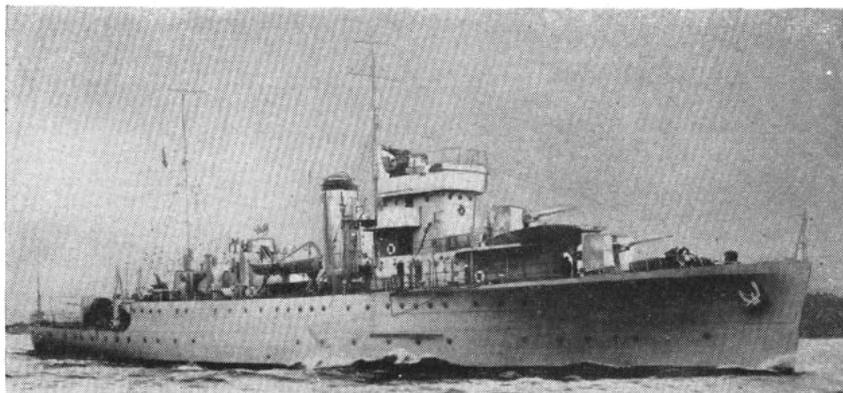
- *Mendez Nuñez*, a smaller cruiser which is capable of less speed than the others, carries similar armament. A feature that appears to make this ship unique among the world's present warships is its boiler-heating arrangement. The ship has 12 Yarrow



SPAIN'S ancient cruiser *Navarra* has been retired from active service.



EFFICIENT Portuguese sloop *Afonso de Albuquerque* carries over 40 mines.



PORTUGAL has two modern gunboats in the modified *Gonçalo Velho* class.

boilers, of which six are fired by oil and six by "mixed firing"—coal and oil. Carrying 806 tons of coal and 727 tons of oil, *Mendez Nuñez* has a radius of 5,000 miles at 13 knots. A sister ship, *Blas de Lezo*, was wrecked in July 1932.

An old ram-bowed cruiser, *Navarra*, recently has been decommissioned.

Nine *Oquendo*-class destroyers are building or to be built at Ferrol Dockyards on Spain's northwest coast. These ships are to be equipped with eight 4.1-inch antiaircraft guns, 16 other AAs, and seven 21-inch torpedo tubes.

Among these ships will be a new *Blas de Lezo*. A brief historical sketch of the original bearer of that name is of interest. Don Blas de Lezo, born in 1687, was an indomitable warrior. He lost a leg at the Battle of Malaga, an eye in the siege of Toulon, and an arm during the second siege of Barcelona. Still undaunted, he died after repulsing Admiral Vernon's attack on Cartagena in 1741.

Two 1,650-ton destroyers, *Alava* and *Liniers*, are under construction at Cartagena (Spain), and a third is projected. *Alava* and *Liniers* were originally ordered in 1936. Construction was suspended during the Spanish Civil War. It was resumed after that war, to be held up again in 1940. Work commenced again in 1944.

Typical of destroyers now in full commission are the 13 *Churrucá*-class destroyers. These two-stackers, commissioned between 1926 and 1933, have a full load displacement of 2,087 tons. Their armament, characteristic of destroyers, has been modified to increase antiaircraft fire.

Classed as torpedo boats by Spain



BLUEJACKETS of the Portuguese Navy watch an American sailor make a turk's head during a visit by *USS Coral Sea* to the port of Lisbon, Portugal.

but as destroyers by others are three smaller ships:

- *Alsedo*, *Velasco* and *Lazaga*—1,145 tons, speed 34 knots, main armament two 4-inch 45-caliber guns and four 21-inch torpedo tubes, completed in 1922, 1923 and 1924. These ships carry a complement of 86 men.

Nine other ships of similar type are still under construction. These ships, though of slightly less displacement, will carry more armament and a somewhat larger crew.

Spain has three submarines of

thoroughly modern design. They are as follows:

- D1, D2 and D3—1,050 tons surfaced and 1,375 tons submerged, speed 20.5 knots surfaced and 9.5 knots submerged, main armament six 21-inch torpedo tubes and one 4.7-inch gun. Built in 1944. These subs can attain a depth of 300 feet.

Two other submarines—of Electric Boat Co. design, but built in Cartagena—are in commission. These were built in 1927-28.

Minelayers, minesweepers, sloops, coast defense vessels, transports, oilers and river patrol boats round out Spain's seagoing force. Two sailing vessels are included as training ships. One of them, *Galatea*, has passed the half-century mark in age, having been built in 1896.

There is also a sizable fleet of seagoing tugs.

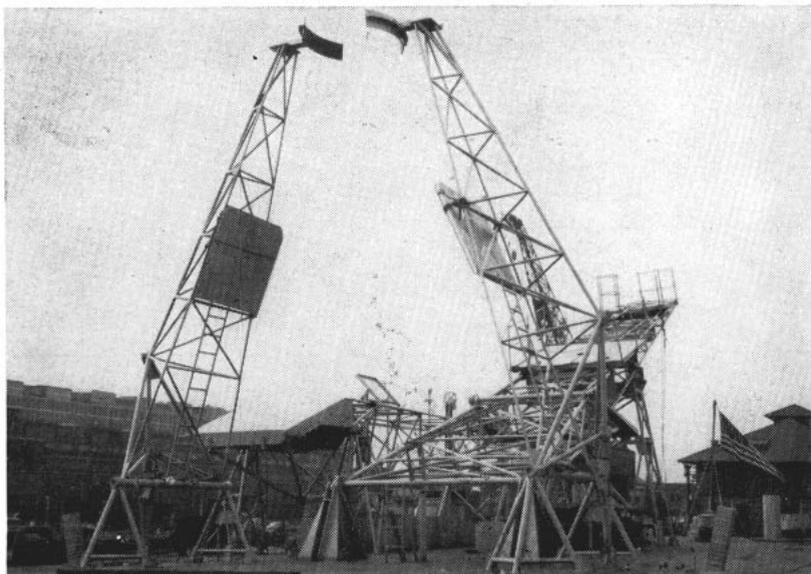
PORTUGAL

Although Portugal's navy is small, its most important units—destroyers and submarines—are relatively modern. A 10-year naval building program begun in 1930 resulted also in a group of moderate-sized but efficient sloops. Among these are:

- *Afonso de Albuquerque* and *Bartholomeu Dias*—1,780 tons standard displacement, speed 21 knots, armament four 4.7-inch 50-caliber guns,



GUNBOAT *Gonçalves Zarco* and her sister-ship *G. Velho* were both launched in 1932. They have a displacement of 1,000 tons, can make 16.5 knots.



FANTASTIC launching rack (above) is located on the after deck of *Norton Sound*. Below: Metal sheathing protects the deck from the terrific heat.

Navy to Fire Rockets from Ex-Tender

The Navy now has a floating laboratory for test-firing upper atmosphere-exploring rockets and high altitude balloons. The ship, *uss Norton Sound* (AV 11), has been modified to launch the largest rockets, including the Aerobee and the 14-ton V-2.

Basic mission of the ship is to serve as a base for upper air research work in isolated areas far out at sea. Conducting such experiments from a ship will have the advantage of high mobility as well as that of isolation from populated areas.

The ship was modified at the naval

shipyard, Philadelphia, Pa., and conducted a shakedown cruise in the Caribbean. It is planned that *Norton Sound's* activities will be related closely with the Navy's guided missile test center at Point Mugu, Calif. Rocket-firing experiments will be conducted in the Pacific.

Although a captured German V-2 rocket was successfully fired from the flight deck of the aircraft carrier *Midway* as an experiment on 6 Sept 1947, *Norton Sound* is the first Navy ship to be specifically equipped for the primary function of firing large rockets.



many antiaircraft guns and four depth charge throwers. Completed in 1934. These two ships are fitted to carry 40 mines.

Among Portugal's many small ships are six fishery protection launches. These yacht-like ships are very trim and attractive in appearance. Diesel-powered at 2,400 horsepower, the 250-ton vessels can reach a speed of 17 knots. Their radius of action is 850 miles at full speed or 3,700 miles at 11 knots.

Two river gunboats, *Tête* and *Rio Minho*, while no doubt still well-suited to their purpose, are of interest because of their antiquity.

Tête, a 100-ton stern-wheeler, was built in 1918. With 70 horsepower, the ship can make eight knots. *Tête* is employed on the Zambesi River in the Portuguese possession of Mozambique, in southeast Africa.

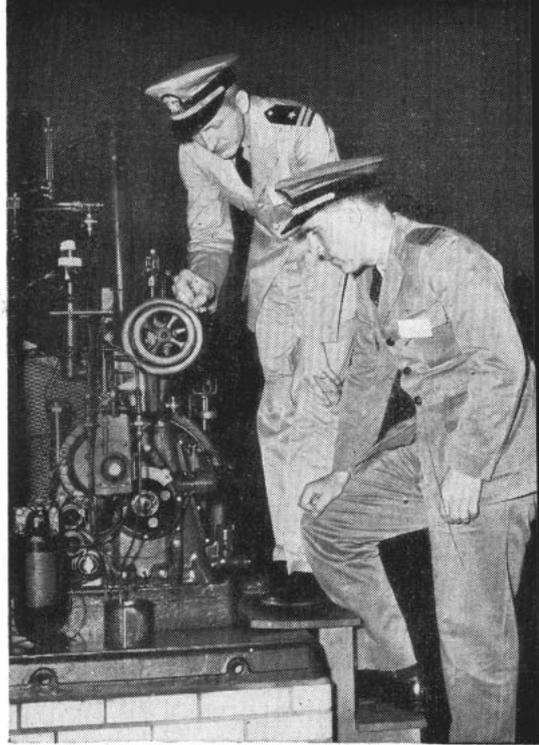
Rio Minho, with a full-load displacement of 38 tons, is a side-wheeler, built in Lisbon in 1904. Her 64 horsepower gives *Rio Minho* a speed of 7½ knots. The ship operates on the Minho River which separates northern Portugal from Spain.

In this period of uniform changes, the Portuguese uniforms for enlisted men are especially interesting. Shoulder boards, resembling those worn by naval officers the world over, are worn on most uniforms by all POs and even by certain seamen. The shoulder board for a gunners mate second class, for instance, has light blue crossed cannons and three light blue stripes, on a dark blue background. If he is qualified for promotion, he has a light blue chevron on the shoulder board between the stripes and the crossed cannons.

Petty officers, all classes, have garrison caps for work and visored caps for dress. There is also a tropical uniform for POs which consists of white fore-and-aft-creased trousers, a white tropical helmet, black shoes, and a white "polo shirt" with the standard two-tone blue shoulder boards. Clean and well-pressed, it is very attractive.

Portuguese officers' uniforms are much like other European naval officers' uniforms, with a scroll included in the top stripe of cuff and shoulder boards of line officers. Staff officers do not wear the scroll, but have distinguishing colors between the gold stripes on cuffs and shoulder boards.

While remaining neutral in World War II, Portugal granted anti-sub bases to England in Portuguese possessions.



KEEPING TOUCH with fast-moving world of science, Reservists maintain our peacetime 'security through research.'

Science and Research in Reserve

SCIENCE gave us the tools of victory in World War II.

As the world's largest technical and engineering organization, the United States Navy has had one major and continuous assignment since its establishment—to keep abreast of the discoveries and inventions of the world's scientists.

At the war's end two out of every three men in the naval establishment were technicians. They had to know how to operate radar and sonar. They were specialists in hydrodynamics and aerodynamics. They learned to fire rockets, operate jet and diesel engines, launch guided missiles. They trained on synthetic devices like the "gunairstructor," and participated in simulated attacks in complicated mock-ups to prepare themselves for combat. On board ship they lived surrounded by the most ingenious machinery and equipment ever assembled in the field of electricity, metallurgy, nucleonics, optics, mechanics, radio and sound.

Today, with the aim of keeping pace with the changing world of science and maintaining our peacetime "security through research," the Navy's Office of Naval Research sponsors some 1,278 research projects in practically every major academic, government and industrial laboratory in the nation. At the same time, in order to develop a closer alliance with men

working in the civilian fields of research and science, it has established the Naval Research Reserve.

With a proposed strength of 5,000 officers, including Waves, and enlisted men, the newly created Research Reserve's mission is to provide an adequate trained force of Reserve personnel now in civilian jobs who are available for mobilization in the event of emergency, for assignment to activities under the control of the Office of Naval Research.

Authorized in May 1948, the program calls for establishment of Volunteer Research Units which meet all over the country, at universities and colleges, Naval Reserve Training Centers, or laboratories where research in naval projects is now going on.

Just three weeks after the research program was set up the first Navy scientific seminar ever called met at ONR headquarters, where 100 Reserve officers gathered for 14 days to visit science laboratories and attend courses on the many phases of the Navy's basic research program.

Within a month the first Volunteer Reserve Research activity, Unit W-1,

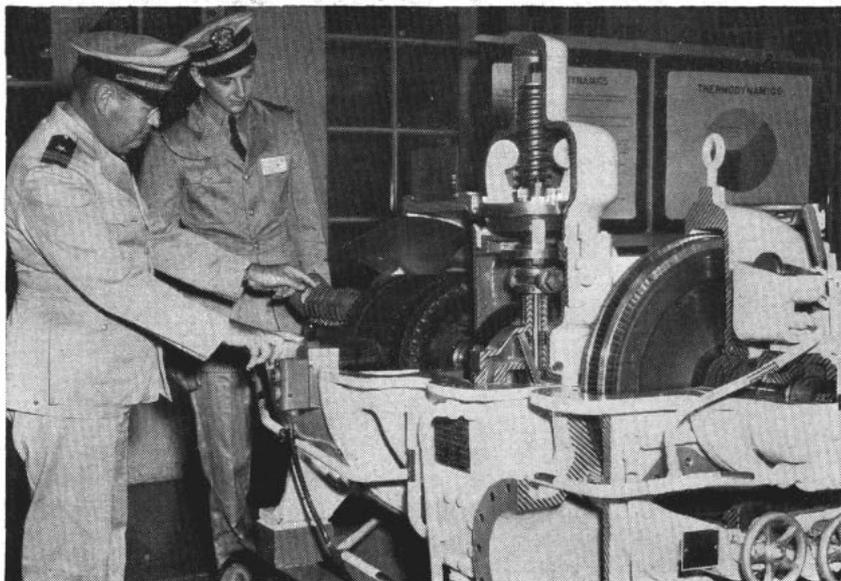
**100 USNR Units to Be Activated
To Keep Pace with
Latest Naval Developments**

was established and met at the Naval Gun Factory in Washington, D.C. Two more units were organized on the west coast, in San Francisco and the University of California at Berkeley. Activation plans are now under way for 25 new volunteer units by the end of the year, with more than 100 units ultimately enrolled.

Members of the Research Reserve vary from "human ecologists," ultrasonic scientists and physicists to experts in power and propulsion, patent specialists and explorers. The research units are not limited to scientists working on laboratory experiments but are open also to specialists in the supervision, coordination, supply analysis and evaluation of research.

The Research Reserve program is under the administrative supervision of the Office of Naval Research and its five branches at Boston, New York, Chicago, San Francisco and Los Angeles.

In addition to conducting basic research, ONR correlates scientific material for the bureaus of the Navy, conducts field activities such as the Naval Research Laboratory in Washington, D.C., the Special Devices Center, Port Washington, N.Y., and the Underwater Sound Laboratory, Orlando, Fla. The new Research Reserve component becomes an integral part of ONR, which will supervise its



EFFORTS of Reservists will keep our surface, air and sub fleets as modern as possible. Men here study cutaway of a steam turbine generator.

inactive training program and make available its facilities for annual training duty.

ONR itself is a new organization, having been set up in 1946, but the Navy's interest in science is almost as old as the Navy itself. Beginning in the early 1800s the Navy was faced with scientific developments which began to change radically both equipment and methods of naval warfare.

Today in the Naval Research Laboratory at Anacostia, D.C., we have one of the largest and best equipped laboratories in the world. A thousand scientists and engineers housed in 50 buildings investigate the problems of the Navy. From these people and facilities have come such discoveries as radar and the liquid thermal diffusion process for separating isotopes used in the manufacture of the atomic bomb.

In its new Research Reserve component ONR will have an additional force of scientists, research men and technicians who will help to keep our surface, air and underwater fleets as modern as possible.

The volunteer units will consist of either composite or specialized groups. They are open to Reservists in the following fields:

Basic sciences—Physics, chemistry, mechanics, mathematics, geology, biology and psychology.

Naval sciences—power and propulsion, armament, missiles, flight, geographic exploration, amphibious and undersea warfare, underwater sound reference, etc.

Technical—Synthetic training de-

vices, training aids, technical instruction and information, patents, contracts, procurement and facilities.

Upon the recommendation of ONR or its branch offices, district commanders are authorized to establish volunteer research units with a minimum membership of 20 officers and any number of enlisted personnel. Sub-units of less than 20 officers may be formed, attached to the appropriate VRU for administrative purposes. The units meet ordinarily twice a month for two-hour sessions.

The training program for the volunteer research units includes:

- Study of pertinent parts of



TEST model of ship's hull interests these men. Program keeps Reserve posted on latest in Navy research.

courses from established schools and colleges of the armed forces.

- Review and editing of technical manuals and publications.

- Work on certain research and development problems as assigned by the Chief of Naval Research.

- Orientation in the ONR research program and development activities.

- Review or formulation of plans to assist research activities in the accomplishment of their mission.

- Formulation of training programs encompassing research and problems or projects of interest to the Navy. Reserve officers, in view of their technical qualifications, will be encouraged to formulate their own training programs, which may include associations with Organized Reserve Research and Development groups, or sub-groups of the Army or Air Forces when no unit of the Naval Reserve is located in the vicinity.

- Individual training, for Reservists of outstanding professional reputation whose services may be utilized on a consultant basis by all agencies of the Navy for technological assistance in the establishment or solution of research plans and programs.

Reservists will be credited for a commensurate number of hours for their inactive duty training.

Many Reservists are included among the 2,977 senior scientists and 2,405 graduate students who are conducting experiments sponsored by the Navy at university and industrial laboratories.

Naval peacetime research includes "human engineering," the science of bridging the gap between human tolerance and capacity in the stress of high speed, high altitudes and new machines. It includes studies of fog dispersal, ultrasonics, exploration of rare elements and "Project Cirrus," a rain- and snow-making program conducted in conjunction with the Army Signal Corps and a commercial firm.

Annual training for Reserve scientists may be carried on at the many naval research activities, at ONR headquarters in Washington, D.C., and its branch offices.

Typical of the two-weeks' training periods was the science seminar held this June. One hundred Reserve officers, including three Waves, from 28 states met in ONR's offices and were launched on a concentrated program ranging from lectures on atomic science to research in human relations and its value to the Navy. The Navy provided special classes in psychophysiology, mechanics and materials.

nuclear physics, arctic research, fluid mechanics, electronics, biochemistry, geophysics, microbiology and chemistry.

Obviously each officer could not attend all the lectures or meet with all specialist groups, but each Reservist was given a choice of which to attend. Field trips were organized to the Naval Ordnance Laboratory at White Oak, Md., the Naval Research Laboratory at Anacostia, D.C., the Applied Physics Laboratory and Taylor Model Basin in Washington, D.C.

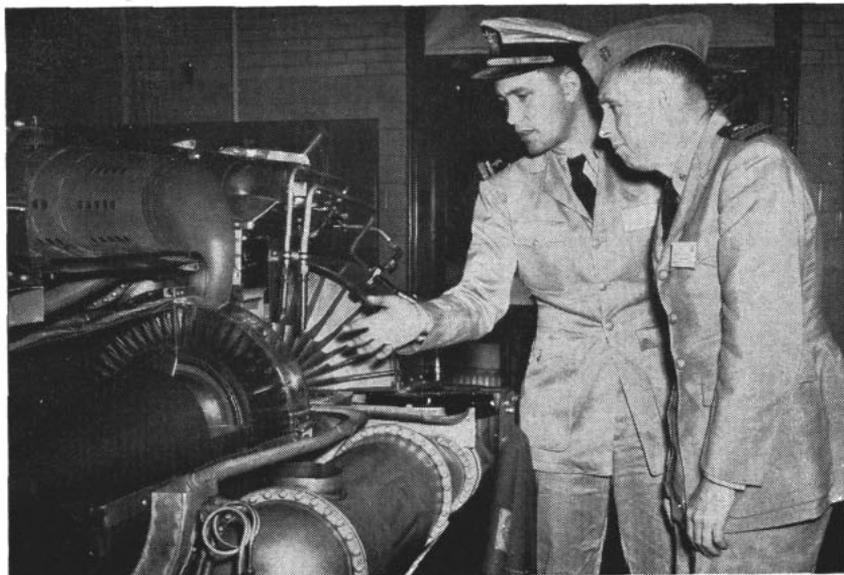
Wind tunnels were examined in operation, cutaway models of diesel and jet engines were studied, along with rockets, turbine generators, thermal diffusion plants and heat power laboratories.

Purpose of the seminar was to acquaint the civilian scientists with the scope of the research program and the plans of the new Research Reserve.

Reservists in research units may request the opportunity of studying special programs now being conducted by the Navy.

A steel-piercing eye, known as the "betatron," may be examined at the Naval Ordnance laboratory where the machine is used to detect flaws in castings and weldings of naval guns and other equipment.

At the Underwater Sound Laboratory, Reservists may participate in the work carried on in the development of electronics apparatus and sound measuring techniques. Or they may study the new synthetic training equipment at the Special Devices Center.



PROBING the complexities of a sectioned jet engine, two Research Reservists learn now that they may be prepared in the event of a future emergency.

Heart of the Navy's scientific work is the Naval Research Laboratory, where naval and civilian scientists join forces. Founded over a quarter of a century ago NRL had already begun its discoveries in the field of radar before it was officially commissioned. Scientists making radio field measurements across the Potomac in 1922 discovered that a ship passing through a radio field was detectable on the radio receiver. Fifteen years later the Navy had radar working over salt water on the destroyer *Leary*.

Another NRL contribution was in the field of pilotless aircraft. In 1923

its scientists flew an old Navy seaplane entirely by radio remote control, the first such flight to be made in this country.

NRL was the first U.S. government agency to undertake the study of the possibilities of atomic power. The first uranium pilot plant was started by Navy scientists in 1939 when an allocation of \$1,500 was authorized to be expended on studies of the concentration of Uranium 235. That facility, which was similar to later developed plants, was turned over to the Manhattan Project.

From purely basic research studies come discoveries which profoundly affect the conduct of war. The Navy must know what is being done in all fields of science, since it is not only the largest engineering organization in the world, but also the largest shipbuilding agency, the biggest repair and mechanical activity, and the greatest user of power in the world.

Scientists and technicians, more than any other group, make the Navy what it is today. Personnel interested in joining a Volunteer Reserve Research unit may obtain application forms from ONR branch offices or write for information to the Chief of Naval Research, Attn: Code 103R, Navy Department, Washington, D.C.

To be eligible, officers should have a bachelor's degree, and enlisted personnel must possess technical training or manual skill of a high and specialized order which is of value to an activity of the Office of Naval Research.



DYNAMIC float plane model used in tests at the Taylor Model Basin near Washington, D.C., is examined by Reservists during a science seminar.

Navy Relief... An Anchor to Windward

MANY of us, at one time or another, find ourselves in some kind of trouble.

When it is just ourselves, most of us can work our way out without too much difficulty. But when it's the family, especially when we are not there to look after them, it is often another proposition.

Someone gets sick, or the allotment or family allowance check is late, an unexpected move, or any one of innumerable emergency situations—a lot of them involving money—are the things that get us down, especially these days when any disruption of the family budget is a major catastrophe.

Only too often these things come up suddenly, in a strange city, and neither we nor our families know what to do or where to turn for help.

One source of ready assistance that is always available is the Navy Relief Society. It was organized a long time ago for this very purpose. It is not an "official" organization and it cannot solve official problems, but it can and does help out, both financially and otherwise, in a great many personal situations, especially where families are concerned. Most men in the Navy have heard about it in one way or another—especially at contribution time—but they don't know too much about what it can do, how it operates and how to go about getting its help.

It is the purpose of this article to



ASSISTANCE when it is needed is provided men of the fleet and their families by the Navy Relief Society.

tell all hands more about it. It is *not* a request for money.

The society wants every man in the Navy to know and tell his family what the society is, how it operates, what it does and doesn't do and some of the whys and wherefores behind its activities.

First, what is the Navy Relief Society? The society is a private organization closely affiliated with the Navy but not strictly an official part of it. While most of its officials and workers are drawn from the "naval family" they act in their individual rather than official capacities. Its funds are private, not government, and are derived from the income from investments, voluntary contributions and the proceeds of balls, carnivals and similar benefits.

Next, what does the society do? According to its certificate of incorporation "The particular objects and business of the said society are to collect and hold funds and to use the same for aid in times of need of the officers and enlisted men of the naval service of the United States (including Marine Corps) . . . and also for aid in times of need of the dependents of such officers and enlisted men, and to provide relief and assistance to the dependents of deceased officers and men of said naval service."

