

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O

AUGUST 1946

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AUGUST 1946

NAVPERS-O

NUMBER 354

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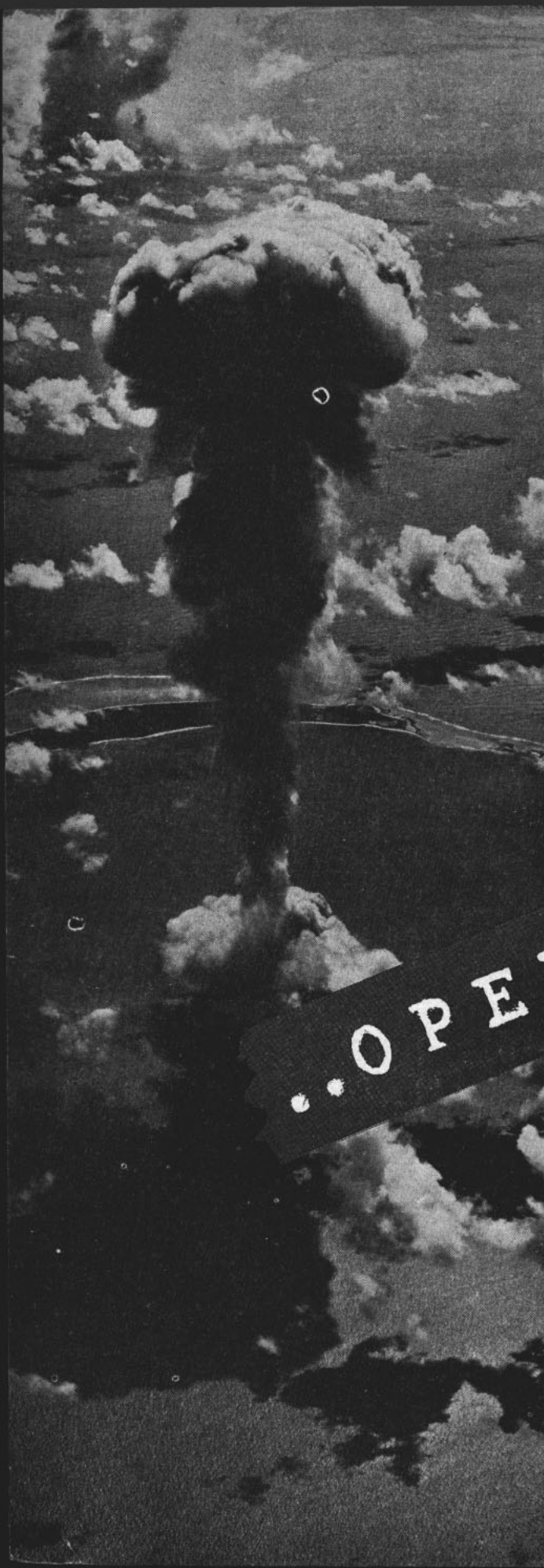
TABLE OF CONTENTS

	Page
Operation Crossroads	2
Secrets of the Storm	8
Navy and V-J Day	12
Nine Lives	17
Great Guns	18
Old Heart of Oak	23
Justice for All	26
Surf Seers	30
Battin' the Breeze on the 7 Seas	32
The Word	34
Books: History Brought to Life	36
Indian Who Finally Made Chief	37
Letters to the Editor	38
The Month's News	40
Decorations and Citations	54
THE BULLETIN BOARD	66
Permanent USNR Status	68
Rhodes Scholarships Offered	70
How to Submit Claims	72
Voting Information	73
Range, Target Rules Revised	74
New Base Pay Tables	75
Retirement Pay Tables	76
All Thumbs	79
Fantail Forum	80

● FRONT COVER: These sailors are watching the atom bomb cloud at Bikini on 1 July from a position many miles away but can still see it with ease. (See p. 2)

● AT LEFT: Fueling and replenishing operations were an important phase of recent Eighth Fleet exercises in the Caribbean. USS Steinaker (DD 863) takes on fuel from the USS Chemung (AO 30). USS Princeton (CV 37) is in background.

CREDITS: Front cover, inside front cover and inside back cover, official U. S. Navy photographs. On pp. 40-41; lower left, upper right, lower right, Press Association, Inc.; upper left, left center, official U. S. Navy photographs.



BOMBS USHER IN

GREAT SHIPS were tossed about Bikini lagoon as if they were a child's toy boats and the sea literally blew into the sky on Baker Day of Operation CROSSROADS. The fifth atomic bomb to be detonated by man, suspended beneath the surface of the lagoon from USS *LSM 60*, did far greater damage than the B-29-dropped bomb caused on 1 July.

The USS *Arkansas*, oldest battlewagon in the Fleet, plunged to the floor of the lagoon minutes after the blast to become the first battleship victim of The Bomb. Seven hours later, beloved *Saratoga* ended her glorious naval career, the first aircraft carrier to sink from an atomic explosion. Frantic efforts to beach the gallant *Sara* in time to save her were in vain.

Saratoga's poignant death struggle caused emotion among spectators. Few eyes were dry as the rescue tugs rushing to the aid of the mortally wounded lady were forced back.

Radioactive Rain of Death

Millions of tons of deadly radioactive sea water were hurled thousands of feet into the air by the bomb, nicknamed "Helen of Bikini" by an unknown bluejacket. The settling cloud of poisonous vapor obscured the entire target fleet and some eye-witnesses thought at first that most of the ships had been sunk. As the cloud rose, the devastation proved to be less severe than unofficial pre-blast estimates but still greater than the air-drop of Able Day.

As ALL HANDS went to press shortly after the second detonation, damage stood as follows: Sunk—*Arkansas* and *Saratoga*, a cement oiler *YO 160*, two LCTs and, of course, the *LSM 60* from which "Betty" hung 25 feet into the water. Probably sunk—Five submarines, which were submerged about the bullseye to test underwater blast, USS *Pilotfish*, *Apogon*, *Skipjack*, *Sea Raven* and *Dentuda*. Badly damaged—USS *New York*, the Jap BB *Nagato*, U. S. destroyer *Hughes*, and APA *Fallon*.

The first "Big Boom at

OPERATION...CR

Bikini" on 1 July had given its full share of thrills in the most colossal of man-made spectacles. At 0900 Bikini Atoll awoke from a silent slumber in the tropic heat, and quaked to the rumbling devastation of the world's fourth atomic blast. Thirty-six thousand observers tensed as the initial burst of white brilliance and subsequent ball of scarlet fire rose into a towering mushroom-like cloud of radioactivity. Everything short of the end of the world had been predicted as a possible result of Gilda's explosion and some shadow of doubt lay in the back of many minds.

Starboard decks of the USS *Appalachian*, task force press vessel, provided "box seats" for 118 news representatives who crouched alongside some 400 Navy men, crowded topside to view the history-making event. Staring through special polaroid goggles toward the expected position of the blast, the spectators were 13 miles from the USS *Nevada*,

ALL HANDS Writer Saw Blast; Here's His Eye-Witness Story

An ALL HANDS correspondent watched the burst, saw the mushrooming cloud of the atomic bomb at Bikini 1 July. Later he entered Bikini lagoon and observed the damaged target fleet at first hand. In this article, written aboard USS *Appalachian* (AGC 1), Frank A. Weihs, Slc, USNR, gives his impressions of the historic experiment, and brings ALL HANDS readers up to date on latest developments at Bikini.

A NEW ERA

which was the center and zero-point of the 73-ship target array. Observers were hushed as the "Apple's" public address system kept them abreast of developments. Special arrangements had been made to keep all personnel of the task force informed of minute-to-minute occurrences. Radios below decks gave every man a ringside seat.

At 0900, "Dave's Dream," the atomic B-29, made its final target run and released the nuclear missile. Thirty seconds later a brilliant green-white flash heralded the thunderous detonation of the bomb. A brilliant light momentarily obscured all vision, and a pillar of scarlet fire formed into a flaming ball which climbed slowly into the sky. A long, rumbling sound reached the press ship one and a half minutes later. Pink and white in the morning sun, the soaring "mushroom" had reached a height of 30,000 feet in twelve minutes. Reactions among the observers

OS SROADS . . .

were varied. Some shouted, some cursed. Others just sat there and stared. Some joked about the tidal wave that didn't come. Others laughed and mentioned the hole that didn't drop out of the bottom of Bikini lagoon.