This brings up several questions. Who are "dependents"? What are "times of need"? Who makes the broad decisions that govern these matters? To answer the last question first, the same certificate of incorporation provides that a board of managers shall administer the affairs of the society and be responsible for compliance with the articles of incorporation. This board is now composed of the Chief of Naval Operations, as president of the society, the Chief of Naval Personnel, the Chief of the Bureau of Medicine and Surgery, the Chief of Chaplains and elected members at least four of whom are women. These managers are, in reality, "trustees" and they determine the broad policies under which the funds are employed.

Who are dependents? It is, of course, impossible to cover, in a brief article, all the possible situations of dependency. In general, dependents are those who legitimately look to an officer or man for support. Wives and children are obviously dependents. Other members of the immediate family, such as mothers, fathers, sisters and brothers may be if they are in fact and of necessity deriving their chief or substantial support from an officer or man in the service. As a practical matter, the society usually uses the existence or non-existence of



VOLUNTEER workers, thoroughly familiar with the problems of naval personnel, consider each application. Sailor's face is intentionally obscured.

a family allowance as a guide in determining dependency.

Cases of pending applications and unusual situations are resolved on their merits. In cases of doubt applicants may be assured of courteous consideration and should have no hesitancy in making inquiry.

What are "times of need"? This question is not so easy to answer. To some people, buying an automobile, a home, radio, vacuum cleaner, washing machine, etc., or going on vacation, leave or liberty are necessities. Others are more modest and confine their needs to food, shelter, clothing and the like and provision for necessary medical care.

Since the society doesn't have inexhaustible resources and must treat all alike, it is evident that there must be some "rules and regulations" governing its operations. After all it isn't a credit union or finance company—it is largely a self-help organization designed to smooth over the rough spots for naval personnel and their families. It can't be expected to raise the standard of living—only a pay raise or a promotion can do that. It can and does, however, help out with those emergent, unusual expenses which have to be incurred but which cannot, at least at the time, be met from individual or family resources.

"Times of need" then are roughly defined as emergencies involving real necessities and which require urgent and immediate attention, particularly those involving sickness, death, food, shelter, fuel, utilities and other essentials and under some conditions, emergency transportation.

The "rules" are of necessity pretty broad, but here are some typical situations in which society help is readily available:

When an officer or man dies in the naval service, his dependents are immediately visited or written to and the assistance of the society, if needed, is offered. The aid available under these circumstances covers the necessities of daily living during the period awaiting government benefits such as death gratuity, pension and insurance. Assistance during this time, when no income would otherwise be available, serves the double purpose of providing the essentials of every day living and of easing the burdens of the difficult transition period.

Dependents of deceased personnel are also assisted, as needed, with expenses incident to sickness, death or similar emergent needs which cannot be met from normal income. They



VISITING NURSE Service and the distribution of layettes to new Navy mothers are but two of the society's many non-financial relief activities.

may also be assisted with transportation to their homes or other places of permanent abode and, in appropriate cases, in completing a course of training that would enable them to be self-supporting. Except in rare instances, the financial aid granted to the dependents of deceased personnel is an outright gift to the end that no additional hardship be imposed on those who have lost their normal means of support.

Assistance to living personnel and their dependents covers the following:

- Assistance with hospital and medical bills of dependents in cases of acute illness where naval facilities are not available or for some good reason cannot be utilized. It is expected that the care arranged will be at ward or minimum rates and in keeping with the family circumstances.

- Assistance with funeral expenses for dependents. Here again, expenses must be in keeping with family circumstances and must not exceed those necessary for decent and dignified burial.

- Assistance for basic living during periods when approval of family allowance is pending or regularly established allowances are delayed or not being received. Assistance is also

available when allotments are not being received or regular pay is held up due to separation from pay accounts and related causes.

- Temporary assistance for basic living essentials such as food, shelter, clothing and needed utilities when unexpected and unusual but necessary expenses have temporarily depleted the family resources.

- Transportation in special cases such as critical illness or death of members of immediate family; or where some real emergency makes transportation of dependents necessary. The society cannot finance travel between stations or for purposes of following the ship.

Of course there are wide variations in all of the situations covered above. Each case therefore is carefully considered on its merits and personnel should have no hesitancy in presenting their problems for consideration. If the society itself cannot assist financially it can, in many cases, offer information and advice that will lead to an alternate solution.

There are general "rules" also, based on the resources available, the purposes of the society, and long experience, which determine when financial assistance cannot be rendered. In most cases, the reasons are rather obvious. In others, it is simply a matter of not having unlimited funds. Typical situations in which society assistance cannot be made available are the following:

To assist in maintaining a stand-
(Continued on page 54)

Navy's Own Organization
Provides Emergency
Aid in Times of Need

LETTERS TO THE EDITOR

Subs and Quarters

SIR: I am a stationkeeper in the Naval Air Reserve. At the present time I am assigned to duty as a shore patrol. I do not eat or sleep on the base. Could you tell me if I am entitled to subsistence and quarters?—A. J. C., AD3, USNR.

• *In view of the fact that the Chief of Naval Personnel delegates authority for approval of allowances for quarters and subsistence for enlisted personnel to commandants of naval districts and various other commands at sea and ashore it is suggested that you address an official request to the commandant of the naval district or the commander of the air training command in which you are stationed. Outline in detail you reasons why you think you are eligible to receive such allowances.*—Ed.

Tour of Shore Duty

SIR: I was stationed at the Naval Training Center, Newport, R.I., with the Fleet Training Group from 1 Feb 1945 until 1 Sept 1946. (1) Does this count as a full tour of shore duty? (2) When will I be reeligible to apply for shore duty?—H. F. C., BTC, USN.

• (1) *Yes, because of the fact that you were in the continental limits of the U. S. for a continuous period of one year, or greater. See sub-paragraph 1(c), Part I of BuPers Circ. Ltr. 101-48 (NDB, 31 May 1948).* (2) *Four years of continuous sea duty since last tour ashore is required for your rate. Sea duty commences on date first reported to sea after termination of shore duty.*—Ed.

Tin Can's Record

SIR: I served aboard USS *Philip* (DD 498) from her commission date, 21 Nov 1942, until she was decommissioned in March 1946. I have just shipped over again and would like to know what ribbons and stars I am entitled to wear?—S. W., ME1, USN.

• *USS Philip (DD 498) is entitled to the Asiatic-Pacific Campaign medal with eight stars, Navy Occupation Service medal with Asia Clasp and China Service medal.*—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.

Who's Holding the Trophy?

SIR: Would you please tell me what ship won the Battenburg rowing trophy in 1938?—E. H. B., BMC, USN.

• *USS Tennessee (BB 43) won the Battenburg Cup from USS Concord (CL 10) on 11 June 1938 and lost it on 25 Mar 1939 to USS Minneapolis (CA 36). The cup was last won by USS West Virginia (BB 48) in August 1939 from USS Enterprise (CV 6). The Battenburg Cup is won in competition by selected crews pulling a 30-foot whaleboat. In all, 34 ships have held the Cup at one time or another. It was presented to the enlisted men of the U.S. Navy by the British Second Squadron in 1906. Rear Admiral H. R. H. Prince Louis of Battenburg, who was in command of the cruiser squadron, made the presentation.*—Ed.

Sound-Powered Phones

SIR: Can you give me the exact date the Navy adopted the use of sound-powered telephones? You people seem to get some pretty straight dope on just about everything, so thought I would take a stab at getting the correct answer.—R. F. E., IC3, USN.

• *The sound-powered telephone has been under development for naval use since 1927. It was first used by the Navy in early 1928 during salvage operations on the S-4, which sank off Provincetown. The sound-powered phone was used between the diver and the salvage craft in order to issue instructions and information from the sunken sub to the salvage vessel. The first installation of sound-powered telephones aboard Navy ships was made in 1932 in USS New Mexico (BB 40).*—Ed.

Whose Plane Is Faster?

SIR: Is the Army P-51 faster than the Navy's F8F-1B under 10,000 feet?—E. C., AN, USN.

• *Well, it's anybody's ball game. Under similar power ratings (the P-51 in point being the H model), one plane is faster at sea level; at just below 10,000 feet they are about equal; at 12,000 feet the plane that was slower at sea level forges ahead; at 16,000 feet they recross, and at 20,000 they exchange the lead again.*

Exact performance data in such instances is classified—at least restricted, sometimes confidential—and the possible harm done by answering such questions in detail is considerably greater than the good done by deciding whose plane is faster.—Ed.

Guerrilla Time Doesn't Count

SIR: Before I joined the Navy in December 1945 I was in the guerrilla forces from 1942 to 1945, with the rank of first lieutenant. Am I eligible to get back pay for serving with the guerrilla forces and does the time I spent with the guerrillas count on longevity pay?—E. R. L., SD3, USN.

• *No, you are not entitled to any pay from the U. S. government for service with the guerrilla forces in the Philippines. Time spent with the guerrilla forces is not creditable for pay purposes.*—Ed.

Sub Duty for Chiefs

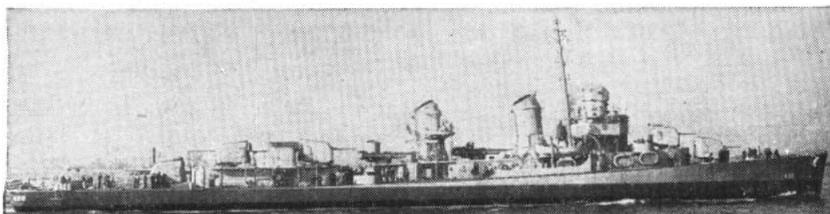
SIR: I requested submarine duty but was refused on the basis that this outfit was over-complemented in chiefs. As I have not been disqualified I would like to know if I can get back on submarines? What reference should I use?—C. F. T., GMC, USN.

• *It is advised that you consult BuPers Circ. Ltr. 97-48 (NDB, 31 May 1948) which will furnish you the information desired.*—Ed.

Eligibility Requirements

SIR: In reference to BuPers Circ. Ltr. 101-48, paragraph 2, under "Eligibility Requirements," sub-paragraph (a), one of the requirements is stated "Aviation branch ratings YN, PN, SK, DK, MN, RM, TE, ET, RD, SO, PI, LI, CS1 and CS2." Does this pertain only to aviation branch ratings or does it pertain to all of the above ratings regardless of the activity to which they are attached?—W. H. O., YN3, USN.

• *It pertains to all ratings listed, regardless of activity to which they are attached.*—Ed.



USS *Philip*—Pacific veteran is now out of commission in the Reserve Fleet at Norfolk, Va.

Fleet Tug Now in Reserve

SIR: During the last war I was a yeoman aboard USS *Narragansett* (ATF 88). Will you please tell me if she is still in service or, if not, where she was decommissioned and where she is now?—G. R. R., YN2, USNR.

• USS *Narragansett* is now out of commission, in reserve. She is in the Texas Group of the Atlantic Reserve Fleet, at Orange, Tex.—Ed.

Machine Shorthand School

SIR: Can you give me any information regarding the qualifications necessary for assignment to the machine shorthand school at the Stenotype Institute, Washington, D.C., and what commands are assigned quotas?—R. A. W., YNC, USN.

• BuPers anticipates that no more classes in machine shorthand will be convened. When the classes currently under instruction graduate, the number of men trained in machine shorthand will be adequate to fill the billets planned for legal reporters.—Ed.

Assigning Conduct Marks

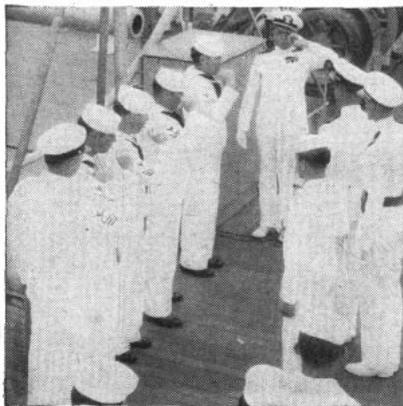
SIR: In a recent discussion a problem came up that perhaps you can answer. Can the mark in conduct be lowered from 4.0 without captain's mast or conviction by court-martial?—J. C. W., USN.

• A mark of less than 4.0 in conduct may be assigned in the absence of a captain's mast, deck court, or court-martial. However, as required by Article D-8018(7), BuPers Manual, when a mark of less than 4.0 in conduct is assigned, an entry to explain the mark must be made in the service record on page 9. If a previous entry has been made during the period covered by the mark which would account for the conduct mark then an entry is not necessary. It was 30 Nov 1943 that this policy went into effect. Prior to that time no accompanying explanatory entry was required.—Ed.

From Army to Navy

SIR: I enlisted in the Navy on 17 Nov 1947. Prior to that time I had served 14 months in the Army. Just before I was discharged from the Army I was promoted to T/5, but it was never entered in my record. I enlisted in the Navy as S2. I would like to know if I could produce evidence of my promotion to T/5 in the Army would I be automatically advanced in rating to SN.—R. M. M., YNSA, USN.

• If your promotion was not entered in your Army record, your discharge in pay grade 6 was correct and your enlistment in the Navy in the same pay grade was also correct. It would probably prove extremely difficult to produce such evidence as you suggest. We suggest you qualify for SN in the Navy as prescribed by current directives.—Ed.



SIX PIPES are unusual but permissible if the ship's commanding officer so desires.

Piping First Watch

SIR: On the inside cover of your August 1948 issue we noticed that a chief boatswain, a chief boatswain's mate and four first class boatswain's mates are piping the ship's first watch. Having put a few years in the Navy ourselves and also having put a couple of ships in commission, we are wondering why so many men are piping. Is this something new or didn't we get the word?—H. G. B., ex-BM1, and L. G. N., ex-EM2.

• This is an unusual procedure which is not covered by Navy regulations. It is appropriate if the CO so desires.—Ed.

Three Years Service Required

SIR: What is present Navy Department policy in regard to length of time which must be served by Naval Academy graduates prior to acceptance of their resignations?—H. W. M., ENS, USN.

• The Secretary of the Navy has established the policy that completion of three years' commissioned service is required of Naval Academy graduates who may wish to resign their commissions. Acceptance of resignations at that time will be contingent upon the acceptance of a commission in the Organized Naval Reserve to complete a total of six years' Regular and Reserve service. This policy is being incorporated in the new BuPers Manual which will be distributed in the near future.—Ed.

No Early Discharge

SIR: I have been in the Navy for over two years I reenlisted recently but with only six months of my reenlistment done I wish to be discharged so I can go back to school. Are there any references that I can use on which to base a request for discharge?—W. K., SA, USN.

• No. The Bureau of Personnel Manual says that personnel will not be discharged early for reasons of own convenience such as going to school. Therefore, there is no authority for your early release for the reason you present. See Article D-9107, BuPers Manual for additional information.—Ed.

6 Stars for Triumph

SIR: I would like some information about USS *Triumph* (AM 323). What bars and stars are her crew eligible to wear?—A. F., DC2, USN.

• USS *Triumph* (AM 323) is entitled to five stars on the Asiatic-Pacific Area Campaign Medal and one star on Philippine Liberation Ribbon. No PUC or NUC was awarded.—Ed.

Bronze Star for 7 Patrols?

SIR: I have heard several rumors to the effect that all submarine men who made seven or more war patrols during the war were eligible for the Bronze Star medal. Is this straight dope or scuttlebutt?—L. W., ENC, USN.

• Scuttlebutt. No automatic awards of the Bronze Star medal are being made for a certain number of war patrols during World War II.—Ed.

Lost Good Conduct Medal

SIR: I have lost my Good Conduct medal, and it seems that I remember hearing of a policy whereby the Navy Department will reissue the medal if I send them one dollar. Is this correct? If so, to whom do I send the buck?—F. W., MMC, USN.

• A Good Conduct medal lost through no fault of its owner may be replaced by BuPers, free of charge upon receipt of a sworn affidavit to that effect from the individual concerned. If the medal was lost through negligence or carelessness, authorization may be given the U.S. Mint by the Bureau to issue a new medal upon receipt of cost. The cost of a Good Conduct medal is \$2.50, plus a small charge for engraving.—Ed.

Carrier's Unit Awarded PUC

SIR: In your October 1948 issue there appears a picture of USS *Gambier Bay* together with a notation which reads, "The PUC was never awarded *Gambier Bay*." According to information in my possession, a Presidential Unit Citation was awarded to *Gambier Bay* as part of Task Unit 77.4.3. Under date of 1 Feb 1946, BuPers forwarded a copy of this citation to me.—W. V. R. V., CAPT, USN.

• USS *Gambier Bay* was a participating unit of Task Unit 77.4.3, which was cited for action during the Battle of Samar in October, 1944. However, *Gambier Bay* was not individually cited and therefore, the information in the October 1948 issue, while incomplete, is not incorrect.

Gambier Bay's men may wear the PUC ribbon because their ship was part of the task unit which received the citation—but not because their ship received an individual citation.—Ed.

Shore Duty List

SIR: In June 1947, I submitted a request to BuPers and was placed on the shore duty eligibility list for shore duty in the Fifth Naval District (Norfolk, Va.). In June 1948, I was ordered from sea duty to LantResFlt, New London Grp, New London, Conn. I did not request this duty but I understand it is shore duty. (1) Will I remain on BuPers shore duty eligibility list and get shore duty in the Fifth Naval District when or if my name comes up during my first year here? (2) If I remain here over one year, will I still remain eligible for shore duty in the Fifth Naval District?—L. M. R., GMC, USN.

• (1) *Yes.* (2) *No, because time served ashore for a continuous period of one year or more within the continental limits of the U.S. is counted as a normal tour of shore duty if the needs of the Navy require transfer prior to completion of two full years. See BuPers Circ. Ltr. 101-48 (NDB, 31 May 1948).—Ed.*

Duty on Okinawa

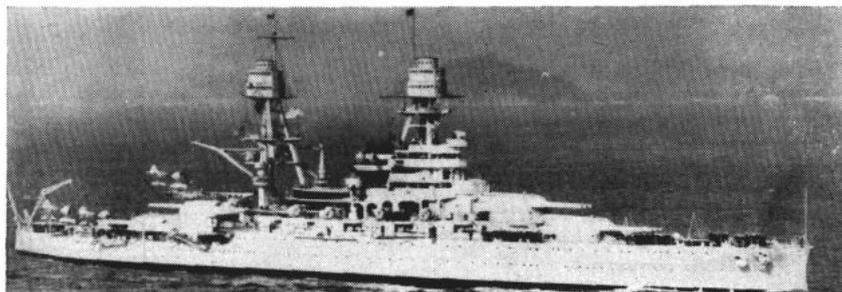
SIR: I was attached to Military Government Headquarters Detachment D-5 on Okinawa from about 15 Apr 1945 to 23 Sept 1945. We came under the jurisdiction of the Naval Military Government Headquarters on Okinawa. To what ribbons, if any, am I entitled, other than the Asiatic-Pacific ribbon with battle star? Has a ribbon been authorized for occupation of this island?—E. W. S., YN1, USN.

• *No other ribbon is authorized for this service, with the exception of the World War II Victory Medal.—Ed.*

What Happened to Arizona

SIR: What was the disposition of USS *Arizona* (BB 39), blown up at Pearl Harbor on 7 Dec 1941? A friend of mine says the hull was towed to Texas during the war.—R. J. H., PFC, USMC.

• *USS Arizona's superstructure, masts, turrets and other aboveboard material were removed and salvaged. Her hull remains where it settled when torpedoed and bombed on Pearl Harbor day. It has been covered over, and serves as a sort of pier.—Ed.*



USS *Arizona*—Torpedoed and sunk at Pearl Harbor is now part of Navy pier there.

Neat Cap Covers

SIR: I have a suggestion for persons who wear hat covers. If they will take care to turn the seam inside the cover UP rather than DOWN they will find that it will fit more neatly.—BCH, YNC, USN.

Promotion by Alnav

SIR: On 5 Oct 1945, Alnav 317-45 was issued, making me eligible in all respects for promotion to lieutenant-commander. Unfortunately, being on terminal leave at that time, I did not know of this Alnav nor was I informed of my eligibility for promotion. When by chance I learned of the Alnav some two years later, and made application for promotion, I was informed that no further temporary promotions could be made under the public law in effect when the Alnav was published. Is there any way in which I can receive the promotion?—J. E. M., LT, USNR.

• *The permanent rank structure of the Naval Reserve has been reestablished upon the principle of appointing each reserve officer in the same grade as that held by his contemporary in the regular Navy. These new permanent appointments are contained in NavPers 15793, which has been promulgated to all naval activities. Upon accepting your new permanent appointment, you will hold the grade to which you are now entitled in the Naval Reserve.—Ed.*

Machine Accountant School

SIR: Can you give me any information on a machine accountant school? If there isn't any such school, I would like to learn where the Navy has work for machine accountants.—R. S., SA, USN.

• *There is no school for the rating of a machine accountant. All training for the various pay-grades is currently by in-service training. The input of strikers for the rate is from SR or SA, selected upon completion of recruit training and before duty assignments are made. A small input of non-rated strikers may also be made from some distribution commands. Activities having machine accountant ratings are located at service force, air, and district headquarters commands, receiving stations, BuPers, BuMed and some BuSandA installations.—Ed.*

Transfers to Fleet Reserve

SIR: If a man enlists in the Navy on a certain date and reenlists immediately upon completion of each enlistment, will he be eligible for transfer to the Fleet Reserve exactly 20 years after date of original enlistment?—J. S. C., EMC, USN.

• *Yes, or even before. Under option two of BuPers, BuSandA Joint Ltr. Pers-66-JMS, QR1; BuSandA L6-4 (28) (FL), 20 Jan 1948 (NDB, 31 Jan 1948) you will be eligible for transfer to the Fleet Reserve with credit for full 20 years' service upon completion of 19½ years' active Federal service.—Ed.*

Saluting the Flag

SIR: Your July 1948 article on flags fails to cover the entire law with respect to honors to the flag or to note discrepancies between Sections 177 of Chapter 36 of the U.S. Code, which is quoted in the article, and Section 171, which does not mention any hand-over-the-heart regulation. . . .

Summing up my questions, when the anthem is played and the flag is passing (but not being raised or lowered), does one under Section 171 render the hand-to-visor salute, covered or uncovered, hatted or hatless?—R.A.V.

• *The U.S. Code is based upon Public Law 829 of the 77th Congress, which therefore is the final authority on honors and salutes. Section five of that law covers the situation to which you refer, as follows:*

"Section 5. That during the ceremony of hoisting or lowering the flag or when the flag is passing in a parade or in a review, all persons present should face the flag, stand at attention, and salute. Those present in uniform should render the military salute. When not in uniform, men should remove the headdress with the right hand, holding it at the left shoulder, the hand being over the heart. Men without hats should salute in the same manner. Aliens should stand at attention. Women should salute by placing the right hand over the heart. The salute to the flag in a moving column should be rendered at the moment the flag passes."

Note the definite reference to holding the hand over the heart. There are no provisions for military personnel saluting when uncovered. In other words, the hat of the uniform should be worn in cases referred to in your letter.

When the National Anthem is played and the flag not displayed, those in civilian clothes stand at attention, with men not in uniform removing the headdress, placing it on the left chest, while those in uniform salute from the first note of the anthem until the last note.

When the National Anthem is played and the flag is displayed, all present face the flag, with men in uniform rendering the military salute and men not in uniform holding the hand over the heart and removing headdress if it is worn.—Ed.

Claims by Ex-POWs

SIR: Has any provision been made for settlement of claims against the Japanese by ex-POWs?—Q. M. C., BMC, USN.

SIR: I noted where a bill to provide ex-POWs with a dollar per day for brutality and harsh treatment at the hands of the Japanese during imprisonment was mentioned in a newspaper. The article further stated that the money was to be paid from Axis assets in this country. Was the bill signed and made into public law, and what are the provisions of this bill? In addition, I would like full information about Public Law 896, to provide relief for certain former POWs and to set up a War Claims Commission to study and report on further relief to former POWs.—F. S., ex-POW.

SIR: I am unable to get information locally as to the proper procedure for filing a claim as provided in Section 6, Public Law 896, 80th Congress, approved 3 July 1948. Can you give me this information?—A. J. T., HMC, USN.

SIR: What are the latest developments relative to submission of claims by former POWs of Japan? May claims now be filed under the new War Claims Act of 3 July 1948? Is claim allowed for inferior food served contrary to the Geneva Convention? Detention benefits? Slave-labor? Inhumane treatment? Withholding of medicine and medical attention?—C. O., LT., USN.

SIR: I would like to know if a bill was passed by Congress against the Japanese government for rations and mistreatment of POWs. Where can we get the application forms?—J. C., CWO, USMC.

• The "War Claims Act of 1948," Public Law 896 of the 80th Congress, was approved by the President on 3 July 1948. This Act provides for the creation of a Commission to make inquiry and report to the Congress and to the President relative to claims against nations which were enemies of the U.S. in World War II. Of particular interest to military personnel, this Commission is authorized to receive, adjudicate according to law, and provide for the payment of any claims filed by any POW for compensation for the violation by the enemy government by which he was held as a POW of its obligation to furnish him the quantity or quality of food to which he was entitled as a POW under the terms of the Geneva Convention of 27 July 1929.