They had seen the dreaded A-Bomb in action. It was a big day.

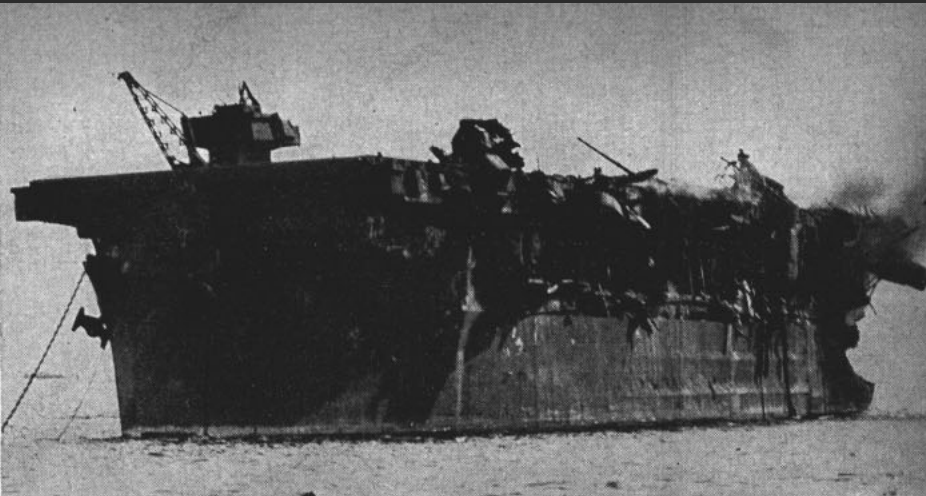
While the atomic cloud churned and boiled in its climb, distant drone planes could be seen weaving in and out of the mass of radioactivity. Four B-17s, empty of personnel and operated by radio, were flown through the immediate area of the bomb blast. They were controlled from mother planes, one for each drone. These pilotless aircraft carried a variety of equipment and instruments required to obtain data on the bomb test and its effects. In addition to cameras and television equipment, the drones were equipped with specially designed bags to obtain air samples from the blast area. These bags, installed in bomb bays, were opened and closed by radio control from the mother plane.

Radio-controlled F6F Hellcats flown from carrier decks also were used to collect data.

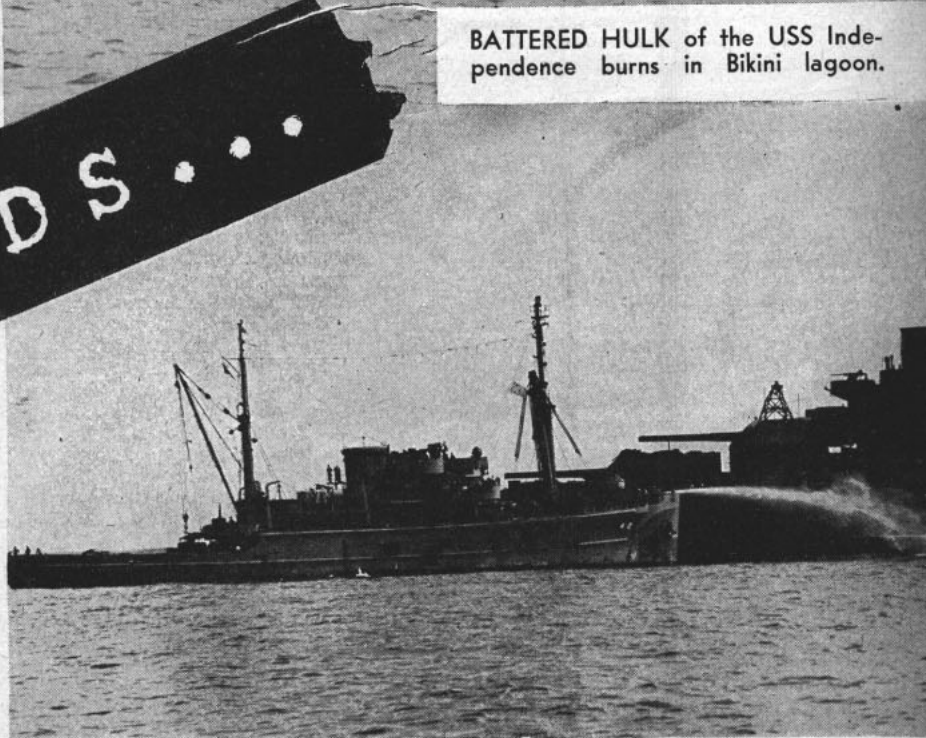
Drone boats performed a similar task. Small pilotless craft were dispatched into the lagoon soon after the detonation to scoop up water samples for testing purposes. Success of their mission determined later entry of observers into the target area.

No drones were lost as a result of blast or radioactivity. However, one drone plane got out of the protective control of its mother ship, and crashed into the sea.

Favorable meteorological conditions

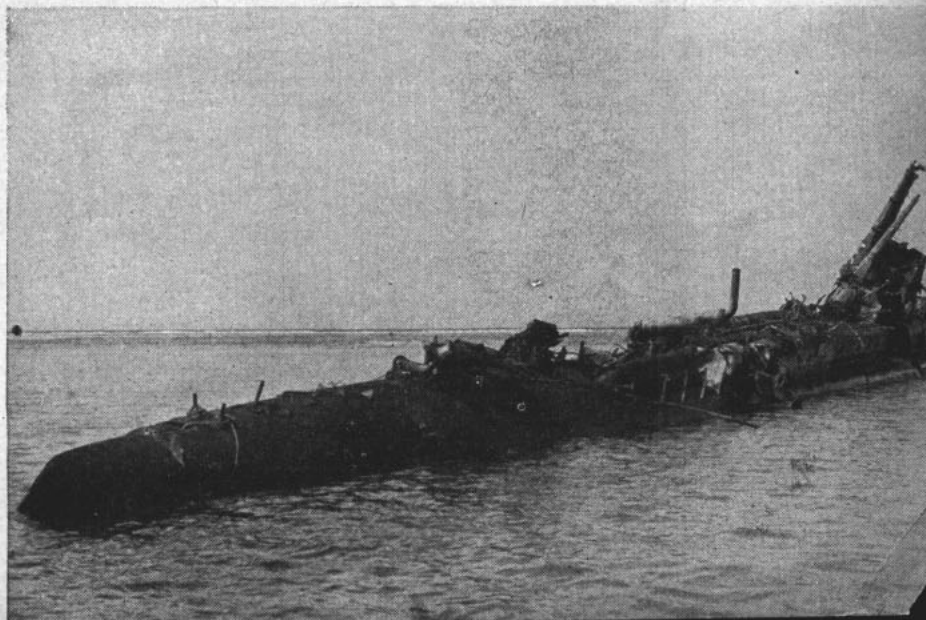


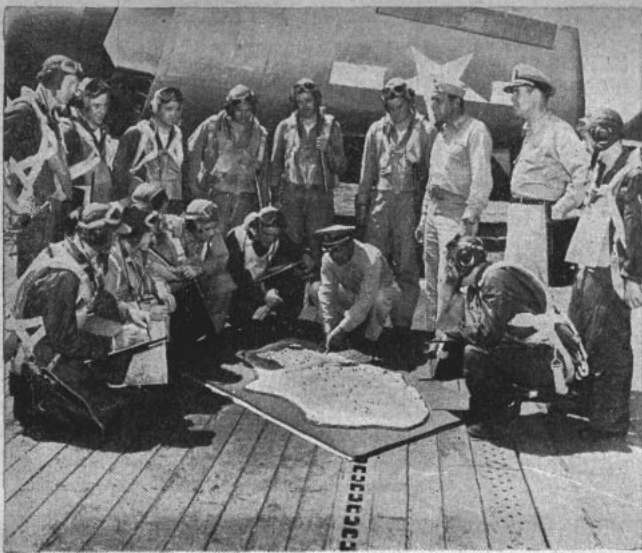
BATTERED HULK of the USS Independence burns in Bikini lagoon.



Official U. S. Navy photographs

ATOMIZED PENNSY (above) has her radioactive sides washed down by salvage tug. Skate (below) got underway under her own power after the test.





NAVY PHOTO PILOTS from USS *Saidor* get a briefing before recording on film the historic Bikini operation.