Under this Act, compensation allowed to any POW shall be at the rate of \$1.00 for each day he was held as a POW on which the enemy government or its agents failed to furnish him with the quantity or quality of food to which he was entitled.

The Act requires the Commission to give public notice of the time when, and the limit of time within which, claims may be filed. When the members composing the Commission have been appointed, it

How to Get Word on Citations and Awards That Were Given Ships, Units

In the files of ALL HANDS is a large backlog of requests for information regarding citations, awards and commendations to aircraft groups, ships, and other units.

Because this information is available in any personnel office at all ships and stations of the Navy and Naval Reserve, in personnel offices at district headquarters under the commandants, in public information offices and at various veterans' organizations, only a few replies to this type of question will appear in ALL HANDS each month.

Rather than write to ALL HANDS for

this information, your best bet is to call at one of these offices and ask for NavPers 15,790, which is a new compilation of ships, aircraft groups and other units eligible for Navy awards, including a complete version of NavPers 15,787 and its supplements. The publication is entitled "Decorations, Medals, Ribbons, Badges and Devices of the U. S. Navy, 1861-1948."

At the present rate of replying to questions of this one particular type, it might take six to eight months before your answer appears in the magazine.

is anticipated that the required notice will be issued and given wide publicity and proper forms and all necessary information will be made available to all claimants.

The Act does not provide for payment for improper treatment. In this respect, however, the Commission shall inquire into and report to the President claims other than those filed for the failure to furnish proper food. The President will submit this report to Congress on or before 31 Mar 1949.

Thus, all former POWs must of necessity await the appointment of the Commission and promulgation of its claim forms before they may be compensated according to the Act. Information on this subject will be published in ALL HANDS when it is available.—Ed.

Marks in Leadership

SIR: Are seamen (SN) assigned marks in "ability as leader of men"? According to BuPers Manual, Art. 8018, seamen are not assigned such marks. According to quarterly marks cards, they are.—B. C. H., YNC, USN.

• Marks in leadership are not required for personnel in pay grades 5 and below. They may be assigned, however, where appropriate. It is considered that they should be assigned to personnel who are soon to be advanced to pay grade 4.—Ed.

Numerals on Pennants

SIR: What is the official word on use of numerals on broad or burgee command pennants? According to the July 1948 issue of ALL HANDS numerals were discontinued by change 20 to Navy Regulations in 1941, but we still see numerals in use. Is it possible there might be a local directive in force? Are numerals optional?—N. W. D., QM1, USN.

• As stated in ALL HANDS, the use of numerals on broad and burgee command pennants was discontinued by change 20 to Navy Regulations. This discontinuance was by way of omission and as there was no directive issued on the subject, some commands may be unacquainted with this change.—Ed.

Qualifying as Striker

SIR: In 1944 I attended fire control school at Seattle, Wash., and later I was rated FC3. I was reduced by mast to S1(FC) and honorably discharged in that rating. I reenlisted as SN. Do I still qualify as a fire control striker?—C. H. D., SN, USN.

• You are not identified as an FC striker now. However, your commanding officer can so identify you in accordance with the instructions contained in BuPers Circ. Ltr. 153-48 (NDB, 15 Aug 1948).—Ed.

Retires as Warrant

SIR: Can a person who was a temporary warrant officer (not chief warrant) with satisfactory service retire with that grade? I did not request retention and was reverted in October 1946.—F. C. B.

• Yes. Public Law 305 (79th Congress) states that persons may retire with the highest grade or rank in which, as determined by the Secretary of the Navy, they served satisfactorily under temporary appointment.—Ed.

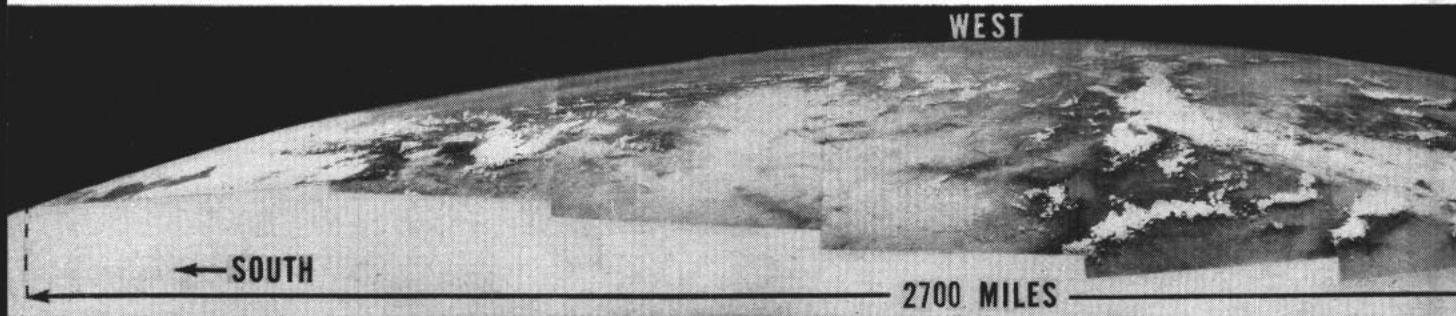
What 'PT' Means

SIR: During a scuttlebutt session the subject of "PT" boats was brought up. Several of the fellows said that "PT" was the abbreviation for "patrol torpedo" boats. My group said it was the abbreviation for "propeller torpedo" boats. Who is right?—R. E. L., RM3, USN.

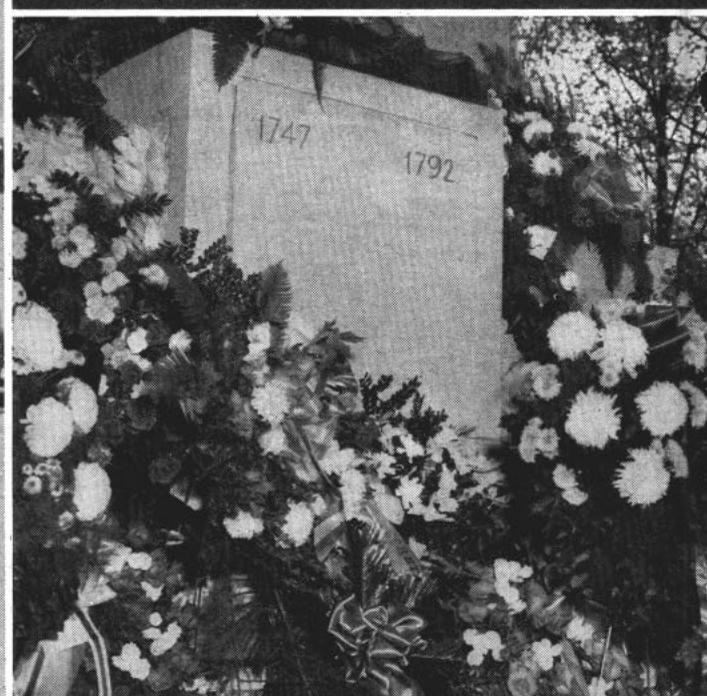
• Neither is correct. The letters "PT" are the symbol for "motor torpedo boat."—Ed.



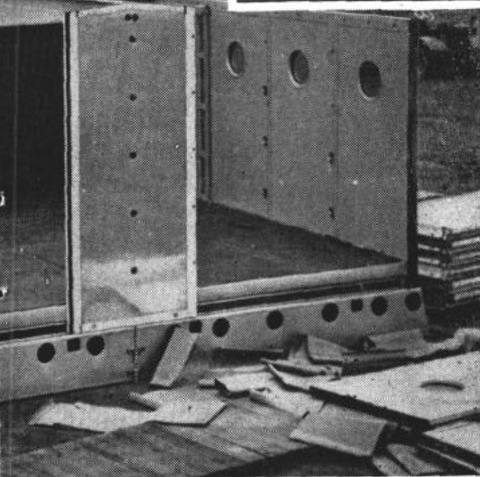
CORRECT meaning of PT is motor torpedo boat. They served gallantly during the war.



NEW LOOK in uniforms for Waves has first public showing (upper right) can be erected by gloved workmen, withstand winter: Rocket-borne camera films 2,700-mile arc of U.S. extends Long Beach Shore Patrol (left) seems to have a problem on months. Below: VFW decorates John Paul Jones monument ceremonies.



TODAY'S NAVY



(upper left). New Navy arctic barrack
; 150 mph. gales, 13-foot snowfalls. Cen-
nding from Mexico to upper Wyoming.
ts hands in visitor Carl Baker, age 18
n Washington, D. C., during Navy Day



Fast-Firing Heavy Cruiser, USS *Des Moines* Is First of a New Class to Join the Fleet

Nine Automatic 8-Inchers

The "heaviest heavy cruiser" ever built is the latest addition to the active fleet.

USS *Des Moines* (CA 134), first of an entirely new class of 17,000-ton heavy cruisers and the first ship of the Navy to mount completely automatic, rapid-fire 8-inch guns was commissioned in mid-November.

Des Moines' new type 8-inch batteries are capable of firing at battle ranges approximately four times faster than any guns of the same or larger caliber. This automatic main battery may be used against aircraft as well as surface targets, can be fired separately, by battery, or together with guns of the secondary and anti-aircraft batteries. They are controlled by the most accurate fire control system ever devised.

Automatic from ammunition handling rooms to gun muzzles, *Des Moines'* main battery of nine 8-inch 55-caliber rifles, triple-mounted in three turrets has an automatic cartridge case ejector. The guns use cartridge cases instead of powder bags to achieve the desired rate of fire. The cruiser is also armed with a secondary battery of 12 dual-purpose, twin-mount 5-inch guns and an anti-aircraft battery of 20 dual-purpose, twin-mount 3-inch guns, plus twelve .20-millimeter automatic machine guns.

For the first time the job of gun-turret ammunition handler for an 8-inch gun has been eliminated once

2 Subs to Be Converted For Picket Service

The Navy is converting two submarines for picket service.

First of the submarines converted is USS *Tigrone* (SS 419), which was placed in commission from the Reserve Fleet 1 Nov 1948. *Tigrone* has been designated as SSR (radar picket) 419.

The second submarine to be converted has not been designated.

the ammunition has left the stowage level below deck. By employing servo and power systems and by greater use of electric hydraulic controls the rate of fire is greatly increased.

The new cruiser is powered with four geared turbines in separate compartments which are capable of driving the ship through the water at speeds in excess of 30 knots.

Still under construction are two sister ships of *Des Moines*. USS *Salem* (CA 139) is scheduled to be completed in the spring of 1949 and USS *Newport News* (CA 148) is scheduled to be completed early in 1949.

Only cruisers in the world heavier than *Des Moines* are three 27,500-ton battle cruisers of *Alaska* class, comparable in size to Germany's 26,000-ton cruiser-line battleships, *Gneisenau* and *Scharnhorst*.

Des Moines has a personnel complement of more than 1,000 officers and enlisted personnel.

YESTERDAY'S NAVY



French commenced initial work on canal across Isthmus of Panama on 20 Jan. 1882. U. S. Marines sent to Nicaragua for protection of U. S. interests in Jan. 1927. Last year Navy announced that USS *Texas* was to be Texas shrine.

JANUARY 1949

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

Hurricane Tracked by Navy Radar from Cuba to Oblivion

This is the story of the "Big Blow of '48," the case history of the hurricane which scored a direct hit on Navy installations at Key West.

It was a calm Saturday afternoon when the first word was received of a hurricane which had formed to the south of Cuba.

Out at Boca Chica Field, which is a part of the Naval Air Station, personnel of the Ground Control Installation were studying their radar scopes intently in order to track the hurricane when it came within range.

Picking it up as it left the Cuban coast, GCI made hourly reports which were forwarded extensively throughout naval and civilian establishments and ships at sea. These radar reports continued through the height

of the storm and after it had passed despite intermittent disruption of communications and 120-mile-an-hour winds.

The communications department of the naval station sent out these reports despite loss of aials, loss of power, and the necessity of handling an ever-mounting volume of traffic. Not one radar report failed to get out to those who needed to know.

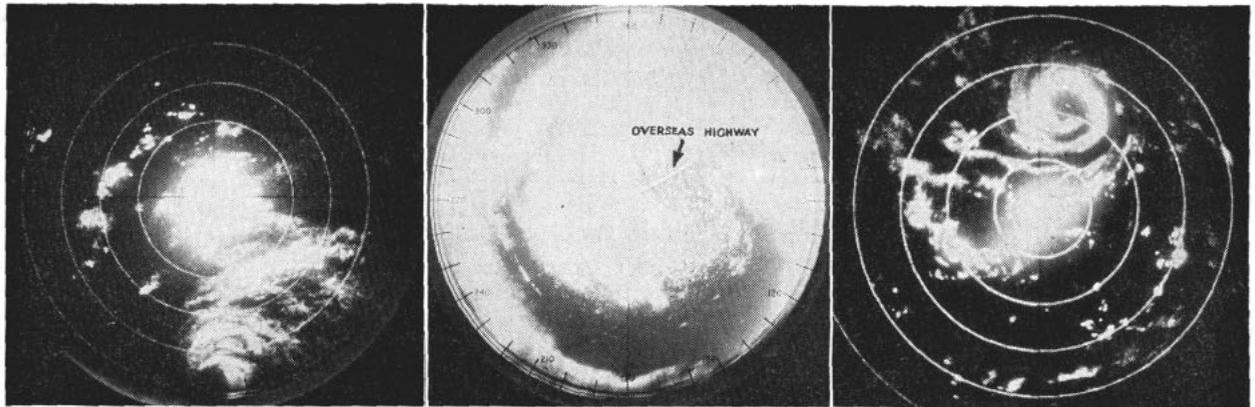
At about 0900 winds in the Key West area commenced to mount rapidly while the barometer took a nosedive. The winds reached a sustained velocity of 120 miles an hour at 1030 with gusts up to 160 miles an hour—after which wind instruments were carried away.

The eye of the storm took 45 min-

utes to pass over Boca Chica field and it is reported that after the eye passed, the wind resumed its buffeting and unearthly howling as if someone had turned on an electric fan—but this time the winds were from the opposite direction.

The winds commenced to subside at 1400, but by that time trees and foliage were a pitiful sight, the wind having uprooted many of them. Numerous buildings were stripped of roofing, with much water damage resulting.

This is the first hurricane of any intensity which has struck Key West since 1919. Its passing is unlamented—but it will be cursed and discussed for many years to come as the "Big Blow of '48!"—CDR Eli Vinock, USN.



RADAR scope photos show (left to right) hurricane as it leaves Cuban coast, strikes Boca Chica, moves away NNE.

Navy Aids Airlift

Navy participation in the Berlin airlift increased the efficiency of the operation by 400 tons of food and fuel per day and the delivery of 12,000,000 gallons of aviation gasoline per month for planes flying the route.

Two squadrons of Navy planes, VR-6 and VR-8, were transferred from the Pacific area and are now taking active part in supplying the blockaded German capital. The 24 cargo-type planes of the two squadrons are R5Ds, the Navy equivalent to the Air Force C-54. The addition of these planes to the "Operation Vittles" shuttle service jumps the amount of food and fuel being flown into Berlin by 400 tons daily.

In a three-month period alone, Navy tankers operating in a supporting role as a "sealift" transported 40,000,000

gallons of high octane aviation fuel to Europe. In addition, Navy tankers have been supplying an aviation gasoline stockpile being maintained in the United Kingdom.

Tankers are given high priority at ports on the United States' East, West and Gulf coasts.

Under normal conditions, only one Navy tanker would dock at Bremerhaven every two and a half months. The prevailing critical situation has boosted this figure to five fuel ships per month unloading at the German port.

BuDocks Wins Again

When it comes to winning prizes, the Navy's Bureau of Yards and Docks takes a back seat to no one. For the second successive year BuDocks captured the highest award and seven other prizes in the 11th annual

exhibition of the Association of Federal Architects.

A bronze medal signifying the top prize went to BuDocks for excellence in designing a large variety of buildings. Aside from competition with professional civilian architects, the BuDocks architectural staff won over eight other governmental agencies.

In addition to the bronze medal, BuDocks received the special book prize and "best of show," first award and an honorable mention for architectural design, first and second places for architectural models and a second award for presentation drawings and renderings.

Prizes also were won by the bureau's personnel in the individual exhibit division. This consisted of hobby work done by staff members on their own time—paintings, photography and sculpture.

Flag Rank Orders

Flag rank orders for last month:

Rear Admiral Calvin T. Durgin, USN, ComNAB, 11th Naval District, was ordered as ComFair, Jacksonville, Fla.

Rear Admiral Thomas C. Anderson, MC, USN, retired on active duty as member National Security Resources Board, Medical Division, Washington, D.C.

Rear Admiral Paul M. Albright, MC, USN, Assistant Chief, BuMed, for Planning and Logistics, was ordered as District Medical Officer, 11th Naval District.

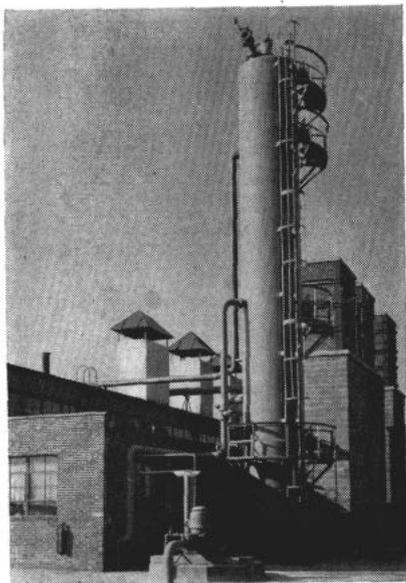
Rear Admiral Edward L. Marshall, CEC, USN, retired 1 November.

U.S. Ships Visit Africa

United States sailors and marines visited Zulu tribesmen in Africa where they watched boat construction of the native type. The journey into Zululand was made as a sidelight on a good-will cruise of Navy ships to African and South American ports.

At each port en route, thousands of people cheered the arrival of the American ships and were eager to go on board the vessels for conducted tours. One of the highlights of the African phase of the cruise was a radio broadcast in which sailors from the American and British navies took part.

The ships which participated in the cruise were *uss Huntington* (CL 107) and *uss Douglas H. Fox* (DD



RAM JET stand recently opened in Silver Spring, Md., tests engines under simulated flight conditions.

779). African ports were visited from Massawa, down the east coast to Capetown. In South America, the ships paid good-will visits to Argentina, Uruguay and Brazil.

N. Y. Sees Naval Paintings

U.S. naval paintings, covering the period from the American Revolution through World War II, were exhibited to the public in a six-weeks' showing at the Metropolitan Museum of Art, New York City.

More than 200 naval paintings and prints were displayed, as well as sculpture items and ship models. A 15-foot model of the aircraft carrier *uss Leyte* (CV 32) was shown, with behind it the famous flag bearing the words, "Don't Give Up The Ship," which was flown by Commodore Perry on Lake Erie in 1813.

The exhibition showed the development of the Navy from the days of wooden ships and wire-wound guns to the modern Navy of airplanes, submarines and radar.

Ram Jets Ground-Tested

The behavior of ram jet engines up to an altitude of 60,000 feet is being studied by Navy scientists by use of a new test stand.

Ground-testing of ram jets in the stand will save thousands of dollars by providing performance data that otherwise could be obtained only from costly flight tests.

The mechanism of the stand allows the operators to vary the atmospheric conditions from sea level up to 60,000 feet. Only a small crew is required to operate the stand and several scientists can make observations and obtain data from a battery of windows in the combustion chamber of the jet simultaneously.

Because of the terrific heat generated by the jet blasts, a special 60-foot cooling tower was built to lower the temperature of the exhaust gases before discharge to the atmosphere. The exhaust gases flow into the tower at extremely high velocity and are sprayed with normal temperature and refrigerated water at three points in the tower before discharge. If the temperature of the jet rises above a safety point its fuel and air supply are automatically cut off.

The test stand is the first ever built to allow such a variety of simulated flight conditions. It was built by the Applied Physics Laboratory of Johns Hopkins University under the sponsorship of the Bureau of Ordnance.

QUIZ AWEIGH

Being familiar with the new Navy is as important as remembering the old. As the Navy grows, its field of knowledge increases and the old salt along with the recruit must keep abreast of the times. Below are a few questions to test your Navy knowledge.



(1) The instrument being used here is (a) azimuthscope (b) quadrant (c) sextant

(2) Its principal use is for taking (a) azimuth bearings (b) gun checks (c) sun sights.



(3) The metal object inside the eye on this ladder is called (a) thimble (b) splice brace (c) eye hook.

(4) The ladder they are working on is called (a) sea ladder (b) Jacob's ladder (c) boatswain's ladder.



(5) A man wearing the rating on the left is called (a) draftsman (b) designer (c) surveyor.

(6) A man wearing the rating on the right is (a) construction teleman (b) telephone operator (c) construction electrician's mate.

ANSWERS ON PAGE 53

Overseas Living Conditions for Naval Personnel and Dependents

Here's a round-up of information concerning duty at foreign stations, particularly slanted toward housing conditions for dependents. It tells you what to bring and what to expect in general conditions at the base.

While this is the latest information available, it might be well to keep in mind that changes occur from time

to time outdated many points in this listing. In all but a very few cases, this information completely revises and broadens a similar listing which appeared a year ago, in *ALL HANDS*, December 1947, p. 54.

Johnston Island, now under the administration of the Air Force, is not listed below.

	ALASKA (KODIAK AND ADAK)	JAPAN (YOKOSUKA)	AMERICAN SAMOA
CLIMATE	Kodiak has a climate less rigorous than many parts of New England. The temperature in winter seldom goes below 20 degrees F and in summer seldom above 80 degrees F.	Yokosuka enjoys a climate similar to Washington, D. C. and Virginia. Hot humid summers and clear cold winters. Wettest months are in summer and fall.	Climate is conducive to good health. The normal temperature is 80°; rainfall is approximately 177 inches per year.
HOUSING	Government quarters at Kodiak are limited in number and personnel reporting must wait their turn on the priority list before they can be assigned. Quarters are comfortable. At Adak quarters are almost entirely converted quonset huts, and although of temporary construction, can be made very comfortable.	Houses and apartments, comparable to the average low cost housing in the States is provided "en bloc" by the Army, classified as public quarters and no rental allowance is paid.	Government quarters are available. <i>There are no private living quarters, hotels, etc., available.</i>
HOUSEHOLD EFFECTS	Government quarters are furnished except for drapes, curtains, linens, silver, cooking utensils, and china.	Houses and apartments are furnished to an extent, so bring a few electrical appliances, kitchen utensils and a baby crib if needed. Electric current is 100 volts 60 cycles so don't bring electric clocks or electric phonographs.	Naval personnel must request same upon reporting for duty. A waiting list is operative and naval personnel are considered for housing in accordance with existing housing regulations.
AUTOMOBILES	There is no need for an automobile in Adak but one may be of some use in Kodiak. Long delays will be experienced in shipment and most roads are extremely bad.	Private automobiles may be shipped but long delay may be necessary. Repairs and parts are very difficult and expensive. Streets are narrow and rough.	It is handy to have a car for shopping and recreation. Salt air, moisture, coral, and dust contributes to rapid deterioration. Parts are hard to obtain.
CLOTHING	Bring plenty of both summer and winter clothing including plenty of rainwear, galoshes, etc. Heavy overcoats and light summer cottons, and ski suits for the children will be needed.	Bring as much clothing with you as you can, particularly children's clothes and shoes. Extra heavy clothing is not needed, but good waterproof medium weight outdoor clothes and sturdy shoes are.	Recommend washable summer clothing only for dependents. No clothing available for purchase at local stores. Recommend officers bring at least three white uniforms; khakis are available at small stores. No dry cleaning facilities are available.
FOOD	Commissary facilities are available for use of dependents and prices are comparable to those in the States. Few luxury items are carried, but an adequate stock of staples is maintained and fresh fruits and vegetables are available when transportation facilities allow their import. Fresh milk is available in limited quantities.	Commissary stores offer a limited supply of foods and similar needs. Suggest take a one month supply of toilet articles and baby food along. No fresh milk is available.	Food is plentiful, not rationed. NATS flights bring in fresh frozen foods and milk. Matson ships bring in fresh meats. Fresh milk is also available from the Island Government Dairy. The milk is of good quality and is pasteurized by local units.
SERVANTS	No servants are available at either of these stations.	The average family may need three servants including a cook, wash woman and houseboy or girl.	House girls and cooks are available from the civilian population. Present wages are: house girls (house cleaning and laundry) \$20 per month; Cook (full time) \$20 per month.
MEDICAL CARE	Adequate medical care for dependents is available at Adak and are being established in Kodiak. Dental care only in an emergency, so have dependents dental needs completed before leaving home.	Adequate medicine and hospital care is provided but any special medicines regularly needed by dependents should be brought along.	U. S. Naval Medical Department operates a naval dispensary, Samoan hospital, and conducts regular check-up on all naval dependents. A naval dentist is available for emergencies.
EDUCATION	Elementary and high school grades are available in Kodiak. Grades one to eight are available at Adak.	American and parochial schools are available for all elementary and high school grades. Japanese schools are not available.	Naval dependents school—elementary grades—is conducted by qualified teachers. High school facilities available at Samoan high school.
RELIGION	The usual naval services are held on the bases.	Service chaplains conduct services in all faiths and denominations.	Roman Catholic services conducted by civilian, Marist order, priests. Protestant services conducted by Navy chaplain.
BANKING	U. S. currency is used and there is a bank in Kodiak.	Banking facilities are only available at present in Tokyo. U. S. currency is not used but may be converted by a disbursing officer. At present about 50 yen to one dollar.	United States currency is used exclusively. Bank of American Samoa is an accredited institution.
RECREATION	The most popular recreation in Kodiak is hunting and fishing. Other activities include movies, library, skiing, ice-skating, tennis, baseball, bowling and particularly photography.	Japan is noted for its scenic beauty and the photography fans will be delighted. Several resorts have been taken over and are available with the compliments of the Army.	Movies, library, clubs, swimming (salt water), tennis, basketball, softball, volleyball, horseshoes, bowling, outings, picnics and hikes are all available.

	KWAJALEIN	MARIANAS	CHINA (SHANGHAI)
CLIMATE			Comparable to Washington, D. C.; winters are cold with ice forming frequently but very little snow. Summers are very hot with frequent rains.
HOUSING	The only quarters available have been built by individuals and are very limited in number. They consist of two bedrooms and bath.	A limited number of quonset huts are available and consigned as vacated. There are no privately owned houses for rent.	Housing extremely difficult to obtain. Dependents' housing must be secured and certified to before requesting transportation.
HOUSEHOLD EFFECTS	No furniture is available for purchase locally but adequate furnishings are provided with the quarters including necessary kitchen utensils.	Furnishings are limited and it is recommended that you bring electric appliances, cook stove, refrigerator, washing machine, linens, utensils and lamps. Electric current is 110 volts, 60 cycles.	It is recommended that every needed article of furniture or household item be brought from home as all such equipment is very expensive locally and good quality is hard to find.
AUTOMOBILES	There is no need for an automobile at this station.	It is recommended that you bring your car from home if it is in top condition. No repair facilities are available but it will be a real help to have it.	It is most desirable to have your own car. Bring a good car as mechanics are poor and work expensive. Parts are rare and expensive.
CLOTHING	There is no need for any but light clothing. Bring a fair supply including children's wear as none are available locally.	A good supply of summer clothing, washable only, should be brought from home as none are available for purchase. Laundry facilities are fair but no dry cleaning.	Blues, whites and khakis are necessary. Women and children's clothing may be purchased locally but prices are high. Bring adequate winter and summer supply from home. Evening dresses needed more than at home.
FOOD	No commissary privileges have as yet been provided. Meals may be obtained at the officers and enlisted men's clubs. No baby food is available but there is a limited supply of milk. Practically all shopping is done by mail.	Service commissary privileges are available and fresh foods and baby foods are to be had in limited quantities.	Nearly all foods are available in the Army PX and Commissary and certain items are cheaper in the local markets and of better variety. Baby foods are available although reliable fresh milk is not to be had.
SERVANTS	Servants are available at a monthly wage of \$30.	A limited number of servants are available at rates ranging from 80c to \$1.20 per day.	Good servants are plentiful and range from \$20 to \$45 per month.
MEDICAL CARE	The naval medical facilities are available for dependents. Dental care is available for dependents only in emergency cases. All necessary dental work should be completed before leaving home.	Navy medical facilities are available for dependents but special medicines or dental care are not available except in emergencies. All necessary dental work should be completed before leaving home.	Adequate medical care is provided for dependents.
EDUCATION	Kindergarten classes and elementary school grades one through five are conducted. "Calvert System" of home study.	The Army and Navy both operate schools covering all elementary and high school grades.	There are both American and British schools and several convents covering elementary through high school.
RELIGION	The usual naval services are conducted in the naval chapel.	The usual Navy services are conducted for all faiths.	Usual naval service and faiths represented in civilian churches.
BANKING	No banking facilities are available. U. S. currency is used exclusively.	U. S. currency is used and there is a bank in Guam.	United States and Chinese currency are both used under certain restrictions. Banking problems should be checked locally. Send any surplus pay by government check to your bank in United States. The Chinese currency is not widely used by naval personnel and the violent fluctuation of exchange is no serious problem.
RECREATION	Recreation is limited to the clubs, the movie theatre, the library, and the tennis courts.	A broad recreation program including the clubs, movies, libraries, and all sports except winter sports are provided. Well organized league athletics provides an interesting spectator sports program.	Clubs, bars, dancing, movies, bowling, and pool, racing, baseball, softball, football, golf and miniature golf, tennis, swimming, archery and croquet.

CANAL ZONE

CLIMATE	The temperature varies between about 75° and 90°, averaging about 85°. The humidity is high but nights are generally cool. On the whole, the climate is pleasant and compares favorably with summer climate in many parts of the United States.
HOUSING	Housing for Navy dependents is limited in the Canal Zone and is the principal controlling factor governing the granting of permission for dependents to enter the Panama Sea Frontier. Dependents may not commence travel to Panama until housing has definitely been assigned and permission has been granted for their entry. Private quarters are available in low cost housing developments.

NEWFOUNDLAND (ARGENTIA)

CLIMATE	The climate generally approximates that of Boston. Weather at Argentinia may be classed as uncertain, subject to bitter squalls and blizzards of short duration in the winter months with high winds.
HOUSING	Quarters for dependents are available in limited numbers, and of necessity waiting lists are established. No arrangements should be made for moving dependents before obtaining permission from the commanding officer and written assignment of quarters.

BRAZIL (RIO DE JANEIRO)

CLIMATE	The climate of Rio de Janeiro is equable. During the months of January, February and March the weather is hot and humid, but no more uncomfortable than the climate in Washington, D. C., and Pennsylvania during June and July.
HOUSING	It is extremely difficult to find suitable living quarters at a reasonable price in Rio de Janeiro now. In Rio there are no buildings in which some or all of the apartments are permanently furnished and let by the management.

	CANAL ZONE	NEWFOUNDLAND (ARGENTIA)	BRAZIL (RIO DE JANEIRO)
HOUSEHOLD EFFECTS	Household furnishings, including utensils, linen, china, and silver should be brought from home. It is suggested that articles such as pictures, knickknacks, etc., also be included. Navy quarters are provided with prescribed allowance of furniture only. It is inadvisable for individuals to bring furniture with them.	Quarters are equipped with furniture, electric stoves and refrigerators. All other furnishings, including blankets and linens, must be furnished by tenants. Table lamps, light shades, ash trays, vases, pictures, curtains, dishes, etc. are not obtainable except in St. John's.	In general all house furniture, furnishings and equipment should be brought from the U. S. if possible, since European-made equivalents are not available here and locally manufactured articles are usually much less satisfactory in appearance and quality and are now selling at fantastic prices.
AUTOMOBILES	Private automobiles can be used to good advantage and should be shipped down, if available and in good condition.	Privately owned automobiles are permitted and encouraged due to the rigid regulations and control of government transportation. Necessary repairs to private vehicles are made subsequent to the deposit with the disbursing officer of the approximate cost involved.	No information.
CLOTHING	For the most part, women and children wear summer clothes the year round. Washable clothing is recommended. Dry cleaning is not up to standard of the United States and is comparatively expensive. Clothing for women and children is available in limited quantities. It is advisable for dependents to obtain a good supply of washable cotton clothing before leaving the United States. Laundry facilities are available.	Medium weight clothes are suitable most of the year, and a sturdy raincoat or rain-repellent garment and galoshes are essential. For severe weather a parka or some such coat with detachable fur or felt lining is excellent. Slacks, woolen skirts, suits and fur coats are practical for women. A limited amount of formal attire or party frocks, and a few summer clothes for the brief period of warm weather suffice for the feminine population.	A good electric sewing machine is highly recommended. For morning wear, cottons, rayons, wash silks and linens in that order of desirability are needed. In winter most women wear dark clothes. A lightweight wool suit and other lightweight wool clothing suitable for spring in northern U. S. are necessary. Only locally made children's clothing is available. Outer clothing especially for boys, is usually very expensive. Children need sweaters and light woolen clothing, as well as a light overcoat, for cool days, but warm winter coats are unnecessary. Shoes are distinctly poor in fit and wearing quality. Laundry facilities are poor and dry cleaning poor.
FOOD	The food supply is plentiful but somewhat lacking in variety, particularly fresh vegetables and fruits. Fresh milk is very limited and generally rationed to smaller children, the sick and convalescent.	The commissary store is adequately stocked with all staple items. Frozen fruits and vegetables are usually available, and fresh vegetables to a lesser degree, dependent upon NATS schedules and supply ships which average one every six weeks. Frozen milk or fresh milk and canned baby food are always stocked.	Most all foods are available but at prices beyond all reason. You can get staples, canned goods, meat, fish, fresh vegetables, fruits, cheese and coffee. There are sporadic scarcities of imported foods and a permanent shortage of flour and milk. Sugar is rationed 1 pound per person per month.
SERVANTS	Panamanian and West Indian domestic servants are available at wages ranging from approximately \$30 to \$50 per month.	Servants are available at a maximum wage of \$35 per month.	Servants are available in Rio de Janeiro, generally natives, but there are many Portuguese, and occasionally it is possible to obtain Barbadian Negroes or refugee European servants.
MEDICAL CARE	All usual hospital, surgical, and medical facilities are available through a Navy hospital and several dispensaries. Dental facilities are available at Panama Canal hospitals, which also have excellent hospitalization, surgical, and medical facilities. Health conditions in the Canal Zone are very good.	Medical facilities of a routine nature are available for civilians. Elective surgery is not permitted at outlying stations, but routine and emergency medical or operative treatment is available. Dental facilities are limited and regulations forbid dental treatment of dependents and civilian employees except in emergencies.	Navy medical facilities are very inadequate for dependents. Local doctors are plentiful, only local hospitals in Rio de Janeiro are available and are very expensive. At present many U. S.-produced medicines are difficult to obtain.
EDUCATION	The public school system is under Panama Canal Zone administration. The standards are largely based on the Washington, D. C., school system, and are regarded as above average. Catholic agencies provide for children of kindergarten, grammar school, and high school ages on the Atlantic side.	Elementary schooling is available up to eighth grade. Cost for family with one child is \$6 per month, each additional child \$1 per month.	Practically speaking, the interest of Americans is limited to two schools—the American School of Rio de Janeiro and Bennett College. (Kindergarten, elementary, and college preparatory.) Cost \$250 per year.
RELIGION	Religious services are plentiful at chapels on Navy and Army stations or at churches of numerous denominations in the Canal Zone and Republic of Panama. Services in the Republic of Panama are predominantly Catholic.	There are chapels at both the NOB and Fort McAndrew for Protestant and Catholic services.	Brazil is Roman Catholic, though Church and State are separated. There are numerous Roman Catholic churches in Rio de Janeiro. In Christ Church (Church of England) the Union Church (Protestant non-denominational, with American pastor), one Catholic Church and the Christian Science Church, the services are in English.
BANKING	U. S. currency is used and banks are available.	United States currency is the medium of exchange at Argentina, and salaries or wages can be obtained in cash or by check, as desired. The rate of exchange is dollar for dollar.	The National City Bank of New York has a branch in Rio de Janeiro, and in addition there are numerous other banks which are considered suitable for personal banking purposes.
RECREATION	Recreation facilities, such as movies, swimming pools, beaches, golf, tennis, fishing, basketball, bowling, and baseball are available, although not in all cases too convenient. Swimming is a year-round sport. Recreational facilities are considered adequate, with few exceptions.	Trout and salmon fishing are popular, and fishing gear, artificial flies, etc. are suggested for those interested in this sport. A sled and toys for the children can be purchased more economically in the United States and ice skates can be used for several months in the winter.	Social entertaining of both an official and private nature is fairly extensive in Rio de Janeiro. These conditions especially affect the naval attaché and assistants.

PHILIPPINES

MIDWAY ISLANDS

HAWAII

CLIMATE

The climate of the Manila area is tropical in character. It is relatively mild and warm compared to that generally experienced in the United States. There are no definite seasons as known back home.

The climate is similar but somewhat cooler than in the Hawaiian Islands, yearly temperatures normally ranging from 60° to 85°. Weather conditions are much the same as in San Diego.

The climate is pleasant and equable. The average temperature ranges from 70 degrees in January and February to 78 in August. Trade winds prevail nearly all the year. Honolulu is cooler than most mainland cities.

HOUSING

Personnel assigned duty with Commander U. S. Naval Forces Philippines or at NAS Sangley Point will be assigned government quarters at the base when quarters are available. Personnel assigned at the various activities at NOB Subic will be assigned quarters there when available. There is usually a waiting list for government quarters.

Public quarters are assigned and are increasingly adequate in both quantity and quality.

Due to the acute shortage, quarters are allocated to the different activities on a quota basis and applicants may expect a considerable wait. If government quarters have not been assigned, it is recommended that dependents remain on the mainland until they are available, as private housing is virtually impossible to obtain and hotel accommodations are unpredictable and costly.

HOUSEHOLD EFFECTS

There is a limited amount of Navy silverwares, glasses, pots, pans and dishes available. It is recommended that dependents bring a minimum number of these utensils which they use the most. The electric current on both bases is 115 volts AC. The Navy does not furnish appliances, such as juice squeezers, toasters, waffle irons, mix-masters, etc.; however, items of this kind are available in the ship's stores.

Homes are completely furnished save for some deficiencies in table and bed linen, and in minor kitchen utensils.

It will be wise to determine in advance whether your quarters are to be furnished by the Navy. Many of the apartments in the naval housing areas serving Pearl Harbor naval shipyard and adjacent naval establishments are unfurnished but contain a gas range, hot water heater and electric refrigerator.

AUTOMOBILES

The roads in the Philippines are suitable for driving civilian cars. Many roads in the Manila area are in very good shape and automobile trips can be made. Private automobiles are recommended although long delays in shipping may be expected.

Since the main island, the only one occupied now, is less than two square miles in area, transportation is no great problem. Most shopping and recreation facilities are within easy walking distance of the housing areas.

Bus and taxi service is generally available and is adequate on well-traveled routes. Transportation to and from Naval stations is sometimes inadequate and an automobile is a great help to the Navy families in Hawaii.

CLOTHING

Officers and enlisted men are required to wear uniforms at all times. White uniforms can be purchased at very reasonable prices and are required for almost all occasions at night. Women and children should bring mostly summer clothing, preferably cottons and jersey.

Clothing needs will be about the same as San Diego or Los Angeles, Calif. Bring cottons and sports clothes. The clothes worn while traveling out on shipboard will be sufficient for cool evenings.

With the exception of light topcoats or raincoats no heavy clothing should be brought. Mainland summer apparel is worn the year around. Clothing is less formal than on the mainland and sports clothes, playsuits, and shorts are popular for leisure time. Cotton dresses are popular and bathing suits are a "must" item.

FOOD

Most foods are available at civilian shops in Manila but prices are high. You will normally find that the ship's stores and commissary stores will provide for all requirements.

The local commissary supplies most groceries, meats, frozen foods, fresh fruits, and vegetables at prices slightly above those on the west coast. Some families also arrange for supplementary shipments from Hawaii.

There is normally a plentiful supply of all kinds of food for adults and children including small babies. Fresh milk is available. Fresh vegetables are sometimes scarce but supplemented by fresh frozen fruits and vegetables.

SERVANTS

Servants are available and may be hired with ease at very reasonable prices.

There are no local servants but part time help can often be arranged after working hours.

Servants are readily available at rates equal to northern cities on the mainland.

MEDICAL CARE

The Navy furnishes medical care to dependents. Hospitals are available on all bases and first class medical care can be expected. There are large preventive medical programs on both bases to safeguard the health of personnel not familiar with tropical diseases.

The local dispensary is small but adequate. Minor operations are performed here, more difficult ones being sent back to Oahu by air. Dental work should be done before arrival, but minor needs will receive local attention.

Routine medical care is quite adequate. There are no government dental facilities for dependents. Necessary dental work should be had on the mainland, if possible, as there is a shortage of dentists in Hawaii; a long wait is the general rule.

EDUCATION

American schools through high schools are available for all personnel.

A local school is designed to meet the needs of the children living on the island.

Schools available to Navy dependents meet all the standards found on the mainland.

RELIGION

Both Catholic and Protestant services are held in base chapels. Practically any kind of religious services and churches can be found in the Manila area.

Protestant and Roman Catholic services are conducted in the two chapels. There is a resident chaplain and one who flies in monthly for services.

Protestant, Catholic and Jewish services are held in the Navy housing areas and Honolulu churches offer services to nearly all denominations.

BANKING

Banking facilities normally found in any large city are available in Manila.

There are no local banking facilities, but arrangements can be made for cashing checks.

Branch banks of the two large Honolulu banks are maintained adjacent to the Pearl Harbor Naval Shipyard.

RECREATION

Recreation facilities in Manila are very good. There are numerous eating places, two golf courses, horse races, swimming and all normal recreation usually found in a large city.

The beaches are unexcelled for swimming. Fishing is excellent. Tennis, bowling, handball, roller-skating, softball and basketball are available the year round. There are a number of clubs. There is a change of program nightly in the two theaters.

Universally popular in the Islands are water sports. There are beaches available to all stations. There are many pools available on Navy stations.

PUERTO RICO
(ROOSEVELT ROADS)

CLIMATE

In general, the weather at Roosevelt Roads is cooler than in the San Juan area (see San Juan, right). The rain showers, during the summer months, are frequent but of short duration.

HOUSING

There are quarters for 138 families on the station. This number is far from being adequate for the personnel now stationed here. There is now a long waiting list.

HOUSEHOLD EFFECTS

These quarters are furnished with hot water heater, stoves, refrigerators, beds with mattresses and other furniture adequate for basic needs. Occupants must furnish linens, silverware, china, and kitchen utensils.

AUTOMOBILES

A private automobile is almost a necessity at this station. It is very important to carry adequate liability insurance before driving in Puerto Rico. It is recommended that the car be in good mechanical condition before shipping.

CLOTHING

Meat, canned goods, dry stores, and a limited amount of vegetables are available by cash purchase from the general mess. A limited amount of frozen foods is available from the ship's service store. The usual Navy commissary store stock items are available. There is an Army Commissary located at Fort Bundy, which is about four miles from Roosevelt Roads housing area.

FOOD

SERVANTS

Family servants are available for laundering and cleaning for the price of \$1 per day.

MEDICAL CARE

The station dispensary provides medical facilities for naval personnel. Surgical cases are taken to the naval station dispensary at San Juan. An out-patient service is provided for dependents of servicemen.

EDUCATION

There is a station "Calvert System" school for grades one through eight. The tuition is \$10 per month per pupil. There is a grade school and junior high school, grades one through nine, in the village of Ceiba, located four miles from the station. The small town of Fajardo, located 18 miles from the station, has one high school.

RELIGION

Protestant and Catholic services are conducted weekly in the station chapel. Confessions are heard before all masses.

BANKING

There is one branch of an international bank and one local bank in Fajardo.

RECREATION

There is one softball diamond with light for night games, a hard ball diamond, three tennis courts, all located near the barracks. There is a beach open to all. There are no swimming pools or golf courses.

PUERTO RICO
(SAN JUAN)

San Juan enjoys the best features of what is generally known as a "tropical" climate. The temperature ranges from 65 to 75 degrees in the winter months and from 75 to 85 degrees in the summer months.

Housing facilities are available in the San Juan area. BuPers must be consulted before dependents commence travel to this station. There are a limited number of government furnished quarters. These quarters are furnished with stoves; refrigerators, beds with mattresses and other furniture adequate for basic needs. Occupants are required to furnish linens, silverware, china, and kitchen utensils.

Public quarters are equipped with a limited amount of standard furniture and equipment, including single beds, mattresses, chairs and tables adequate for use in living room and dining room and frequently desks of various sizes, dressers and other household furniture.

Private cars can be shipped at no expense on Navy water transportation on a space available basis, for personnel of the grade of second class petty officers and above, usually taking from one to three months to arrive in San Juan from the port of embarkation.

Cotton clothes are comfortable for everyday wear the entire year. During the winter months the evenings are quite cool and light weight cotton, woolen dresses and suits, sweaters, jackets and crepe dresses can be comfortably worn.

The commissary store carries staples, frozen meats and poultry, frozen fruits and vegetables, canned good (including baby foods), and certain fresh fruits and vegetables. The prices are in general the same as in the United States. Fresh milk is not available through the commissary store.

There is little difficulty in obtaining family servants at wages from \$5 to \$10 per week.

The Naval station dispensary provides medical and surgical outpatient service for dependents, and also offers inpatient treatment for naval dependents with obstetrical and acute medical and surgical conditions.

Two schools covering first to sixth grade have been established by the armed services; tuition averages \$3 per month. Another school is for nursery children. Puerto Rico public schools lack capacity for new students. Two high standard private schools teaching in English and many parochial schools are available.

The usual services are conducted at the naval station chapel.

Dependable banking concerns, including branches of large international banks, are located in San Juan.

A broad recreation program is available including: service clubs, gymnasium, library, movies, swimming, baseball, tennis courts, basketball, volleyball, golf, horse racing, bowling, night clubs and unlimited sight seeing.

CUBA (GUANTANAMO BAY)

Climate is best described as semi-tropical. During the winter months the temperature varies from 62 degrees to 85 degrees; during the summer months from 72 degrees to 92 degrees. This is one of the most healthful of tropical climates.

Transportation of dependents and assignment to quarters can only be obtained after the Commander, NOB, Guantanamo Bay, certifies adequate quarters are available. Crowded housing conditions on the base make it imperative that these rules be strictly enforced. The living conditions in the two Cuban towns within commuting distance of the base are below the generally accepted U. S. standard.

All quarters have necessary furniture including stoves and refrigerators. Bring mattresses, pillows, linen, blankets, kitchen utensils, electric iron, washing machine, radio (standard broadcast and short wave) and any other desired item for decorating or comfort. Electric current is 110 volts, 60 cycles.

Automobiles for all personnel can be shipped at government expense and should be brought. Bring only cars in first class condition as only minor repairs are possible on the base and spare parts are generally unobtainable in Cuba.

Cotton and rayon washable summer clothes for every day wear, lightweight woolen dresses or suits for cool evenings. Evening clothes are optional but at most dances and social affairs they are worn.

The commissary is well stocked with plain foods, baby foods and some household and personal items. No fresh milk is available. Some safe fruits and vegetables are available locally and occasionally some seafood is procurable. Bring a supply of seasonings and spices.

Servants are available but vary in efficiency. Wages are \$35 to \$50 per month.

Medical facilities are available to dependents.

The NOB school covers all grades from kindergarten through senior high school, with books furnished. It is well equipped and is staffed by competent teachers. It is in the process of becoming an accredited school. Cost of tuition is partially borne by parents.

Catholic, Protestant and Jewish services are held regularly.

U. S. currency is used entirely but there are no banking facilities.

Swimming, tennis, badminton, sailing, boating, fishing, hiking, limited shooting, golf, bowling, horseback riding, skeet-shooting, dancing, and open-air movies nightly are all available.