THE BIG BOOM microseconds after the bomb detonated over the target fleet. Electrical camera made this series.

made the first drop possible at the earliest planned date. Weather conditions for test Able were later described as "good to excellent," though there were cloud banks on the horizon which, in some cases, made it difficult to observe all of the radioactive "mushroom" from a distance. The sky overhead was clear.

Five hours after the blast, boarding parties moved boldly into the lagoon to inspect the target array, which looked like a ghost fleet, silent in the calm waters of its circular anchorage. It included five battleships, 14 cruisers, two aircraft carriers, four destroyers, eight submarines, 19 APAs, one ARDC, two YOs (concrete barges) various LSTs, LCTs and LCIs. About 30 of the ships had suffered damage of a sort, ranging from devastation

to slight scars. It was difficult, however, to appraise the entire range of destruction until correspondents boarded an LCT on 2 July for a survey cruise among the target vessels.

Five ships had been sunk. They included two destroyers, the *Anderson* and *Lamson*; two APAs, the *Carlisle* and the *Gilliam*; and the Japanese cruiser *Sakawa* which lay submerged near the *Nevada*; the carrier *Independence* was in sorry condition, her flight deck torn from stem to stern and her superstructure gone. Her sides had been all but completely torn away, and she had to be towed out of the array, with the submarine *Skate*, to prevent sinking. Among others which received damage were the *Nevada*, and the heavy cruisers *Salt Lake City* and *Pensacola*.

The German cruiser *Prinz Eugen*, which has been described as comparable to our latest heavy cruiser, was anchored some distance from the zero point and consequently escaped with superficial scars, a broken mainmast and a seared port side. The Japanese battleship *Nagato*, which had been in bad shape even before the blast as a result of war damage, was in worse condition after the explosion. Her heavy, pagoda-like forward superstructure was a mass of twisted rubble, and her deck was piled high with debris.

In the center of the target array, the bullseye *Nevada* lay beneath the wreckage of her superstructure. Her orange and white paint, newly applied to insure greater bombing accuracy, was black now, and dried rivulets of green radioactive material were apparent on her forward quarterdeck. Piles of torn and warped Army material lined her decks, and crates of exposed medical supplies and K-rations lay strewn about the ship. A goat was wandering dazedly about a forward gun turret.

Humor was apparent even in this battered fleet. The APA *Dawson* was labeled "Kilroy Was Here," and the proud old battleship *New York* bore a prouder inscription. Her former crew, which had now reboarded the old ship, had protested vigorously before the test (as had the crews of many other target ships) against the use of their battle-gloried vessel for experimental purposes. When correspondents viewed the *New York* after the blast, she was virtually undamaged, and on her port side the blue-chalked inscription "Old Sailors Never Die" served as a triumphant motto for the ship that survived.

Complete extent of the damage, as well as exact relative locations of the different target vessels during the test, cannot be revealed for security reasons. However, it was not difficult to surmise that the atomic bomb is a potent weapon against naval architecture.



GRAND OLD LADY of the fleet, USS *New York*, stayed afloat after first A-bomb to flaunt famous Navy motto for SecNav Forrestal and Admiral Blandy.



ATOMIC FIREBALL begins mushrooming skyward. The first green-white flash turned into this ball of scarlet fire.



PINK-WHITE CLOUD of radioactive particles emerges from fireball. Cloud reached 30,000 feet in 12 minutes.