	GREECE	GERMANY	BERMUDA
CLIMATE	The climate is temperate, summers are very hot and winters are mild with a damp coldness.	The climate is similar to that of our North Atlantic States, New York and New Jersey in particular but lacking the occasional intense summer heat.	The climate is mild and healthy, but rather damp. Humidity ranges between 79° and 85° during the year. Summer weather continues from March to mid-October.
HOUSING	The only possibility of quarters is to rent civilian apartments or villas, which are very scarce and expensive.	Quarters are for the most part private homes and are assigned on a strict priority system.	A very limited number of public quarters are available and the cost of civilian housing in this area is almost prohibitive, ranging from \$80 to \$170 per month.
HOUSEHOLD EFFECTS	Apartments and villas are furnished except for electric appliances, refrigerators and washing machines.	All quarters are completely furnished except for china, kitchen utensils, linens, electric appliances, etc. Some have refrigerators.	All personal effects and household goods are exempt from Bermuda customs duty.
AUTOMOBILES	Definitely recommended.	It is desirable and recommended that you take your car.	Transportation is provided mainly by boat and secondarily by bus by the station.
CLOTHING	Naval personnel wear blues from November to March and khaki and whites in the summer.	Naval personnel wear mostly blues.	Dependents will need a good supply of cool washable clothing with rain-coats.
FOOD	Food is not plentiful, except fish and seafood. All are very expensive.	Army commissaries are quite ample and provide practically all items to which you are accustomed at home.	The commissary store in operation at this base is adequate for the needs of personnel.
SERVANTS	Can be hired and wages vary according to duties and degree of skill.	The rental fee for quarters includes wages for one servant.	Servants are available at \$10 to \$15 per week.
MEDICAL CARE	A naval dispensary is established in Athens.	Usual government medical service is available and to some extent more extensive than usual.	The usual naval medical care authorized for dependents is available and adequate.
EDUCATION	There are several schools operated by Americans.	Dependent schools are provided in all communities.	There are no public schools in Bermuda suitable for American children.
RELIGION	Greek Orthodox, Roman Catholic and British Anglican Churches are available.	Services are conducted by chaplains in all faiths.	Religious services for all faiths are available.
BANKING	Branch bank of British Parkley and Greek banks. Currency is drachmas and rate of exchange is 5,000 for one dollar.	Military Payment Certificates, commonly called "Script" is used exclusively.	Available.
RECREATION	Historic sightseeing, bathing, boating, tennis, night clubs, movies galore, and soccer for spectators.	Special Service clubs have dances, snack bars, photographic dark rooms, hobby and craft shops, libraries and music rooms and are open to dependents.	In general, the outdoor recreational facilities, either at the station or ashore, are ample for personnel based in Bermuda.
	GREENLAND	ENGLAND (LONDON)	BRITISH WEST INDIES (TRINIDAD)
CLIMATE	The climate varies from the polar type in the north to an intermediate climate.		Tropical.
HOUSING	<i>There have been no provisions made for dependents of Naval personnel in Greenland.</i> The Naval Operating Base and U. S. Naval Station is located at Grondal, Greenland three miles from Ivigtut. A naval detachment is stationed at Narsarsuaq, 140 miles to the south east of Grondal.	Government quarters for Marines. Naval personnel may rent civilian owned apartments.	Government quarters limited. Civilian rentals very high. Government quarters include two bedrooms, one bath.
HOUSEHOLD EFFECTS		Houses and apartments usually rented furnished.	Government quarters furnished with stoves, refrigerators, beds and basic furniture.
AUTOMOBILES	No privately owned automobiles are allowed in Greenland nor are any needed.	Not advisable. British gasoline rationing is very rigorous and left-hand traffic presents difficulties.	Recommended.
CLOTHING	No special clothing other than winter underwear, should be procured prior to arrival.	Bring supply for mild, wet summers and cold, wet winters. Local supply still rationed except Navy small stores.	Should be lightweight for tropical climate. Cleaning facilities limited. Bring lightweight woollens for cool evenings.
FOOD		Food is plentiful at Navy commissary. Fresh milk is on British ration list—pint a day for children, 2½ pints per week for adults.	Commissary store available. No fresh milk; mechanically processed milk prepared on station. Most baby foods at commissary.
SERVANTS		"Charwoman" available for part-time work, usually between \$6 and \$15 per week.	Available. Wages approximately \$1 per day.
MEDICAL CARE	Officers of the Medical Corps and Dental Corps are on duty in Greenland.	Adequate for dependents.	Adequate for dependents.
EDUCATION		No charge for elementary schools. Small fee for British equivalent of U.S. high school.	Limited but adequate schooling. Grades one through eight controlled by Navy.
RELIGION		Chapel services conducted by Navy chaplain. Churches of all denominations in city.	All faiths.
BANKING	Only American currency is needed by naval personnel on duty in Greenland. There are no banking facilities.	Pay drawn in pounds sterling.	Available. BWI currency used.
RECREATION	Outdoor recreational facilities consists of fishing, hunting, hiking, and in the summer months outdoor games.	All kinds. Bring your own sports equipment. Local tax on these items very high.	All kinds available.

THE BULLETIN BOARD

List of Women Reserve Officers Approved for Commissions In Regular Navy Announced

A list of women Reserve officers who applied and were recommended for appointment and commissioning in the Regular Navy has been announced.

The Secretary of the Navy has approved this list of recommended candidates, which was published in BuPers Circ. Ltr. 191-48 (NDB, 15 Oct 1948).

Each officer transferred will be assigned lineal precedence among women officers of the Regular Navy according to her grade and date of rank at the time of transfer, excluding spot appointment. In the final permanent assignment of lineal position each transferee will lose position commensurate with any inactive duty occurring subsequent to 1 Oct 1945.

The appointments to fill the authorized number of women officers in the Regular Navy over the two-year period that commenced 12 June 1948 will be made in increments of 40 per cent, 20 per cent, 20 per cent and



'Didn't Commander Braidy learn you can't take it with you?'

20 per cent of a maximum figure of 500 at approximately equally spaced intervals. This will include women appointed through the procurement program as well as officers transferred from the Naval Reserve.

Non-Citizens Who Served U.S. May Now Be Naturalized If Other Requirements Met

Non-citizens of the U.S. who served honorably or received an honorable discharge from service in World War I or a period covering World War II may be eligible for naturalization, a joint BuPers-Marine Corps letter points out in clarifying pertinent legislation.

Public Law 567 of the 80th Congress amends the Nationality Act of 1940, as amended previously, to provide for naturalization for "any person not a citizen who has served honorably in an active duty status in the military or naval forces of the U.S. during World War I or during a period beginning 1 Sept 1939 and ending 31 Dec 1946 or who, if separated from such service, was separated under honorable conditions, may be naturalized" if either one of the following requirements are fulfilled:

- If at the time of enlistment the person was in the U.S. or an outlying possession (which includes the Canal Zone but excludes the Philippines).

- If at any time following enlistment or induction, the person was lawfully admitted to the U.S. for permanent residence.

The law, however, does not provide for naturalization of men separated because of being aliens or for conscientious objectors who performed no naval or military duty whatever or refused to wear a uniform.

Besides listing several exceptions to the normal procedure for filing a naturalization petition, the Act states the procedure under the new amendment.

The promulgating directive further noted that citizenship granted under this section may be revoked if, subsequent to naturalization, the person is separated under other than honorable conditions. The Chief of Naval Personnel or the Commandant of the Marine Corps as appropriate must be advised immediately if any person in the naval service naturalized under the new amendment is separated under other than honorable conditions, enabling revocation to be effected.

WAY BACK WHEN

One Too Many

Naval history is filled with all sorts of unique and interesting stories that through the years have become a part of sailors' folklore.

One is the story of Commodore Joe Fife and his 22-gun salute.

Commodore Fife sailed into Hong Kong one day when the entire city was celebrating the visit of Her Royal Majesty, Queen Victoria. The occasion of course demanded the firing of a national salute of

21-guns, and at the proper time, Commodore Fife proudly ordered the salute to be given.

The harbor was quiet as the American ship began its salute. However, something went wrong. The gunner in charge instead of firing a salute of 21-guns fired one of 22-guns. An embarrassing mistake.

Members of the staff looked cautiously at their Commodore, expecting the world to disintegrate under his scowl. What to do now? There was no way in the world to retract that extra shot.

It was truly a serious situation, because when salutes are rendered they are always returned gun-for-gun.

Immediately the British Flagship sent a message to Commodore Fife that read: "The British Naval Commander is unable to return any such salute and desires explanation and reason for the extra gun."

To this, Commodore Fife, equal to any situation, flashed back: "Twenty-one guns for Queen Victoria and one gun for Commodore Joe Fife—By Gad."



Selection Boards for Officers Above LTJG Meet Through 15 April

Selection boards for promoting officers above lieutenant (junior grade) in the line and staff corps will be convened during a period lasting through 15 Apr 1949.

The directive which established the dates, BuPers Circ. Ltr. 193-48 (NDB, 31 Oct 1948), also listed a revised set of texts and other bibliography to aid in preparing for promotion examinations for line officers.

Exact limits of the promotion zones were not established by the directive, but it did state that the promotion zones may include some or all of the Naval Academy classes and officers running with Naval Academy classes as follows:

- For captain, up to and including class of 1930.

Navy Visitors to Foreign Countries Must Inform CNI

The Chief of Naval Intelligence must be informed in all instances where visitors go to a foreign country under Navy sponsorship, states a SecNav letter of 9 Sept 1948.

To implement that directive, a CNO letter of 13 Sept 1948 gives the following instructions:

Thirty days before each proposed visit, the Chief of Naval Intelligence must be provided with each visitor's full name, date and place of birth and present local permanent address. For naval personnel, rank or rating and serial number should be included. For civilians in civil service status, position is to be indicated, and for all other civilians, a comprehensive statement concerning vocation and employment. In all cases, name of activity to be visited and date visit is to be made must be given. Security classification of information to be obtained and information to be disclosed must be included.

Receiving this information sufficiently far in advance will enable Naval Intelligence to conduct appropriate clearance action. Also, if the services of naval attaches are needed, complete and timely data can be furnished them. If classified naval information is to be discussed with foreigners, authority must be obtained from the Chief of Naval Intelligence.

All Personnel Subject To Income Tax on 1 Jan

Pay checks of all but a few personnel will be less after 1 January, since income tax deductions begin on that date.

Commissioned officers' tax exemptions of \$1,500 yearly and full exemption for enlisted personnel expire on 31 Dec 1948. For a resume on the tax deduction plan, see ALL HANDS, November 1948, p. 42.

- For commander, up to and including class of 1939.
- For lieutenant commander, up to and including class of 1943.
- For lieutenant, those lieutenants (junior grade) with date of rank earlier than 1 Jan 1946.

Definite promotion zone limits will be announced prior to convening the boards.

Selection in all grades may be made from among all eligible officers, but from the grade of commander and below only five per cent of the permanent officers selected may be junior to the promotion zone.

BuPers anticipates that selected officers will be examined for promotion as early as practicable after approval of the selection board reports. Selected Regular Navy commissioned officers only will be required to take written professional exams.

Reserve officers on continuous active duty paid under the appropriation "Pay and Subsistence of Naval Personnel" and temporary Regular Navy officers are included in the lineal list and will be eligible for selection for temporary promotion in accordance with the schedule.

Plans for the promotion of Reserve officers on active duty and paid from Naval Reserve appropriations are being prepared and will be announced when completed. It is expected that selection boards for this purpose will be convened after the schedule published in the directive, which would place the dates some time in April 1949.

Officers who reverted to commander as of 1 Dec 1947 and 31 Dec 1947 because of limitations on the authorized number of captains will be exempted from the written examinations

and will be examined on their record. Each of these officers, may, however, take the professional exam if he does not desire to be examined on record or if the Examining Board determines that his record is inconclusive.

Complete revisions of the bibliography for line officers (unrestricted in performance of duty) will be published, if necessary, in March and September, to become effective for examinations given after the 1 July or 1 January next following the dates of publication.

In case of re-examination on any subject, due to a previous failure in the subject, the bibliography in effect at the time of the re-examination should be used.

Selection Board Convening Dates

(All dates are 1949)

Line	ADM	CAPT	CDR	LCDR	LT
Medical*	14 Jan	26 Jan	2 Mar	2 Mar	11 Apr
Supply	18 Jan	31 Jan	3 Mar	3 Mar	12 Apr
Chaplain	19 Jan	1 Feb	4 Mar	4 Mar	13 Apr
CEC	20 Jan	2 Feb	16 Mar	16 Mar	14 Apr
Dental	21 Jan	3 Feb	17 Mar	17 Mar	15 Apr

* Includes Nurse Corps and Medical Service Corps.

** Convening dates for selection of admirals and captain of the line were 15 Nov 1948 and 29 Nov 1948, respectively.

Two Class A Schools for PNs To Be at Norfolk, San Diego

The Navy is establishing two Class A schools to train enlisted men for the new personnel technician rating of personnel man. Establishment of the schools, effective 1 Jan 1949, will be at Norfolk, Va., and San Diego, Calif.

The majority of men to be assigned to the schools will be taken from eligible candidates at recruit training centers. A limited number of eligible non-rated men will be assigned, upon application, from fleet and shore establishments. Assignments from the field will be few and applicants will be selected on individual merit.

The first class in each school will commence 3 Jan 1949 with a new class beginning every two weeks thereafter. The course is of 10 weeks' duration and 10 trainees will be assigned every two weeks.

Among the fundamental requirements for applicants is a GCT clerical score of 110, ability to work with people, emotional stability and the desire to perform personnel duties.

List of Benefits That Survivors of Naval Personnel May Receive

Here's a list of benefits to which widows and other survivors may become eligible upon the death of naval personnel and veterans. The list was prepared by BuPers' Civil Readjustment Branch.

It is suggested that a copy be made of this article and sent to dependents to keep on file. Don't tear it out—allow other personnel on your ship or station to get the word too. Perhaps you can persuade your ship's office yeoman to make mimeographed copies for distribution.

The benefits are as follows:

• **Compensation for service connected death.**

(Apply to Veterans Administration. Payments are made monthly.)

Eligibility—Death of veteran must be result of disease or injury incurred or aggravated in line of duty. If death is subsequent to service, discharge must have been under other than dishonorable conditions. Payments may be made to widows unless they remarry, to unmarried children under 18 (with extension to age of 21 years if attending school approved by VA) and to dependent parents.

Payments for wartime cases—Widow with no child, \$75 per month. Widow with one child, \$100 plus \$15 for each additional child. No widow but one child, \$58. No widow but two children, \$82. No widow but three children, \$106 plus \$20 for each additional child. One parent, \$60.

Vacancies Exist for Women Desiring Transfer to USN

A limited number of vacancies exist for women officers of the Naval Reserve and former women Reserve officers to transfer or be appointed to commissioned or warrant grades in the Regular Navy. Attention of all interested parties is drawn to the deadline for applications, 1 Feb 1949. Because of some cases in past procurement campaigns where applications were delayed, the individual, commanding officers and medical officers, are directed to submit applications and reports as soon as possible.

Complete information concerning this latest procurement program can be found in BuPers Circ. Ltr. 200-48 (NDB, 31 Oct 1948).



'New at the game. . .?'

Two parents, \$35 each.

Payments for peacetime cases equal 80 per cent of the wartime rates, as follows: Widow but no child, \$60. Widow with one child, \$80 plus \$12 for each additional child. No widow but one child, \$46.40. No widow but two children, \$65.60. No widow but three children, \$84.80 plus \$16 for each additional child. One dependent parent, \$48. Two dependent parents, \$28 each.

Wartime rates are payable in peacetime cases if the disability or death resulted from injury or disease received in line of duty as a direct result of armed conflict or while engaged in extra-hazardous service, including such service under conditions simulating war.

• **Pension for non-service connected death, World War I or II.** (Apply to Veterans Administration.)

Eligibility—Payable to widows who do not remarry and to unmarried children under 18, except for children attending a VA-approved school, in which case the age limit is 21.

World War II veteran must have been discharged under conditions other than dishonorable and at time of death be receiving or entitled to receive compensation, pension or retirement pay for service-connected disability, (or having served at least 90 days during World War II or less than 90 days if discharged for disability incurred in the line of duty) have, at the time of death, a definitely ascertainable service connected disability.

World War I veterans must have

been discharged under conditions other than dishonorable after 90 days service or more (or for disability incurred in service in line of duty) or at time of death be receiving or entitled to receive compensation, pension, or retirement pay for service-connected disability.

Payments, in monthly rates, are—Widow but no child, \$42. Widow with one child, \$54 plus \$6 for each additional child. No widow but one child, \$21.60. No widow but two children, \$32.40. No widow but three children, \$43.20 plus \$4.80 for each additional child. The pension is not payable to a widow without a minor child and children during a calendar year when her annual income exceeds \$1,000 or to a widow with a child or children whose annual income exceeds \$2,500.

• **Pension for non-service connected death, Spanish-American War group.**

(Apply to Veterans Administration.)

Eligibility—Payable to widow married to veteran before 1 Sept 1938 or to a dependent unmarried widow of age 60 or over married subsequent to 31 Dec 1937 if married 10 or more years prior to his death. Continuous cohabitation required in either case.

Also eligible are unmarried children under 18, or if attending a VA-approved school, 21. Veteran must have been honorably discharged after having served 90 days or more, unless he was discharged for service-connected disability.

Payments, in monthly rates, are—Widow of any age, \$48. For the wife during his service, \$60 plus \$7.20 for each child. No widow but one child under 16, \$55.20 plus \$7.20 for each additional child under 16. No widow but one child of 16 or over, \$25.92. No widow but two children 16 or over, \$38.88. No widow but three children 16 or over, \$51.84 plus \$5.76 for each additional child 16 or over.

• **Six months death gratuity.** (Apply to Department of the Navy.)

Eligibility—Death incurred in active service from wounds or disease not resulting from serviceman's own misconduct.

Payment—A sum equal to six months' pay at the rate received by servicemen at the time of death, payable in the following order: widow

or widower; child or children, or previously designated dependent relative; grandchild, parents, brothers or sisters, grandparents determined to have been dependent at time of death.

• **Social Security Death Benefits.** (Apply to Bureau of Old-Age and Survivors Insurance, Social Security Administration.)

Eligibility—Payable to widows and minor children of veterans who served under conditions other than dishonorable between 16 Sept 1940 and 25 July 1947. He must have had at least 90 days active service or discharge for disability incurred in line of duty, provided that death occurs within three years from date of discharge and VA compensation or pension is not payable.

This benefit is not available if the death occurred in active service or in the case of death of veteran discharged or released after 26 July 1951.

Payments—Monthly benefits or lump sum payments are based upon the amount of presumed earnings fixed by statute, if required service is met. Monthly benefits are paid to widow while caring for minor children of the veteran or to the children during minority. Widow without children becomes eligible at age 65.

• **Reimbursement for burial expenses.** (Apply to Veterans Administration.)

Eligibility—Payable in case of any wartime veteran discharged under conditions other than dishonorable and any peacetime veteran in receipt of compensation at time of death who was discharged or retired for disability incurred in the line of duty.

Payments—A sum not to exceed \$150 is payable as reimbursement for burial expenses of veteran. The person who stands the expense should make the claim.

• **Burial flags.** (Apply to Veterans Administration.)

Eligibility—Serviceman must have been on duty during a period of war, or have had a complete enlistment or a discharge for disability incurred in line of duty.

An American flag is given to drape casket and to be presented to next of kin after burial. A flag may be issued for memorial purposes to nearest relative of person dying in service after 27 May 1941.

• **Burial in national cemeteries.** (Apply to the superintendent of the

Enlistment Deadline Now 1 Jan for Women Marines

The deadline for submission of applications for enlistment in the Marine Corps by members and former members of the Marine Corps Women's Reserve has been extended from 15 Sept 1948 until 1 Jan 1949, in order that all Women Reservists may have ample opportunity to apply.

The Marine Corps plans to enlist Reservists and former Reservists for terms of two, three, or four years.

Enlisted women desiring to enlist in the Marines must be under 31 years of age, except that over-age applicants for enlisted billets are permitted to decrease their age by the amount of time previously spent on active duty.

Applications for women officers in the regular Marine Corps closed on 15 Sept 1948.

national cemetery where the burial is desired.)

Eligibility—Deceased members of the armed forces who die on active duty or after retirement, or who served in peace or war and whose last discharge was honorable.

Also eligible are certain citizens of the U. S. who served in allied forces, as well as the service person's wife, husband, widow, widower, minor child and—if authorized by the Secretary of the Army, the administrator in all such cases—an unmarried adult child.

• **Headstone or grave marker.** (If burial is made in a national cemetery, headstones or markers are furnished without application. Otherwise, apply to the Quartermaster General, Department of the Army, Washington, D.C.)

Eligibility—Personnel who served in the armed forces and received an honorable discharge from the last period of service.

• **Civil Service preference.** (Apply to Civil Service Commission.)

Eligibility—Widow of a wartime veteran, unless she remarries. Also eligible is a widowed, divorced or separated mother of a deceased wartime or totally disabled veteran, unless she remarries. The serviceman must have had an honorable discharge.

• **Homestead preference.** (Apply to Bureau of Land Management, Department of the Interior.)

Eligibility—Generally the surviving

widow and minor children of honorably discharged veterans (or with a service-connected disability). Also eligible are the widows of veterans who died in service.

• **Review for correction of discharges.** (Apply to Department of the Navy.)

Eligibility—In addition to eligibility on the part of the veteran himself, the representative of a deceased veteran may apply for review of any discharge or dismissal not the result of a general court-martial by applying to the Board of Review, Discharges and Dismissals, Department of the Navy.

The request for review must be filed within 15 years after (a) discharge or dismissal, or (b) effective date of Servicemen's Readjustment Act of 1944, whichever may be later.

• **Correction of naval records.** (Apply to Department of the Navy.)

Eligibility—The only eligibility requirement in this case is that the judgment of the Board for the Correction of Naval Records approve that action is necessary to correct an error or to remove an injustice.

HOW DID IT START



Sleeve Buttons

Sailors and civilians both have probably wondered at the reason for the seemingly unimportant buttons on coat sleeves. There was, at one time, a definite purpose behind these buttons.

Midshipmen in the old British Navy had no pockets on their uniforms and therefore no place to keep their handkerchiefs. To discourage the habit of wiping noses on the sleeves of uniforms, Admiral Nelson ordered that buttons be sewed on the sleeves to stop such practice.

Officers Separated After 1 Feb 1948 Get Discharge Certificates

Navy officers totally separated from the service on or after 1 Feb 1948 will receive discharge certificates.

These certificates will be issued in three categories—honorable, general, and a new form which is known as, simply, a discharge. Detailed information concerning issue of the certificates is given in BuPers Circ. Ltr. 171-48 (NDB, 30 Sept 1948).

The new authorization applies to warrant officers and commissioned officers of the U. S. Navy and Naval Reserve, including officers of the Navy Nurse Corps and female officers of the Navy and Naval Reserve.

The letter emphasizes that officers who were totally separated from the service before 1 Feb 1948 are not entitled to these certificates of discharge and that those officers will not receive any other documentary evidence of separation aside from that already issued them. The letter also emphasizes the fact that only officers completely separated from the service are eligible, as distinguished from those released to inactive duty.

Six months or more will probably be required for BuPers to clear up the backlog of cases of officers totally separated during the period 1 Feb 1948 to 20 Sept 1948. Officers totally separated after 20 Sept 1948 will normally not receive their discharge certificates until some four to six months following their total separation. Therefore, in the absence of extreme emergency, neither separated officers nor naval commands should address correspondence to BuPers regarding discharge certificates for former officers before 1 Apr 1949 or six months



Bluejacket, NATTC Memphis

'Congratulations. It's a baby.'

following the date of separation, whichever is later.

Any correspondence relating to a discharge certificate for a former officer should give his current mailing address and should include a copy of his separation orders bearing all endorsements.

A factor leading to the issue of discharge certificates to officers was a committee study directed toward attaining greater uniformity in policies and procedures as between officer and enlisted separations and between those of the various branches of the Armed Forces. BuPers Manual, Articles D-9100 to D-9115, inclusive (chg. 12), pertaining to enlisted separations, applies in many respects not specifically covered in the letter, to officer separations as well.

The faces of honorable discharge forms and general discharge forms are identical for officer and enlisted separations. The backs of such certificates issued to officers, however, are blank. No entries will be made on

them relating to personal history or service record. The third type of discharge is a new one, issued to officers alone.

The following types of discharge certificates are to be issued to Navy officers or Naval Reserve officers totally separated from the naval service:

- *Honorable discharge*—form NavPers number 660, the character of which will be "honorable."

- *General discharge*—form NavPers number 661, the character of which will be "under honorable conditions."

- *Discharge*—form NavPers number 910, the character of which will be "under conditions other than honorable."

Circ. Ltr. 171-48 emphasizes very strongly that the certificates will be issued from the Navy Department alone. "Under no circumstances," it points out, "will any ship or station ever issue any form of certificate of discharge to an individual separated from the service as a warrant or commissioned officer."

The Navy Department will make the final decisions as to the name and character of total separations. The following standards have been laid down:

Honorable discharge will be awarded in case of—

- Unqualified resignations.
- Reserve officers on inactive duty discharged for age in grade, as a result of failure to pass physical examination, or for other reasons which by administrative determination entitle them to honorable discharge.

- Discharge by reason of no future need for the services that the officer is qualified to perform.

- Discharge because of failure to pass professional examination for promotion or failure of selection for promotion.

- Administrative separation for cause, in cases in which the cause for separation is not deemed to be of such nature as to preclude honorable discharge.

Examples of administrative separation in this case include academic failures despite honest effort, personality defects or physical deficiencies despite which the individual concerned is believed to have performed

Sheds 89 Pounds to Enlist in the Navy

One person who really sweated it out trying to get into the Navy is William Witham of Grand Rapids, Mich.

Witham wanted to be a sailor but he was faced with one handicap. He was 87 pounds overweight according to Navy requirements. For Witham's age and height the maximum weight was 176. Witham weighed 263 pounds.

Witham did not let this deter him from his desire to be a sailor and he began a diet in an effort to shed

some excess weight. In a few months he dropped to a mere 209 and called upon the Navy again. The answer was still no. It was 176 pounds—or no Navy.

A few more months passed by before the Navy heard from Witham again. The third time he returned, weighing 174 pounds.

In answer to the recruiter's query as to how he did it, Witham replied, "I just went to work setting up pins in a bowling alley—that bending, that exercise, that heat. That did it!"

service to the best of his ability, and other conditions generally resulting in an honorable discharge for enlisted personnel.

General discharge will be issued in the case of—

- Administrative separation for cause, in cases which the cause for separation or the previous record of the officer concerned precludes honorable discharge but is not of such a nature as to require discharge under conditions other than honorable.

Examples of administrative separation in this case include academic failures due at least in part to lack of effort, separations of reserve officers for failure to answer official correspondence, and others.

Discharge under conditions other than honorable will be issued in the case of—

- Resignation to escape dismissal.
- Resignation for the good of the service and to escape trial by general court-martial.
- Resignation for the good of the service.
- Separation of officers by reason of record of conviction by civil authority upon criminal charges.
- Separation for drug addiction, moral offenses, habitual drunkenness, and chronic default in the fulfillment of legal obligations.
- Separation for other reasons which would result in award of an undesirable or bad conduct discharge in the same way as that for any individual in an enlisted status.

Circ. Ltr. 171-48 includes suggested forms for various types of officer resignations. These are new and have not been promulgated to the service in general. In this connection, the letter constitutes an advance publication of a portion of the new Bureau of Naval Personnel manual which is now being printed.

Pending receipt of the new manual, executive officers, personnel officers, discipline officers and others handling officer resignations should note that this material is contained in Circ. Ltr. 171-48. They should assure that the elements contained in the suggested forms are all present in officer resignations passing through their hands. So doing will eliminate much delay in processing of resignations.

Included in the letter also are four categories of officer separations in which no certificates of discharge will be issued.

Burial of Service Personnel, Dependents

Certain rights and customs concerning burial of service personnel and dependents in national cemeteries and military post cemeteries have been legalized and clarified by Public Law 526, 80th Congress.

Subject to regulation by the Army, the law authorizes burial of the following persons in national cemeteries:

- Any member or former member of the armed forces of the U.S. whose last service terminated honorably, by death or otherwise.
- Any citizen of the U.S. who served in the armed forces of any government allied with the U.S. in any war in which the U.S. has been or may be engaged, whose last service terminated honorably, by death or otherwise.
- The wife, husband, widow, widower, minor child, and, in some cases, the unmarried adult child of the persons mentioned in the preceding two paragraphs. Their remains

may, however, be removed from a national cemetery and interred in the post section of a national cemetery or in a post cemetery if, upon death, the related military person is not buried in the same or an adjoining grave site.

"Post cemeteries" are cemeteries assigned to certain military or naval stations. The post section of a national cemetery is a section of a national cemetery assigned to a naval or military station.

Widows of persons buried at sea or of persons officially determined to be permanently absent in a "missing" or "missing in action" status are included as "widows" by law.

Anyone desiring to arrange interment of an eligible person's remains in a national cemetery should contact the superintendent of the appropriate cemetery who will in turn obtain authorization from the Quartermaster General, War Dept., Washington 25, D.C.

Strict Economy Is Urged In Issuing Flight Orders

To insure that adequate funds will be available to meet expanding flight requirements, strict economy in issuing flight orders to Navy enlisted personnel must be assumed even though an increasing demand is foreseen, BuPers Circ. Ltr. 184-48 (NDB, 15 Oct 1948) points out. The directive sets down responsibility for authorizing flight orders and gives many administrative details.

In addition, there is this information of general interest:

Temporary flight orders may be issued only to personnel whose primary duties require frequent and regular participation in aerial flights, such as:

- Aviation ratings.
- Strikers for aviation ratings.
- Students undergoing training which specifically requires their participation in frequent and regular flights.
- Other ratings who are specifically assigned as regular members of flight crews, such as flight orderlies.

The basic principle governing flight pay, the letter states, is to compensate personnel who are required to participate regularly and frequently in

aerial flight for the risk incurred in performance of extrahazardous duties. Travel by air as a passenger does not warrant temporary flight orders. Neither, the letter states, should flight orders be issued merely to enable personnel to meet flight requirements for pay purposes or "as a reward for long and faithful services."

Certain Navy Vehicles Don't Need License Tags

Vehicles owned and operated by welfare and recreation departments or commissioned officers' messes ashore are not required to carry license tags of the state in which they are operated. State or local registration fees are not required for such vehicles.

Controversy has arisen with some state and local officials because such vehicles carried no license tags. Any future difficulties encountered should be referred to the Bureau of Naval Personnel.

The ruling passed by the office of the Judge Advocate General, is in BuPers Circ. Ltr. 203-48 (NDB, 31 Oct 1948), where full information is available.

**Uniform Changes Published
Pending Detailed Revision
Of Present Regulations**

The khaki naval uniform made of tropical worsted, wool gabardine, rayon gabardine, Palm Beach type cloth or similar materials and worn by officers, CPOs and certain other personnel is now designated "service dress, khaki." When prescribed by the senior officer present, it is worn as other service dress uniforms were worn in the past.

Designation of the white uniform now authorized for commissioned and warrant officers, midshipmen, and aviation cadets is designated as "dress, white." BuPers Circ. Ltr. 188-48 (NDB, 15 Oct 1948), which states these facts, is, in effect, a group of explanatory notes concerning uniform changes published pending approval of detailed changes in Uniform Regulations. Some of these uniform changes were listed in ALL HANDS, November 1948, p. 47. Others follow:

- Underwater Mechanic (UM) having been changed from a general service rating to an exclusive emergency service rating, the specialty mark is now the letter M in a diamond, instead of the diving helmet with a wrench behind it.
- The gray shirt may be worn only with gray uniforms.
- Aviation midshipmen, NROTC midshipmen and aviation cadet student officers will wear the same shirt collar rank devices prescribed for student officers at the Naval Academy. These devices consist of gold-colored metal bars three-sixteenths of an inch

**New Aviation Medicine
Class Opens 17 January**

A new class in aviation medicine opens 17 January at the School of Aviation Medicine and Research, NAS Pensacola, Fla., for medical officers of lieutenant commander rank or below.

First phase of the training includes instruction in various medical fields as related to aviation medicine. Following this five months' training, students will be assigned to flight indoctrination and ground school work, after which successful enrollees become designated as flight surgeons.

wide and three-quarters of an inch long. One bar is worn for each stripe prescribed for wear on the sleeve of blue coats.

- Enlisted personnel who hold the rates of fireman recruit, airman recruit, hospital recruit, and dental recruit will wear one diagonal stripe of the color prescribed for others in the same rating group. Construction men, construction apprentices and construction recruits will wear light blue stripes on blue and white uniforms.

Last month's ALL HANDS published latest rulings concerning conditions under which the gray uniform may be worn until 15 Oct 1949, and concerning officers' gold lace stripes, certain Nurse Corps uniforms, and CPOs' uniform coats and overcoats. These matters are also covered in BuPers Circ. Ltr. 188-48.

**Photogrammetry and Photo
Interpretation Courses
Open to Certain Officers**

Photographic interpretation and photogrammetry courses lasting 15 weeks each at the Photographic Interpretation Center, Washington, D.C., may be applied for by Regular Navy line officers of commander rank through ensign and Marine Corps officers of comparable rank.

Although applications are closed for the opening classes which convene 3 December, enrollment for subsequent classes may be applied for in an official request submitted through proper channels to reach the Chief of Naval Personnel (Attn: Pers-4221) one month prior to the convening dates, which are the same for both classes. Subsequent sessions convene approximately every 16 weeks after 3 December, BuPers Circ. Ltr. 176-48 (NDB, 30 Sept 1948) announces.

Qualifications desired include training at college level in one or more of the following fields, with experience in those fields also desired but not mandatory: architecture, engineering, geology, city planning, cartography, photogrammetry, soil conservation, mathematics or other allied subjects.

The photographic interpretation course offers instruction in the fundamentals of the subject—aircraft, cameras, scale, flight planning and plotting, map projections, drafting, stereoscopy, tone and shadow, mosaic construction and military grids—and aerial photographic interpretation.

In the photogrammetry course, instruction is presented in determination of geographic control, determination of astronomic control, map projections, cartography, optics, radial line plot mapping, contouring, geometry of vertical and oblique photos, oblique photography, trimetrogon mapping, controlled mosaics, photogrammetric instrument operations, and new photogrammetric techniques.

Successful completion of the photographic interpretation course is the usual prerequisite for acceptance in the photogrammetry course and graduates of the photographic interpretation course may be retained for a second 15-week period in photogrammetry. However, this requirement may be waived for specially qualified applicants desiring to enter directly into the photogrammetry course.



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Information on Training and Assignment of Enlisted Volunteers

Much information concerning recruit training, assignment to duty and other aspects of the program of enlisting 18-year-olds for one year is given in BuPers Circ. Ltr. 183-48 (NDB, 15 Oct 1948).

The 18-year-old U.S. naval enlisted volunteers—called USNEVs—are enlisted as seaman recruits and transferred to recruit training centers where they are given the same recruit training as other USN personnel.

All USNEVs will be classified at the training centers. Because of the short period of active naval service expected, the classification tests have special significance in indicating the type of training, school or duty for which the recruit is best suited.

For purposes of identification, accounting and distribution while the USNEV is on active duty, the designation "USNEV" must be indicated on all records, orders, correspondence and reports.

Upon completion of recruit training, a proportion of the USNEVs will be sent to Class A schools with courses of 16 weeks or less. The proportion sent will be the same as that of other enlistees who are sent to Class A schools at the same time. USNEVs will also be eligible for Class P schools.

In addition, a small number of specially qualified personnel will be given a course in electronics materiel. This course will consist of 27 weeks of fundamentals of electronics and an additional six weeks of practical instruction on specific equipments installed and used in Naval Reserve training centers. The six-weeks practical course is normally of 15 weeks' duration, but is condensed for USNEVs because of their relatively short period of obligated service.

Training given at Class A and Class P schools will be the same for USNEVs as for all other students. USNEVs who have attended a Navy school will be assigned duties for which he has been trained by the school.

Upon completion of recruit training, and school training if a school has been attended, USNEVs will be assigned to general duty in the fleets for the remainder of their enlistment. The same proportion as of other recruits will be assigned to aviation and submarine duties. The Chief of Naval Personnel will direct the trans-



'He's busy right now . . . whom shall I say called?'

fer of USNEVs to distributional commands.

Almost all USNEVs will be assigned to active fleet units, including fleet aviation units. The only billets within the continental naval districts, river commands, air training commands and reserve fleets to which USNEVs can be assigned are as strikers for hospital ratings or to operating Seabee units.

USNEVs will not be assigned to duty at overseas bases, but may be assigned to ships going to or operating in foreign waters. However, such personnel must be returned to an appropriate separation activity in the U.S. in sufficient time to be discharged by date of expiration of enlistment.

USNEVs will not be assigned to duty in 10th, 14th, 15th or 17th NDs.

Strikers for hospital corps ratings should be assigned to continental hospitals, hospital ships or other large medical activities where they may receive the best general training.

USNEVs should be assigned their proper share of messman and compartment cleaning duties, but they should not be assigned to excessive periods in such duties nor be eligible for rotational messman duty at the training center. In no case will they be required to assume more than a total of six weeks in this type of duty during their service afloat.

USNEVs are subject to the same standards of discipline, discharge and advancement in rating as are other members of the Regular Navy.

USNEVs are entitled to accrue leave and may be granted leave in the same manner as authorized for other members of the naval service.

USNEVs may not extend their one-year enlistment, nor will they be discharged prior to the date of expiration of their enlistment for purpose of immediate reenlistment in the Regular Navy.

Upon expiration of their one-year enlistment, USNEVs may be discharged and immediately reenlisted in the Regular Navy for periods authorized for regular Navy personnel.

USNEVs wishing to reenlist immediately on board may be retained pending expiration of their enlistment only by ships and stations within continental U.S. All others will be transferred in time to insure discharge on the normal date of expiration of enlistment.

The primary purpose of the USNEV program is to provide the Naval Reserve with a continuing flow of recently trained personnel. Therefore, the letter points out, it is mandatory that USNEV personnel receive maximum fundamental training during their period of active service.

The letter invites attention to BuPers Circ. Ltr. 131-48 (NDB, 15 July 1948), which gives information about the Selective Service Act of 1948 and to item six of an enclosure to that letter, which is concerned with acceptance of enlistees 18 years old.

Men Out Over 30 Days Must Reenlist at a NavCruitSta

Men who remain out of the Navy more than 30 days may no longer reenlist at any activity except Navy recruiting stations. Previously, men remaining out of the Navy for periods up to three months could reenlist at any ship or station of their choice, provided that the ship or station had proper messing and bunking facilities and facilities for conducting physical examinations.

In stating the new ruling, Alnav 66-48 (NDB, 15 Oct 1948) modifies BuPers Circ. Ltr. 141-47 (NDB, 31 July 1947) and cancels Alnav 187-47 (NDB, 30 Aug 1947).

Male personnel may still reenlist on any ship or station of his choice having suitable facilities, if he does so within 30 days after discharge, if qualified.

**Applications Are Desired
For Submarine Training;
Deadline Is 15 Feb 1949**

Qualified officers have been invited to submit applications for submarine training.

BuPers Circ. Ltr. 194-48 (NDB, 30 Oct 1948) states applications are desired from volunteer officers for the class convening during the first week in July 1949 at the Submarine School, New London, Conn. Officers not over 28 years of age in the grades of lieutenant (jg) and ensign, whose date of rank as ensign is prior to 1 July 1948, are eligible. All applications must reach BuPers not later than 15 Feb 1949.

Officers will not be ordered to the Submarine School until they have completed at least one year of commissioned service as of 1 July 1949. Candidates for the school are selected

upon the quality of their fitness-report records and educational background. Officers having a background in engineering or an excellent background in mathematics and physics are particularly desired.

Applicants for submarine training should be qualified to stand OOD watches underway. A signed agreement not to resign during the course and to serve for one year on active duty upon successful completion of training must be submitted with the application.

Commanding officers have been directed to forward applications from eligible officers to the Chief of Naval Personnel, Attn: Pers-3117, and include in the forwarding endorsement a statement as to whether or not the candidate is qualified to stand OOD watches underway. Applications must be accompanied by a certificate of a medical officer stating the candidate's

physical fitness for submarine duty as established by the BuMed Manual.

A limited number of quarters are available on the Submarine Base for married officer students. Information concerning housing will be forwarded to officers ordered to the school.

Also included in the circular letter was a list of 60 officers selected for the class convening 3 Jan 1949 at the Submarine School, New London, Conn., and who have been issued orders to report prior to that date.

**NROTC Officers Must Serve
Two Years on Active Duty**

Officers appointed in the Regular Navy from Midshipman, USNR status (regular students in four-year course at an NROTC college), must serve on active duty as ensign, USNR, for nine months if they resign their commission in USN on completion of 15 months' active duty.

The directive, BuPers Circ. Ltr. 187-48 (NDB, 15 Oct 1948), pointed out that officers commissioned from status of regular NROTC students entered into a contractual agreement upon enrollment in the officer candidate training program to remain on active duty for two years if required by the Secretary of the Navy. Although these officers may have their commission in the Regular Navy terminated at the end of 15 months, they still must serve nine additional months on active duty as Reserve officers.

The letter also stated that officers commissioned in the Regular Navy from Reserve midshipmen (contract student in four-year course at NROTC college) and non-military college graduates appointed directly to commissioned rank from civilian status may resign from the Regular Navy after serving on active duty for two years, if they desire.

All officers appointed from NROTC contract or regular students or from civilian status must accept commissions in the Naval Reserve upon resignation from the Regular Navy. They must not resign this Reserve commission prior to the sixth anniversary of the original date of rank.

BuPers announced that all officers appointed from the status described were being encouraged to refrain from requesting termination of their Regular Navy commission prior to completing their obligated minimum active duty.

Foundry Cast in Important Navy Role

... And what are little propellers made of?

To learn the answer to that question, one would need only ask the foundry people at Shop 81, Mare Island Naval Shipyard. They made 4,130 of them during World War II, from 240-pound LCT propellers to 19-ton propellers for battleships.

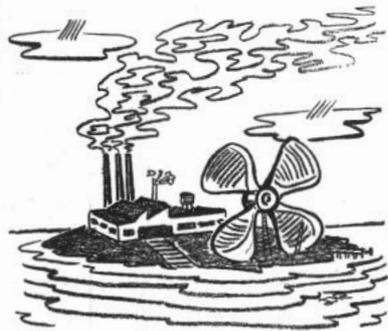
While the foundry is not very impressive in size, it is the largest non-ferrous foundry on the Pacific coast. Besides supplying the cast non-ferrous metal products needed by the Mare Island shipyard, it supplies cast castings to the shipyards at Long Beach and San Francisco. Non-ferrous metals, by the way, are those not containing carbon in their makeup. Aluminum, copper, nickel and lead are examples.

Besides being a pioneer in propeller

manufacturing, the foundry is a leading producer of cast monel. This metal—an alloy of nickel and copper—is a very difficult metal to cast. It must be poured at a temperature exceeding 2700 degrees. Despite the difficulties of producing the alloy, the Mare Island foundry turns out 67,000 pounds of monel items each month.

The foundry also specializes in the casting of torpedo tubes. Of cast steel, the foundry produces valves, gears, bearings and other objects. Iron castings are poured, including cylinders, pistons, pump castings, floor plates, furnace doors and similar items. The foundry has developed an exceptionally hard white iron which is valuable for special uses where abrasion is present. The foundry's three blast furnaces which specialize in iron turn out about 30 tons of products per month.

Among the foundry's modern facilities is a metallurgical department with a well-equipped laboratory. Scrap metal is examined, and mixed in the most efficient components in the furnace charges. Continual chemical, mechanical and radiographic examinations are made of the castings. In addition, the properties of sands used in making molds and cores are carefully checked.



Special Course in Logistics To Become Required For Certain Officer Promotions

Completion of a special course of instruction in logistics has been established as a qualification for high command.

Stating that a knowledge of the economics of warfare is essential, BuPers Circ. Ltr. 181-48 (NDB, 15 Oct 1948) announced the subject of logistics will eventually be included in the examinations for promotion to lieutenant commander, commander and captain.

At present there is no test or handbook generally available to the Navy on the subject of logistics. Examinations on the subject will be held in abeyance until one is available. Plans are being made to have a correspondence course in logistics ready during the latter part of 1949.

The directive pointed out that in the meantime those officers desiring to familiarize themselves with the subject on the strategy and policy level should read the following works:

- *America's Needs and Resources*, J. Frederick Dewhurst & Associates, Twentieth Century Fund, 1947. (Is-

LST Makes Extensive Tour Of Mediterranean Area

The international city of Tangier in Africa, was the first stop in the Mediterranean for LST 912, first ship of that type to make an extensive tour with the Sixth Task Fleet.

The vessel had left Morehead City, N.C., after loading on board a tank platoon of Marines and headed east alone.

Pulling into Tangier just ahead of the destroyer *uss Hush Purvis* (DD 709) and the cargo transport *uss Montague* (AKA 98), LST 912 made the first stop in her scheduled five-month cruise of the Mediterranean.

The international city proved to be a colorful liberty port for the LST's men, with tours through the Casbah rating as their favorite pastime.

Though the rate of exchange was 32 pesetas for one American dollar, crewmen found them difficult to hold onto in the expensive liberty port.—P. M. Nutter, ENS, USN.

sued to large ship and station libraries.)

- *America's Strategy in World Politics*, Nicholas J. Spykman, Harcourt Brace & Co, 1942. (Issued to large ship and station libraries.)

- *Foundations of National Power*, Harold and Margaret Sprout, Princeton University Press, 1945. (Issued to ship and station libraries.)

- *U.S. Naval Logistics in the Second World War*, Duncan S. Ballantine, Princeton University Press, 1947. (Issued to large ship and station libraries.)

- *The Trade of Nations*, Michael A. Heilperin, Alfred A. Knopf, 1947.

- *President's Advisory Commission on Universal Military Training—A Program for National Security*, Government Printing Office, 1947. (Issued to ship and station libraries except small craft.)

Correspondence to Be Sent Local Draft Board Listed

Naval personnel are instructed to use discretion in mailing correspondence to local selective service boards. To avoid confusion, only correspondence which has direct bearing on the local board may be sent directly to the board. Other correspondence should be mailed via State Headquarters, Selective Service, of the state concerned.

To clarify the types of correspondence which are considered to be of direct interest to the local board, the following has been provided as a guide:

- Those Selective Service forms on which it is stated that they must be mailed direct to the local board.

- Correspondence which concerns the clearance of applicants applying for commissions and is between the local board and the Office of Naval Officer Procurement.

- Notices from recruiting stations and substations informing local boards of the enlistment of registrants.

- Answers to correspondence originated by a local board, requiring information directly from the addressee.

The above instructions pertain to official correspondence originating from Navy offices or commands. The directive, BuPers Circ. Ltr. 199-48 (NDB, 31 Oct 1948), cancels BuPers Circ. Ltr. 256-43 (AS&SL July-Dec 1943).

Two Chiefs Win Top Awards In Essay Contest for EMs Held by Naval Institute

Two chiefs walked off with \$750 in cash awards as prize winners in the 1948 enlisted men's essay contest sponsored by the U.S. Naval Institute.

Winner of first place, \$500 in cash, a gold medal and a lifetime membership in the Naval Institute is Richard M. McKenna, MMC, USN, attached to the Naval Training Station, Great Lakes, Ill.

Honorable mention and \$250 in cash went to William J. Miller, QMC, USN, serving on board *uss Dyess* (DD 880) with the Atlantic Fleet.

Entitled "The Post-War Chief Petty Officer: A Closer Look," McKenna's first place entry appears in the December issue of the U.S. Naval Institute Proceedings.

The magazine's January 1949 issue will carry Miller's honorable mention essay, which is entitled "The Less Tangible Factors."

The Special Enlisted Prize Essay Contest was sponsored by the U.S. Naval Institute, Annapolis, Md., for enlisted personnel on active duty in the Regular Navy, Marine Corps and Coast Guard.

Twenty-seven entries were received for the 1948 contest.

Opening date for the 1949 contest is 1 Jan 1949, and the closing date will be 1 Aug 1949.

In addition to the Special Enlisted Prize Essay Contest, the Naval Institute is sponsoring another prize essay contest, open to both civilians and service personnel, which closes 1 Jan 1949. Cash award for first place will be between \$500 and \$1,500.



Sea Hawk, NavSta, Tacoma
'Is this that new uniform everybody's talking about?'

**Camera-Equipped Rockets
Photograph the Earth
From 70 Miles in Stratosphere**

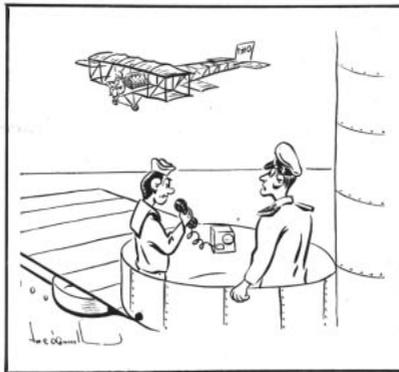
A camera-equipped Navy Aerobee rocket has photographed 300,000 square miles of the earth's surface as it soared 70 miles in the stratosphere above New Mexico.

Although the rocket was traveling at a speed of approximately 2,700 miles per hour, the photographs taken by the camera are clear. Pictures taken at the top of the rocket's climb show the curvature of the earth as well as mountains, rivers, highways, railroads, airfields, towns and cities.

The Aerobee carried two cameras mounted in the nose. A second rocket, a German V-2 model, equipped with one camera was also fired. One of the Aerobee's cameras was loaded with black and white and the other with color film. The V-2 rocket's camera was equipped with black and white film. Each camera recorded more than 200 photographs, which were taken at one and one-half second intervals from the launching through the peak of the flight and part of the descent.

A mosaic has been pieced together from the 200 photographs taken by the Aerobee's cameras, using landmarks as a guide. This "rocketeye" view is believed to be the largest section of the earth's surface ever photographed within a short period of time.

The Aerobee mosaic shows a strip of terrain about 1,400 miles in length. From horizon to horizon it stretches



Joe E. O'Connell, PHC.

'Says he's on some kind of endurance flight and wants to know if it's okay to land.'

from upper Wyoming on the north to deep into Mexico on the south. The width at a point directly below the camera is approximately 45 miles, and is approximately 400 miles at the horizons.

Another mosaic was prepared from photographs taken from the V-2 rocket. The V-2 was spinning slowly when it reached its peak of slightly over 60 miles. The camera was placed in the main body with the lens pointing out at a right angle to the rocket's axis and swept along the horizon. An area along the horizon of 2,700 miles was photographed while the distance from the camera to the horizon was approximately 700 miles. The total land area in the V-2 mosaic is approximately 800,000 square miles (see pp. 32-33).

As the Aerobee fell towards the earth near the end of its flight an explosive charge fired by radio blew

off the tail section to destroy the aerodynamic stability furnished by the tail and to prevent the main body and the nose from breaking up into many pieces when it came into contact with the atmosphere.

Navy teams searched the desert for 19 days before the nose and after body of the rocket were found. Although it had been feared that long exposure to the sun and desert heat where the temperature frequently rose above 100 degrees would ruin the film, examination showed the black and white film was still in good condition. However, the color film had suffered a loss in color balance. The cameras were salvageable, although damaged by the impact.

The purpose of the flights was to gather information on cosmic rays, and to determine if it would be practicable to use rockets for aerial photographic reconnaissance.

**Prefab Arctic Barracks
Being Tested by Navy**

A portable, prefabricated Arctic barracks designed to withstand 150-mile-an-hour gales and a 13-foot snowfall on its roof is being tested by the Navy. (See pp. 32-33)

Light enough to be shipped by plane, the assembled barracks is expected to provide summer warmth in 65-below-zero weather and can be erected using only two tools, a mallet and a socket wrench, by workmen wearing mittens. Sixteen Navy Seabees will live in the new structure at Point Barrow-Alaska, this winter to test it. The barracks is designed to house 16 men.

The entire structure is made of thick insulated panels. The panels, which have an outer covering of thin sheet aluminum, are connected by pins and wedges to a basic framework of aluminum beams.

The panels are three inches thick and consist of resin-impregnated paper honeycomb core sandwiched between two 1/50-inch aluminum "skins." The edges of the panels are made of a plastic fibreglas laminate, and are fastened with six-inch pins made of plastic reinforced with fibreglas to prevent conduction of heat. Both the paper-aluminum and plastic have a low thermal conductivity, and are easily handled in any temperature.

The barracks was designed for the Bureau of Yards and Docks by the Douglas Aircraft Co., Inc.

Marine Detail in Jerusalem Commended

A detail of 13 Marine Corps enlisted men assigned to guard the United States Consulate in Jerusalem have been commended by the Consul General for their performance of duty.

Signed by Aubrey E. Lippincott, United States Consul General, the commendation states:

"The Provisional Marine Consular Guard, consisting of a squad of 13 men, arrived in Jerusalem July 25 and was relieved October 14. During this assignment the men were exposed to sniping and mortar fire, were deprived of normal recreational facilities and because of the delicate

political situation were required to exercise unusual discretion in their conduct. The members of the squad performed their duties with highest efficiency, took personal interest in their work, and presented a smart appearance both on guard and ashore. Their conduct was a credit to the Marine Corps. The Consulate General wished to express its appreciation to the Navy Department and the Marine Corps for the work performed."

The guard unit was relieved of their duties at Jerusalem by a Marine rifle platoon of 42 enlisted personnel and one officer.

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. 64—Directs all commands to take immediate action in conserving photographic equipment and consumable photographic supplies.

No. 65—Announces a line selection board to recommend officers on active duty for temporary promotion to rear admiral to convene 15 Nov 1948. (See p. 43)

No. 66—Modifies procedure for enlisting male personnel into Navy who have remained separated longer than 30 days. (See p. 49)

No. 67—Outlines procedure to be followed on Navy Day in regards to injury of civilian visitors.

No. 68—Directs all ships in commission but not underway to dress ship for Navy Day 27 Oct 1948.

No. 69—Presents advance change to Security Manual for Classified Matter.

No. 70—Changes educational requirements for naval cadet training. (See p. 50)

No. 71—Call attention to the fact that annual physical examination for officers are past due.

No. 72—Requests MarCor applications for selection to limited duty status.

Navacts

No. 13—Announces schedule for professional examination for ensigns on active duty.

No. 14—Requests additional applications for officers of the grades of lieutenant, lieutenant commander and commander for three-year postgraduate course in radiological defense engineering.

BuPers Circular Letters

No. 177—Authorizes certain commands to appoint boards of medical examiners and supervisory naval examiners and supervisory naval examining boards for examinations prelim-

Judge Lauds Excellence of Shore Patrol

Shore patrolmen throughout the Navy, and those in Philadelphia specifically, received a pat on the back during a court trial in that city.

During the course of testimony in the Philadelphia Municipal Court, the judge, Honorable Felix Piekarski, turned to the Navy shore patrol officer and addressed him in the following words:

"I should like this entire courtroom to know of the high opinion which this Court has of the Shore Patrol. In this Philadelphia district it has been our experience on numberless occasions to have contact with the Shore Patrol. In every one of these cases this Court has always found the members of that branch of the military service to be courteous gentle-

men in the strict performance of their duty as they find it.

"Philadelphia has reason to be proud of having had in the personnel of the Shore Patrol of this district men of judgment, ability and devotion to duty, always keeping in mind the good name and reputation of the organization of which they are a part. I want every one in this courtroom and all of Philadelphia to realize that the Shore Patrol in this district is particularly held in high regard by those who have had occasion to see them function. . . .

"I extend to the Shore Patrol, through the person of this officer of the Shore Patrol, the compliments of this Court for the Navy's unselfishness in the performance of its task."

inary to promotion in the Navy, Marine Corps and Reserve components thereof.

No. 178—Presents the procedure for releasing personnel ordered to active duty, temporary active duty, or training duty from an inactive duty status.

No. 179—Requests applications from certain officers for duty at Armed Forces Staff College, Norfolk, Virginia.

No. 180—Gives instructions for examining ensigns of the Civil Engineer Corps for promotion.

No. 181—Lists various publications officers may use in study of logistics. (See p. 51)

No. 182—Gives the requirements for women who desire appointment as officers in Regular Navy, line and medical service branches.

No. 183—Offers additional information concerning 18-year-olds designated as U.S. Navy-Enlisted Volunteers. (See p. 49)

No. 184—Gives information on the issuance of temporary flight orders to enlisted personnel.

No. 185—Requests reports from naval commands on the efficiency of the new rating structure.

No. 186—Requests qualified applicants for courses at Armed Forces Information School, Carlisle Barracks, Carlisle, Pa.

No. 187—Announces the policy regarding officers appointed under Public Law 729 (79th Congress) who de-

sire to terminate their USN commissions voluntarily.

No. 188—Presents general information concerning the uniform of naval personnel.

No. 189—Clarifies procedure for assignment and distribution of enlisted personnel.

No. 190—Announces the first list of personnel eligible for the Combat Distinguishing Device.

No. 191—Announces information regarding lineal position and appointment of women Reserve officers selected for appointment for commissioned ranks in Regular Navy.

No. 193—Announces the convening dates for the selection boards of officers of the ranks of lieutenant, lieutenant-commander, commander, captain, and admiral. (See p. 43)

QUIZ ANSWERS

Answers to Quiz on page 35

1. (c) Sextant. An intricate part of ship and air navigation.
2. (c) Sun sights. Used for charting the course of a ship or plane by taking sights on objects in the celestial field.
3. (a) Thimble. Used for absorbing the wear and friction on line.
4. (b) Jacob's ladder.
5. (c) Surveyor. Another wartime rating incorporated into general service.
6. (c) Construction electrician's mate. A Seabee rating.

Navy Relief Society

(Continued from page 27)

ard of living incommensurate with the pay and allowances of the man.

- To finance business ventures, the purchase of homes or similar permanent investments.

- To purchase automobiles, radios, or similar non-essentials.

- To finance vacations, liberty or leave (except emergency leave in cases of critical illness, death or equivalent urgent situations).

- To finance marriage or divorce (except in rare and critical situations).

- To pay taxes, interest on mortgages, etc.

- To pay court fines, furnish bail, or to assist (except to alleviate temporary dire distress) dependents of men convicted of serious military offenses.

- To assist dependents of men who refuse to contribute to the extent of their ability to the support of their families.

This last restriction has particular application to those thoughtless individuals who seem to feel that their contribution of \$22 a month and the family allowance completely discharges their obligations to the support of their families.

Obviously, in these days and times, family allowance alone is hardly sufficient to provide even the barest necessities.

No organization can be expected to relieve individuals of their personal obligations to their families and it is only when the families themselves do all they can that outside assistance can be justified.

Here again, however, there may be borderline cases. Where there is any doubt, the society tries to resolve

them on the side of liberality rather than parsimony.

The next question is: What form does the financial assistance take? As already noted, aid to dependents of deceased personnel is almost invariably an outright grant. In the case of living personnel the situation is different. Naval personnel are not indigents nor objects of charity. They are normally self-reliant, self-supporting and desirous of maintaining their financial independence and integrity. Most of the time their difficulties are temporary and all they need or want is a loan to tide them over the emergency.

For this reason most of the financial assistance to living personnel takes the form of a loan without interest which may be repaid by a small monthly allotment. However, there are times, particularly in cases of medical care where naval medical facilities are not available, when the repayment of a loan would create, rather than relieve, undue hardship. In such cases outright grants or part loan—part grants are freely made. The general rule here is that no man or his family should be saddled with a debt that he or they cannot reasonably be expected to repay. In each situation the whole picture is carefully and objectively explored with the persons concerned and every attempt made to work out with them the most practical and constructive solution.

One may gather from the above that most of the society's operations are financial. That is far from true. Of late years, activities in other fields have been greatly expanded. In fact, at the present time, the number of non-financial cases averages about twice the number of financial ones. Some of the more important of these services are:

- Visiting nurse service carried on by some 22 registered nurses employed by the auxiliaries of the society in the larger centers where naval families congregate.

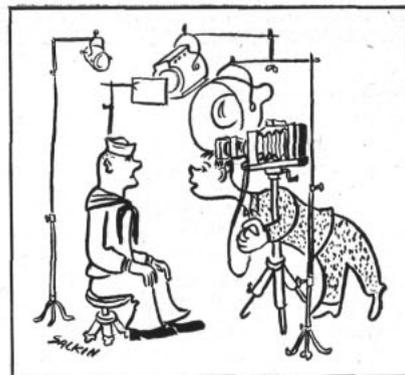
- Advice and information on all manner of personal family problems.

- Thrift Shops where re-conditioned (and sometimes new) articles of clothing, furniture, etc., can be obtained for little or nothing.

- Making and distributing layettes to new mothers and infants who need them.

- Home and hospital visiting.

- Information and advice about government benefits, delayed allowances and allotments, arrangements for



Crows Nest, NROTC, N'western

'Now turn about two points to starboard.'

transportation, housing, medical care, etc.

- Assistance in obtaining special services such as aid to dependent children, crippled children's service, polio league and related community or national agencies.

In short, the society's workers aim to do the job of the "good and willing neighbor" and help out in any way they can. They won't try to run your business for you but they can and will respond when you ask them.

This brings us to the next big question—how to go about getting help? The society has 40 auxiliaries and 25 branches. These are located in the naval districts and at the principal naval stations where naval personnel and their families gather. If you or your dependents are in the vicinity of one of these auxiliaries you or they should present requests in person, if possible; otherwise, by letter. Offices are open during working hours and, in emergencies, some of the staff can usually be reached at night.

Most chaplains are either officials of the society or can tell you how to reach them. If you are stationed in the 9th Naval District or your dependents reside in one of the 13 states of that district, requests should be directed to the Great Lakes Auxiliary, Navy Relief Society, U. S. Naval Training Center, Great Lakes, Ill. If you or your dependents are outside of the 9th Naval District, requests should be sent to the headquarters of the society in Washington. The address is Navy Relief Society, Navy Department, Washington, D. C. All of the above offices are staffed with volunteer and professional personnel who are most willing to work out problems with you or your families.

While "red tape" and delay are reduced to a minimum, it is of course necessary, if discriminating assistance is to be given, that rather full informa-



Barex News, USS Union

'Who, me?'

tion be furnished. This presents no difficulty where the application is made in person. In cases of written requests to the headquarters of the society, however, or to the Great Lakes Auxiliary, it will generally expedite action if full particulars are given.

If the need is immediate and urgent, written or telegraphic applications should be processed through the local chapter of the American Red Cross. An agreement between the society and the Red Cross provides for this service. The Red Cross, also, in places where Navy medical facilities are not available, may be most helpful in arranging for hospitalization, etc., at reasonable rates.

There remains one more question—where does the money come from and how is it spent? A great many people have the impression that all the assistance is by loan. If the loan is repaid, why does the society need money every year? In the first place, all the aid given is by no means by loan. Assistance to dependents of deceased personnel rarely is. In addition, about 10 per cent of the help afforded living personnel is also by outright grant. Another 10 per cent is, for one reason or another, either converted to gratuity on account of later hardship, or has to be written off as uncollectible. Most of this latter class are due to discharge from the service or failure on the part of a comparatively few individuals to meet their obligations.

The outright grants average around \$200,000 per year. Those later converted or written off account for another \$150,000-\$180,000. In addition, although there are over 500 volunteers working in one capacity or another with the society, it is necessary in order to give the most effective service, to employ some 90 paid workers. These are the registered nurses, professional social workers and a nucleus staff of bookkeeping and clerical personnel. These latter are necessary to handle the some 30,000 financial cases, amounting to some \$2,000,000 per year.

Besides the salaries of these workers, there are other expenses, such as purchase and upkeep of cars for nurses and visitors, material for layettes and Thrift Shops, etc. The total amounts to about \$250,000-\$275,000 per year. The grand total of outright expenditures—grants, conversions to grants, loans written off, salaries and all other expenses—comes to about \$600,000-\$650,000 per year.

Against this, the society receives



it doesn't take long
to swallow information in

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

Send check or money order for \$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.

some \$350,000 as income from investments. The remaining \$250,000-\$300,000 is made up by the voluntary contributions of navy personnel and civilian friends and from the proceeds of carnivals, balls and benefits. It should be especially noted that all operating expenses, including the salaries of nurses and professional personnel, are more than covered by the income from investments. All contributions and proceeds from benefits go directly for financial relief of those who need it.

In closing this article, it is again desired to emphasize its purpose. The Navy Relief Society is most conscious of its obligation and responsibility to the officers and enlisted personnel of the Navy and Marine Corps and their dependents. It is the desire of all those connected with the society that all hands in the service be familiar with its purposes and policies and its readiness and willingness to "aid in times of need."

It is the Navy's own organization to take care of its own people. Those having real problems, financial or otherwise, should have no hesitancy in bringing them to Navy Relief.

'Old-Timer' Leatherneck Dies, Enlisted in the Corps in '73

The oldest "old-timer" leatherneck is dead. Irvine Norman Wharton, 89, who until his death claimed to be the oldest Marine alive, has been buried with full military honors at Richmond, Va.

Wharton, who enlisted in the Marine Corps in 1873 when only 13 years of age, served five years in the Corps and was discharged at the age

of 18. Faded official papers show that he entered the Marine Corps to serve for a period of seven years and seven days. The document stated he was four feet, seven inches high.

His enlistment contract contained an agreement to consent to a monthly deduction from his pay of two dollars "for being taught or instructed in the trade or mystery of a musician." Another one-dollar deduction was made "for his scholastic teaching in the ordinary branches of an English education."

Wharton's discharge, signed 1 Aug 1878, stated he was, "by occupation, when enlisted, a boy bound to learn music."

Radioactive Ships Blasted In West Coast Maneuvers

The submarine *uss Skate* (SS 305) and the transport *uss Crittenden* (APA 77) have been sunk by Navy planes and ships during amphibious operations off the coast of southern California.

The two ships, veterans of World War II and the Bikini atomic bomb tests, were declared to be too radioactive to be economically scrapped or repaired. Antisubmarine warfare planes finished off *Skate*. Aircraft, ships' gunfire and torpedoes sent *Crittenden* to the bottom. The sinkings were observed by 500 Army officers who embarked aboard the aircraft carrier *uss Valley Forge* (CV 45) to witness the effects of naval air and sea power.

The two ships simulated enemy forces in joint Navy-Marine amphibious maneuvers on and near San Clemente Island.

DECORATIONS & CITATIONS

Bonus Awards for Medals in QAR Factors

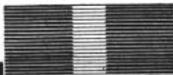
Among many factors included in computing qualifications for advancement in rating are bonus awards based on medals, citations and commendations.

These bonuses are figured on the type of award received and vary with their importance. Although the part that these bonuses play in the final computation is almost insignificant they do have a definite bearing upon the final multiple or score.

The only time that their importance will be felt is when there is stiff competition in the Navy and BuPers is faced with the difficult problem of selecting individuals whose service and examinations score differ in infinitesimal amounts. Although helpful, these bonuses will not avail those who do not otherwise meet the qualifications set forth in BuPers Circ. Ltr. 155-48 (see ALL HANDS, October 1948, p. 42).

Bonuses are credited as follows: 5.00 for Medal of Honor; 4.00 each for Navy Cross, Distinguished Service Cross (Army), Distinguished Service Medal (Army and Navy), Legion of Merit, Silver Star Medal, and Distinguished Flying Cross; 3.00 each for Navy and Marine Corps Medal, Soldier's Medal (Army), Bronze Star Medal, Air Medal and Gold and Silver Life Saving Medals; 2.00 each for commendation ribbon, Specially Meritorious Medal, Presidential Unit Citation (with star), Navy Unit Commendation, Distinguished Unit Badge (Army), Gallant Ship Unit Citation (War Shipping Administration), Letter of Commendation addressed personally to man from President, Secretary of the Navy, or Chief of Naval Operations, and Typhus Commission Medal; 1.00 for Purple Heart.

Each Good Conduct award merits a credit of 1.00, though not grouped specifically as a bonus.



NAVY CROSS

Gold star in lieu of second award:

★ **GLUNTZ, George A., LTJG, USNR, St. Johns Village, Mo.:** As pilot of a bomber in BomRon 94, attached to USS *Lexington*, LTJG Gluntz flew in action against the Japanese in the Inland Sea, Kure, Japan, 28 July 1945. In the face of anti-aircraft fire from both land and naval batteries he pressed home an attack on an enemy battleship and, scoring a direct

hit at the waterline on the port beam, caused a mining blast on the target.

★ **MAHONEY, Robert T., LT, USNR, Milwaukee, Wis.:** As pilot of a torpedo plane and leader of a division in TorpRon 1, attached to USS *Bennington*, LT Mahoney flew in action against the Japanese in the vicinity of the Kure Naval Base, 24 July 1945. In the face of anti-aircraft fire from capital ships and shore-based batteries, he made a low-level glide-bombing attack and maneuvered his planes so skillfully that both he and the wingmen scored direct hits on the flight deck of an enemy carrier, severely damaging that vessel.

First award:

★ **CLARK, Douglas A., LCDR, USN, Jacksonville, Fla.:** As flight leader and pilot of a fighter plane in FitRon 30, attached to USS *Belleau Wood*, LCDR Clark flew in action against the Japanese in the vicinity of the Japanese home islands on 21 Mar 1945. Leading a combat air patrol protecting the task force, he directed his squadron in an attack on a large enemy bomber formation in spite of the protection of a high fighter cover. Although his flight was far outnumbered by the enemy, he personally shot down

one enemy fighter and damaged another, thereby aiding in turning back the threat to the security of our task force and contributing to the destruction of the enemy bombers without the loss of a single friendly plane.

★ **GLUNTZ, George A., LTJG, USNR, St. Johns Village, Mo.:** As pilot of a bomber in BomRon 94, attached to USS *Lexington*, LTJG Gluntz fought during action against the Japanese in the Inland Sea, Kure, Japan, 24 July 1945. In the face of heavy anti-aircraft fire from both land and naval batteries, he attacked an enemy battleship, scoring a direct hit on the superstructure.

★ **HOLMES, Kenneth A., LTJG, USNR, Garvey, Calif.:** As pilot of a dive bomber in Air Group 8, attached to USS *Bunker Hill*, LTJG Holmes flew in action against the Japanese in the First Battle of the Philippine Sea, 20 June 1944. Flying at extreme combat radius in a strike against major enemy fleet units, he flew in over the assigned area in spite of fierce aerial opposition and a terrific barrage of fire sent up from guns of all calibers including main batteries. He pressed home his own attack against a cruiser and scored a direct hit at low altitude.

★ **OLDENDORF, Jesse B., VADM, USN, San Diego, Calif.:** As commander of the support force, VADM Oldendorf participated in the Battle of Surigao Strait on 25 Oct 1944.

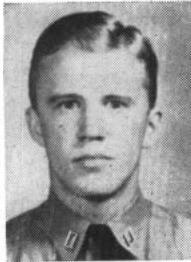
While supporting landings on a heavily defended enemy-held island base, he engaged a powerful detachment of the Japanese fleet, consisting of battleships, cruisers and destroyers in a short but decisive action which practically annihilated the enemy force. Leading units of his command with the aid of cooperating aircraft in the pursuit of the fleeting units, he was largely



VADM Oldendorf



LTJG Gluntz



LT Mahoney



LTJG Holmes



LT Seaman

ALL HANDS

responsible for the complete destruction of this formidable force.

★ **OLSON, Eugene R., PHM2, USNR, Minneapolis, Minn.:** As hospital corpsman attached to a Marine battalion, Olson participated in the action on Iwo Jima, Volcano Islands, 3 Mar 1945. He voluntarily left a protected position to assist an adjoining company which was having heavy casualties. Completing his work he returned to his own company and, a few minutes later, advanced beyond his own front lines to attend to wounded men lying in the lane of fire. Although bullets pierced his first aid pouch and canteen, he brought a wounded man to the rear of the lines and administered first aid. Again, two days later, he walked into a known fire lane and, braving grenades thrown from the cliff, removed and treated another marine. When machine gun fire pinned down his whole platoon, he again moved out ahead of the front lines to treat another marine.

★ **SEAMAN, Donald F., LT, USNR, Spokane, Wash.** As member of a volunteer motor torpedo boat crew, LT Seaman participated in the rescue of a Navy fighter pilot who had been shot down in Wasile Bay, Halmahera Island, 16 Sept 1944. After attempts at rescue by plane had been turned back by the anti-aircraft fire, he requested permission to take part in the rescue by surface craft. Although the torpedo boats were turned back twice by intense fire from the coastal defense guns, they finally succeeded in reaching the flier. When it became evident that the pilot was too badly injured to help himself, LT Seaman dived into the shell-splashed water and assisted the pilot aboard.

★ **SMITH, Walton W., RADM, USN (Ret), East Hartford, Conn.:** As CO of USS *Cabot*, RADM Smith participated in action against the Japanese at Iwo Jima and Okinawa from 14 March to 8 Apr 1945. With his task group under night and day savage attack on 19 of the 26 days of this action, he fought his ship courageously and, by prompt and expert ship-handling, saved the *Cabot* from extensive damage by two separate suicide attacks directed against the carrier. On 7 April he directed an attack against the Japanese battleship *Yamato* and accompanying vessels which, together with the blows of other carriers, resulted in the sinking of the battleship, a light cruiser and several destroyers.



NAVY AND MARINE CORPS MEDAL

★ **TYAS, Robert H., PHM1, USNR, Longview, Wash. (Posthumously):** Attempted to rescue his executive officer trapped in the chart room, USS *Southern Seas*, during typhoon in Buckner Bay, Okinawa, 9 Oct 1945.



BRIEFING in ready room prior to taking off for Hawaii is reminiscent of similar scenes in the unlamented past under less pleasant circumstances.

12 Navy Planes Hippety-Hop to Hawaii

Adopting a trick of pony express riders who knew how to consume distance with relatively fast, short-range horses, the Navy has succeeded in crossing a vast over-water distance with fast, short-range planes.

The flight, the first of its kind in history, began at Moffett Field, near San Francisco, Calif., and ended at NAS Oahu, T.H. Twelve fighter and attack planes made the 2100-mile journey in approximately 12 hours.

Counterpart of the pony express horse-changing stations consisted of two aircraft carriers, USS *Tarawa* (CV 40) and USS *Princeton* (CV 37), stationed at points one-third and two-thirds of the distance to Hawaii. Instead of changing planes, however, the fliers merely refueled their planes and resumed flight. Four F4U-4 Corsairs, four F8F Bearcats and four AD-1 Skyraiders made the three-stage journey.

The operation emphasized the value of aircraft carriers as mobile air bases. Such use of carriers permits planes to use the shortest overseas route, to route their flights to avoid

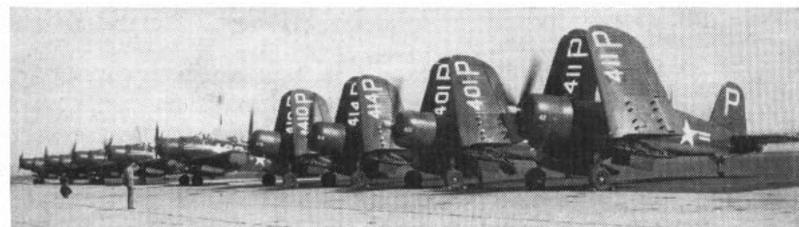
storm areas or to vary their routes in relation to enemy action.

Destroyers and cruisers were stationed at intervals along the course of the pony express operation planes, keeping the planes under radar observation at all times. Search and rescue planes assisted in covering the first and last legs of the trip. No special equipment was carried by the planes for the long journey.

Carrier jet planes will be used in later demonstrations of the fast ferry operation.



PREDAWN take-off, 2 carrier stops, put flight in Hawaii 11 hours later.



THREE-STAGE hop was made by short-ranged Corsairs, Bearcats and Skyraiders. Operation emphasized the value of carriers as mobile air bases.

BOOKS:

VARIETY KEYNOTES THIS MONTH'S LIST

FACT and fiction fight for your attention this month, with lots of laughs to balance the serious reading. Big-name authors are on the plan of the day and their books are on the way to ship and station libraries.

The biggest problem this month is deciding what to read first.

• *The Fortunate Islands*, by Walter Karig; Rinehart and Company.

Take a sense of humor, add some little known facts, sprinkle with spice and salt, then stir casually. There you have *The Fortunate Islands*. After the Fleet gets this book BuPers will be flooded with requests for transfer to Micronesia, those fortunate islands.

Author Walter Karig, the sailor's storyteller, comes through again with

a foamy masterpiece. Still, the serious purpose of this fine book benefits by his humor. The world will understand "American" Micronesia (acquired by the U.S. as a result of World War II). What the U.S. will do with this South Seas paradise is in the hands of Uncle Sam and the missionaries.

Walter Karig, a captain in the U. S. Naval Reserve, dumps cold water on any fear that he is serving up heavy-handed statistics. Says he, "If it's history you want I hope you know where to find it. The Library of Congress will be glad to furnish a list of good solid reading on who got where, when."

Captain Karig gives you facts all right, but he rigs them up in lightly titled chapters with text to match. For instance, there is no boredom in "The Facts of Life"—"Smile LaKwa Ebwer"—"Pills, Problems and Parties."

You'll be sorry to see this heavily spiced narrative come to an end.

• *Crusade in Europe*, by Dwight D. Eisenhower; Doubleday and Company, Inc.

"Ike" Eisenhower does not disappoint. His personal account of the *Crusade in Europe* will be hailed by all fighting men.

Dwight Eisenhower gives a straight-from-the-shoulder view of the war as seen by the man who was Supreme Commander of the Allied Forces. It bears the stamp of his characteristic humanism and is more than a step-by-step account of World War II.

Navy men who were a part of the offensive will see their operations mapped into the gigantic war picture that was the battle for Europe.

There is one chapter, especially, which will create speculation—the chapter on Russia. In view of tensions which accent today's world affairs, this is "must" reading.

It is unfair, however, to select one chapter over another. *Crusade in Europe* is tops all the way.

• *The Lost Art of Profanity*, by Burges Johnson; Bobbs-Merrill Company.

American profanity has lost its

fizz. This is the verdict of Dr. Burges Johnson who has dredged up the remains of cussing's brighter day.

In this book *The Lost Art of Profanity*, Dr. Johnson laughs while he writes. No doubt he is an oath-slinger of distinction who looks down with pity upon his fellow men who have lost their touch.

In his search for professional cursers he went to what he thought would be the source—American servicemen. He did not find them the hot-tempered swearers of his vision but only copy-cat amateurs.

This book gives a rollicking glimpse into the private swearing-lives of the famous. There is a foreword by H. L. Mencken and drawings by Orson Lowell which add much. *The Lost Art of Profanity* will provide an evening or two of #*?! good fun.

• *The Hearth and Eagle*, by Anya Seton; Houghton Mifflin Company.

Marblehead, Mass., typical of many New England seacoast towns, forms the backdrop for this new Anya Seton novel.

Miss Seton has previously scored with two best-sellers, *Dragonwyck* and *Turquoise* and her latest novel will certainly join this high-stepping company.

Hearth and Eagle is the name of the inn where much of the action of the story takes place. The girl, Hesper, and the Honeywood family, take the center of the stage and are well drawn as reflectors of a fiercely individualistic country.

Much of the rawboned independence of New England has been caught by the author who always gives a good account of her talent.

• *The Big Fisherman*, by Lloyd C. Douglas; Houghton Mifflin Company.

Two million readers were convinced that Lloyd C. Douglas would never surpass his world-famous novel *The Robe*. They were wrong. Mr. Douglas travels even further up the inroads of Christianity in his new and powerful novel-biography of *The Big Fisherman*.

Here is the story of Simon Peter—"the big fisherman" the swearing, brawling, physical giant who lived a two-fisted waterfront existence; the man who heard Jesus say to him, "Lay down thy nets and follow me"; the man who followed faithfully during the most heroic and tragic days of history.

WHAT'S IN A NAME



Blue Monday

Most every sailor has had his share of Blue Mondays but few know that this term dates back to the 18th century.

Sailors really had Blue Mondays in those days. It was customary then to log a man's violations during the week and wait until Monday to administer the flogging. As the punishment of flogging always resulted in a color complement of black and blue the day was sometimes called Black and Blue Monday.

Sailors nowadays refer to Monday being blue because it is the first working day following a week-end of liberty.

EARLY NAVY ACTION



A STORY OF YANKEE VALOR

This true sea story of the American Revolution is an excerpt from the book "Fanning's Narrative" written by Nathaniel Fanning and first published in 1806. Another edition appeared in 1808, and in 1912 the Naval History Society of New York published a reprint edited by LCDR John S. Barnes.



EARLY NAVY ACTION

A man of sprightly spirit was Midshipman Nathaniel Fanning. Living as he did during the precarious period of the American Revolution, the times suited his yen for adventure and excitement. Unlike his younger brother Edmund, who became a notorious Tory and a colonel in the British Army, Nathaniel Fanning chose the American side of the issue—and the Navy's part in it.

Before the war ended, Fanning was captured four times by the British, returning to action each time through exchange or recapture. He served under John Paul Jones and in many ships in the modest American navy, held a lieutenant's commission in the French navy and operated as a privateer plundering British shipping.

Against this background of variety, one event stands out as the most notable in Fanning's career. This was the meeting off the coast of Scotland in 1779 of a tiny American-French allied fleet with a large British convoy, which was followed by one of the wackiest—and bloodiest—sea battles of all time.

When John Paul Jones, commodore of the allied squadron, ran his *Bon Homme Richard* into battle with *HMS Serapis*, his other three warships scattered for various reasons. The French vessel *Pallas*, whose skipper believed Jones' crew were in mutiny after watching the unorthodox movements of his ship, stood out to sea to escape the British. The Frenchman *Vengeance*, having no desire to dent her paintwork, stood off and watched. *USS Alliance*, commanded by a moody skipper, refused to obey Jones' orders and deserted the fleet.

Pallas later returned, after its skipper decided Jones' crew weren't mutinied after all, and engaged the other British escort *Countess of Scarborough*. *USS Alliance* also suddenly appeared but, mistaking *Bon Homme Richard* for a British vessel, fired two full broadsides into her and then stood out to sea for the remainder of the battle.

The deciding factor was a grenade, tossed at the right time into the right place. *Serapis* surrendered and was taken over, but *Richard*, the most seriously damaged, heeled over and sank shortly afterward. Her crew sailed *Serapis* into Holland.

Serapis' casualties came to 137 killed and 67 wounded out of 307 on board, but *Good Man Richard*, as Nathaniel Fanning calls his ship, lost 165 killed and 137 wounded or missing out of 380. "Of the wounded," Fanning wrote in his book published in 1808, "nearly 100 were thrown overboard from the vessels in the squadron where they had conveyed after the action. With regard to so many of the wounded having died, it was probably owing to the unskillfulness of the surgeons who amputated them. The fact was, we had but one surgeon in the squadron who really knew his duty. . . ."

ON THE 22d day of September, 1779, at 4 P.M. we discovered a fleet in the S.E. quarter, standing for Scarborough. At 5 P.M. we could plainly discover that this fleet was convoyed by two English sloops of war, the largest of which, taking us to be an enemy, made the signal for the fleet to disperse and save themselves. The two sloops of war then made sail from us, as did also the merchantmen, although they had by this time got pretty near us.

We had just put the 2d Lieutenant of our ship on board of the small tender, with about twenty men well armed, in order to take possession of these merchant vessels that were the nearest to us, when a fleet was discovered in the Eastern board. The weather clearing off a little about the same time, we could count thirty-seven sail of vessels in that quarter, all apparently standing in for land. As soon as our commodore, John Paul Jones, had taken a peep or two at them with his spy-glass, he expressed himself to his officer, then standing by him upon the quarterdeck, in this manner: "that is the very fleet which I have been so long cruising for."

He immediately ordered a signal to be made for the squadron to abandon the small fleet, which we were then almost in the possession of, consisting of thirteen sail of vessels, some of which were said to be very valuable. Another signal was made for the squadron to crowd all sail after the fleet in the Eastern board, and without waiting for the tender, on board of which was one of his best officers and twenty of our best men.

Now came on a general chase for the enemy. At half past 6 o'clock P.M. we were near enough to distinguish two of this fleet to be ships of war, one of them having the appearance of a frigate and the other a sloop of war. These two ships, perceiving that we were enemies and that by our maneuvering our intentions were to attack them, hove in stays and stood off the land, but could not make a harbour as there was engaging us.

At 7 P.M. made a signal to speak *Alliance* and *Pallais*; in a quarter of an hour thereafter, spoke *Alliance*, when Captain Jones ordered the captain of her to engage the largest of the two ships of war in conjunction with *Good Man Richard* and that as soon as he had fired his broadsides, if a favourable opportunity then presented, to board her and for that purpose to have his men in readiness.

He answered that the Commodore would be obeyed. This was succeeded by three cheers from the officers and crew of *Alliance*. Also, Jones ordered the captain of *Pallais* to engage the smallest ship of the enemy, who was now pretty near us. We then had a breeze from the S.S.W. of perhaps six knots. They soon after hove to and hauled up their courses, and showed St. George's colours.

Our little squadron, drawn up in order of battle, shewed them the thirteen stripes, colours which we fought under. Soon after the largest of the enemies' ships made a signal in consequence of which her consort, in the twinkling of an eye, set all the sail she could and endeavoured to make her escape by running to the leeward. *Pallais*, agreeable to orders, made sail after her. *Alliance* too, disobeying orders, quit her station and ran to the leeward, making all the sail she could crowd. So we were now left alone, *Vengeance* being then astern and never came into the action, to

contend with a ship far superior to ours as will be seen hereafter.

The command of the maintop having been given to me some time before, I was ordered down on the quarterdeck, as was the captains of the fore and mizzen-tops who were both midshipmen and very young, neither of them exceeding seventeen years of age. We received our orders from Captain Jones in person, which were in substance that at first and until the enemies' tops were silenced to direct the fire of the musquetry, blunderbusses, cowhorns, and swivels from our tops into the enemies' tops, always taking care to fire into the enemies' top nearest the one we occupied in our ship in order, he said, that we might, after silencing the enemies' tops, have the fairer opportunity of clearing their decks. The captains of the tops, having received orders how to proceed during the action, within a few minutes of commencing mounted to their stations and drew up into the tops a double allowance of grog for their men.

By this time we were near our antagonist, when she hauled down St. George's colours and hoisted the red flag, with the union on the upper corner of it, which the captain with his own hands nailed to the flagstaff: this was told us by some of his officers after the battle, and which fact the captain did not deny after he was made a prisoner.

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By this time *Serapis* had tacked ship and bore down to engage us. At a quarter past 8, just as the moon was rising with majestic appearance, the weather being clear, the surface of the great deep perfectly smooth, even as in a mill pond, the enemy hailed thus: "What ship is that?" in true bombastic English style, it being hoarse and hardly intelligible.

The answer from our ship was, "Come a little nearer, and I will tell you."

The next question was, by the enemy, in a contemptuous manner, "What are you laden with?"

The answer returned was, if my recollection does not deceive me, "Round, grape, and doubleheaded shot." And instantly, *Serapis* poured her range of upper and quarterdeck guns into us, as she did not shew her lower deck guns till about ten minutes after the action commenced. The reason of this I could not learn but I suppose they intended to have taken us without the aid of their lower deck guns. We returned the enemies' fire, and thus the battle began.

At this first fire, three of our starboard lower deck guns burst and killed the most of the men stationed at them. As soon as Captain Jones heard of this circumstance, he gave orders not to fire the other three eighteen pounders mounted upon the deck but that the men stationed to them should abandon them.

Soon after this we perceived the enemy by their lanthorns busy in running out their guns between decks which convinced us *Serapis* was a two-decker and more than our match. She had by this time got under our stern, which we could not prevent. And now she raked us with whole broadsides, and showers of musketry. Several of her eighteen pound shot having gone through and through our ship, on board of which she made a dreadful havock among our crew. The wind was now very light and our ship not under proper command, *Serapis* out-sailing us by two feet to one. This advantage the enemy discovered and

improved it by keeping under our stern, raking us fore and aft. At length the poor French colonel stationed upon the poop, finding almost all his men slain, quit the station with his surviving men and retired upon the quarterdeck.

All this time our tops kept up an incessant and well-directed fire into the enemies' tops which did great execution. *Serapis* continued to take position either under our stern or athwart our bow and gauled us in such a manner that our men fell in all parts of the ship by scores. At this juncture, it became necessary on the part of our commander to give some orders to extricate us from this scene of bloody carnage, for had it lasted one half an hour longer, in all human probability the enemy would have slain nearly all our officers and men. Consequently we should have been compelled to strike our colours and yield to superior force.

Accordingly, Captain Jones ordered the sailing master, a true blooded yankee whose name was Stacy, to lay the enemies' ship on board. As *Serapis* soon after passed across our fore foot, our helm was put hard aweather, the main and mizzen topsails, then braced aback, were filled away, a fresh flaw of wind swelling the mat that instant, which shot our ship quick ahead ran her jib boom between the enemies' starboard mizzen shrouds and mizzen vang.

Jones at the same time cried out, "Well done, my brave lads, we have got her now. Throw on board the grappling irons and stand by for boarding." This was done but the enemy soon cut away the chains which were affixed to the grappling irons; more were thrown on board, and often repeated. As we now hauled the enemies' ship snug along side of ours, with the tailings to our grappling irons, her jibstay was cut away aloft and fell upon our ship's poop, where Jones was at the time. He assisted Mr. Stacy in making fast the end of the enemies' jibstay to our mizzenmast.

The former here checked the latter for swearing: "Mr. Stacy, it is no time for swearing now. You may by the next moment be in eternity, but let us do our duty."

] 3 [

A strong current was now setting in towards Scarborough, the wind ceased to blow, and the sea became as smooth as glass. By this time the enemy, finding that they could not easily extricate themselves from us, let go one of their anchors, expecting that if they could cut us adrift the current would set us out of their reach, at least for some time.

The action had now lasted about forty minutes, and the fire from our tops having been kept up without intermission with musketry, blunderbusses, cowhorns swivels, and pistols directed into their tops, which at this time became silent except for one man in her fore-top who would once in a while peep out from behind the head of the enemies' foremast and fire into our tops.

As soon as I perceived this fellow, I ordered the marines in the maintop to reserve their next fire, and the moment they got sight of him to level their pieces at him and fire. This they did and we soon saw this skulking tar, or marine, fall out of the top upon the enemies' fore-castle. Our ensign-staff was shot away and both that and the thirteen stripes fell into the sea in the beginning of the action. Both ships were now lying head and stern and so near together that our

EARLY NAVY ACTION cont.

heaviest cannon amidships as well as those of the enemy could not be of any use, since they could neither be spunged nor loaded.

In this situation the enemy, to prevent (as they told us afterwards) our boarding them, leaped on board of our ship and some of them had actually got upon the fore part of our quarterdeck. Several were there killed and the rest driven back on board of their own ship, whither some of our men followed them and were most of them killed.

Several other attempts to board were made by both parties in quick succession, in consequence of which many were slain upon the two ship's gangways on both sides. We were now something more than a league E. by S. from a point of land called Flamborough Head and in about ten or twelve fathoms of water (and the reader may rest assured that *Serapis'* anchor was at the bottom, her crew not having any leisure time to weigh it.) We remained here until the battle was at an end.

The enemy's tops being entirely silenced, the men in ours had nothing to do but to direct their whole fire down upon the enemy's decks and fore-castle. This we did, and with so much success that in about twenty-five minutes more we had cleared her decks so that not a man on board *Serapis* was to be seen. However, they still kept up a constant fire, with four of their foremost bow guns on the starboard side—two eighteen pounders upon the lower gun deck, and two nine pounders upon her upper gun deck. These last were mounted upon her fore-castle, under cover from our fire from our tops. Her cannon upon the larboard side, upon the quarterdeck and fore-castle, from the position of both ships, were rendered altogether useless. Her four guns which she could manage annoyed us very much and did our ship considerable damage.

About this time the enemy's light sails, which were filled onto *Serapis'* cranes over her quarterdeck sails, caught fire. This communicated itself to her rigging and from thence to ours. Thus were both ships on fire at one and the same time. Therefore the firing on both sides ceased till it was extinguished by the contending parties, after which the action was renewed.

By this time, the top-men in our tops had taken possession of the enemy's tops, which was done by reason of *Serapis'* yards being locked together with ours, so that we could with ease go from our maintop into the enemy's foretop, and so on from our foretop into *Serapis'* maintop. Having knowledge of this, we transported from our own into the enemy's tops stink pots, flasks, hand grenades, &c. which we threw in among the enemy whenever they made their appearance.

] 4 [

The battle had now continued about three hours, and as we in fact had possession of *Serapis'* top, which commanded her quarterdeck, upper gun deck and fore-castle, we were well assured that the enemy could not hold out much longer and were momentarily expecting that they would strike to us, when the following farcical piece was acted on board our ship.

It seems that a report was at this time circulated among our crew between decks and was credited among them that Captain Jones and all his principal officers

were slain, the gunners were now the commanders of our ship, that the ship had four or five feet of water in her hold, and that she was then sinking. They therefore advised the gunner to go upon deck, together with the carpenter and master at arms, and beg of the enemy quarters, in order, as they said, to save their lives.

These three men being thus delegated, mounted the quarterdeck and bawled out as loud as they could, "Quarters, quarters, for God's sake, quarters! our ship is a sinking!" and immediately got upon the ship's poop with a view of hauling down our colours.

Hearing this in the top, I told my men that the enemy had struck and was crying out for quarters, for I actually thought that the voices of these men sounded as if on board of the enemy—but in this I was soon undeceived.

The three poltroons, finding the ensign and ensign staff gone, proceeded upon the quarterdeck and were in the act of hauling down our pendant, still bawling for quarters when I heard our commodore say, in a loud voice, "What damned rascals are them—shoot them—kill them!"

He was upon the fore-castle when these fellows first made their appearance upon the quarterdeck where he had just discharged his pistols at some of the enemy. The carpenter and the master-at-arms, hearing Jones' voice, sculked below, and the gunner was attempting to do the same when Jones threw both of his pistols at his head, one of which struck him in the head, fractured his skull, and knocked him down at the foot of the gangway ladder, where he lay till the battle was over.

Both ships now took fire again and on board of our ship it communicated to and set our maintop on fire, which threw us into the greatest consternation imaginable for some time, and it was not without some exertion and difficulty that it was overcome. The water which we had in a tub in the fore part on the top was expended without extinguishing the fire. We next had recourse to our clothes, and by pulling off our coats and jackets and then throwing them upon the fire and stamping upon them, in a short time we smothered it.

Both crews were also now, as before, busily employed in stopping the progress of the flames, and the firing on both sides ceased. The enemy now demanded of us if we had struck, as they had heard the three poltroons halloo for quarters.

"If you have," said they, "why don't you haul down your pendant?" They saw that our ensign was gone.

"Ay, ay," said Jones, "we'll do that when we can fight no longer, but we shall see yours come down the first, for you must know that Yankees do not haul down their colours till they are fairly beaten."

The combat now recommenced again with more fury if possible than before, on the part of both, and continued for a few minutes, when the cry of fire was again heard on board of both ships. The firing ceased and both crews were once more employed in extinguishing it, which was soon effected. The battle was renewed again with redoubled vigour, with what cannon we could manage: hand grenades, stink pots, &c, but principally, towards the closing, with lances and boarding pikes.

At three quarters past 11 P.M. USS *Alliance* frigate hove in sight, approached within pistol shot of our

stern and began a heavy and well directed fire into us, as well as the enemy, which made some of our officers as well as men believe that she was an English man of war. (The moon at this time, as though ashamed to behold this bloody scene any longer, retired behind a dark cloud.)

It was in vain that some of our officers hailed her and desired them not to fire any more. It was in vain they were told that they were firing into the wrong ship. It was in vain that they were told that they had slain a number of our men. It was in vain also that they were told that the enemy was fairly beaten, and that she must strike her colours in a few minutes. *Alliance*, I say, notwithstanding all this, kept a position either ahead of us or under our stern, and made a great deal of havoc and confusion on board of our ship. She did not cease firing entirely till the signal of recognisance was displayed in full view on board of our ship which was three lighted lanthorns ranged in a horizontal line about fifteen feet high, upon the fore, main and mizzen shrouds upon the larboard side. This was done in order to undeceive *Alliance*. It had the desired effect, and the firing from her ceased.

At thirty-five minutes past 12 at night, a single hand grenado was thrown by one of our men out of the maintop of the enemy, designing it to go among the enemy who were huddled together between her gun decks, on its way it struck on one side of the combing of her upper hatchway and rebounding from that, it took a direction and fell between their decks where it communicated to a quantity of loose powder scattered about the enemy's cannon. The hand grenado, bursting at the same time, made a dreadful explosion and blew up about twenty of the enemy.

It was, however, some time before the enemy's colours were struck. The captain of *Serapis* gave repeated orders for one of his crew to ascend the quarterdeck and haul down the English flag, but no one would stir to do it. They told the captain they were afraid of our riflemen, believing that all our men who were seen with muskets were of that description. The captain of *Serapis* therefore ascended the quarterdeck, and hauled down the very flag which he had nailed to

the flagstaff a little before the commencement of the battle, which flag he had at that time in the presence of his principal officers swore he never would strike to that infamous pirate, J. P. Jones.

The enemy's flag being struck, Captain Jones ordered Richard Dale, his first lieutenant, to select out of our crew a number of men and take possession of the prize, which was immediately put in execution. Several of our men (I believe three) were killed by the English on board of *Serapis* after she had struck to us, for which they afterwards apologized by saying that the men who were guilty of this breach of honour did not know at the time that their own ship had struck her colours.

] 5 [

Thus ended this ever memorable battle, after a continuance of a few minutes more than four hours. The officers, headed by the captain of *Serapis*, now came on board of our ship. The latter (Captain Parsons) enquired for Captain Jones, to whom he was introduced by Mr. Mase, our purser.

They met, and the former accosted the latter, in presenting his sword, in this manner: "It is with the greatest reluctance that I am now obliged to resign you this, for it is painful to me, more particularly at this time, when compelled to deliver up my sword to a man who may be said to fight with a halter around his neck!"

Jones, after receiving his sword, made this reply: "Sir, you have fought like a hero, and I make no doubt but your sovereign will reward you in a most ample manner for it."

Captain Parsons then asked Jones what countrymen his crew principally consisted of. The latter said, "Americans."

"Very well," said the former, "it has been diamond cut diamond with us."

During the foregoing battle, there were by computation fifteen hundred people upon the land on Flamborough Head and near it who beheld this scene of human carnage, some of whom I have since seen said that the tops of the nearest ship to the land, which was *Good Man Richard*, after the first of the action appeared to the beholders as in a constant blaze of fire.



SINKING in victory, *Bon Homme Richard* was abandoned. Her gallant crew returned to port in the captured *Serapis*.

TAFFRAIL TALK

EVER wonder why more photographs from your command are not used in ALL HANDS?

It may be because of a very simple reason: The Navy men in the pictures are "out of uniform."

ALL HANDS isn't interested in stuffy, unnatural photos that have the eye appeal and warmth of a block of ice. The magazine wants natural, unposed pictures that tell a story—and a photo of Navy men in proper uniform can still be a good story-telling shot.



The staff's artists, with all their air brush wizardry, cannot effectively give the photographed men haircuts, square the too-small hat jammed on the back of the head, or lower the neckerchief wrapped around their upper wind pipe. Such a "retouched" photo doesn't ring true.

Certain standards of military appearance must be maintained in photographs reproduced in ALL HANDS.

Give our "retouching" artists a break, Navy photographers—

Have the hats squared, the hair cut, the neckerchiefs below the V—then snap the shutter.

* * *

"Please send me the law or directive which will prove ALL HANDS wrong," said a chaplain's letter to BuPers in referring to our piece on flags in the July 1948 issue. Seems that the station CO read in the article that the church pennant should not fly over the national ensign during Sunday services on shore stations and ordered the practice to cease. The chaplain, however, wouldn't believe it and asked BuPers to check the facts.

Although the magazine is only semi-official, all printed matter is very carefully checked with Navy officers in charge of the subject program and anyone else who might be concerned. From five to 10 persons check every single story and sign their initials on a clearance sheet before the story is sent to the printer.

In all, there have been probably 20 letters questioning us on various parts of the flag article . . . and we've been right every time.

* * *

Sometimes we get letters from sailors expressing through us their appreciation to BuPers, such as the gunner's mate who told us in rather jubilant tones about his honeymoon: "My present ship just came back from China a few months ago and I wrote to BuPers for permission to take my leave in England to get married. They approved it and a visa was on its way. I started hitch-hiking by air to the East Coast, and then caught a plane to Germany, where I caught a hop to England. I was married and spent my honeymoon in the Channel Islands, Paris, London, Glasgow and the Isle of Wight, then flew back. I had over 30 days there and had a very nice time. . . ."

The All Hands Staff

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 number 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.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corp. Requests from Marine Corps activities should be addressed to the Commandant.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D.C.: 20 cents per copy; subscription price \$2.00 a year, domestic (including FPO and APO addresses for overseas mail); \$2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

• **AT RIGHT:** When units of the Sixth Task Fleet were relieved at Gibraltar, the heavy cruiser USS *Albany* relieved the light cruiser USS *Fargo* as flagship of Vice Admiral Forrest P. Sherman, Commander Sixth Task Fleet, shown inspecting the crew of his new flagship. ➔

INSPECTION



1949

ALL HANDS

1949

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

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