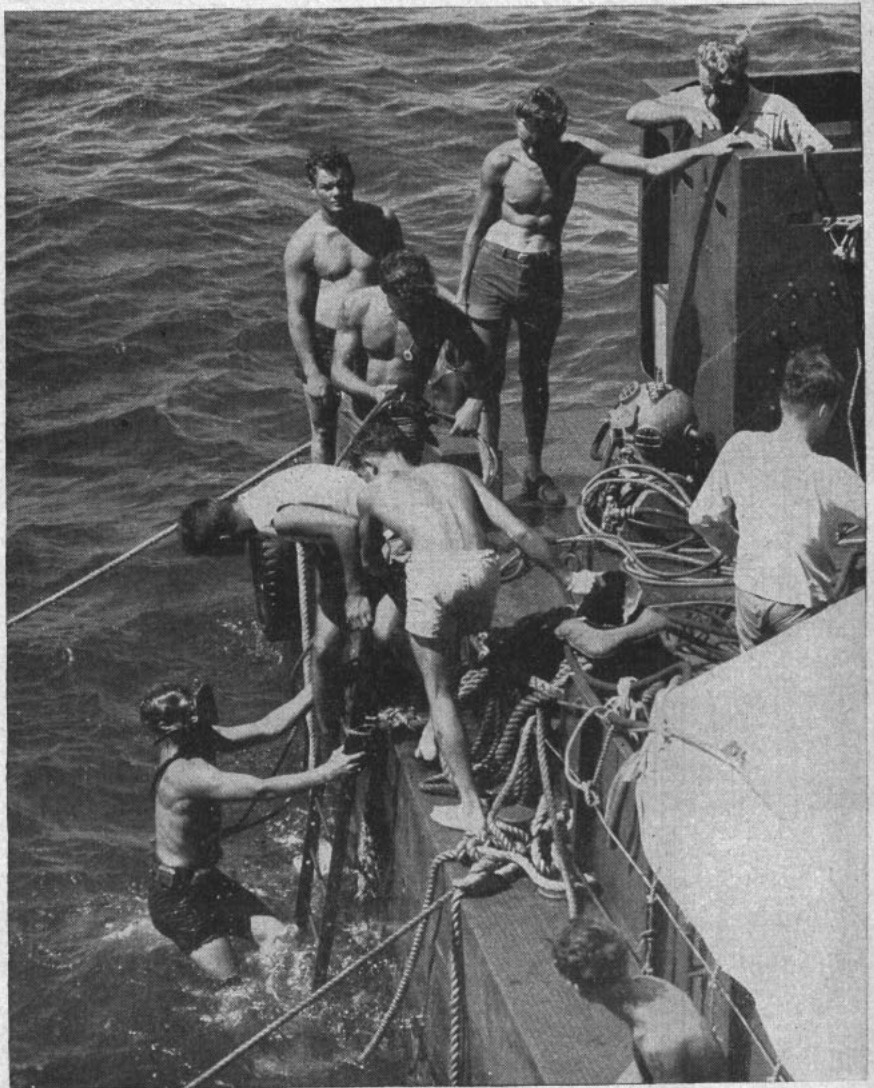
In addition to the target ships, several hundred civilian and military articles were tested for their reaction to resultant flame, heat, concussion and radioactivity. Three important elements of civilian economy, food, clothing and fuel, were placed aboard 19 of the target vessels and more than 100 different ordnance materials were spotted in strategic places aboard the target fleet.

Also aboard the targets were limited samples of nearly every type of clothing, fruits, vegetables and cereals, both processed and fresh, as well as fuels, including petroleum products and coal. While the test primarily was to gain military information—the effect of an atomic bomb against naval vessels, as well as Army Air and Ground Forces equipment—it was so carefully instrumented and so scientifically carried out that much data of importance to the peacetime development of atomic power is anticipated.

The Army Quartermaster Corps put aboard each of 19 naval vessels standard test lots of Army rations which were variously stored in protected sections of the ships and exposed on deck. Two of the primary purposes of the food tests were to determine how packaging withstood the intense heat and flames resulting from an atomic bomb, and how food properly canned would withstand the radioactivity and its residual effects. Whether food properly canned and packaged becomes inedible is one of the questions yet to be answered by **CROSSROADS** scientists.

The effect of the initial burst of heat on clothing also is expected to be determined. A variety of textiles underwent the experiments to disclose what possible steps can be taken to develop clothing that will withstand the effects of an atomic bomb explosion.

Identical 200-ton sets of ordnance items were loaded on the *Nevada*, *Arkansas*, *Pennsylvania* and *Saratoga*. Though many of these articles appeared heavily damaged, those more distant from the zero-point of the blast seemed only moderately or



UNDERWATER CAMERAMAN prepares to submerge in Bikini lagoon. Pictures of fish native to area were made before and after the bomb detonated.

Official U. S. Navy photographs



Official U. S. Navy photograph

QUEEN DAY ON PENNSY found few lagards. Elaborate check-off systems made certain that no one would be aboard ships when Dave's Dream arrived.

slightly damaged after the test. The material was exposed on ships' decks in field operating condition. Ammunition was displayed in several stages of preparation, with some packaged in original shipping containers as it is stored in ammunition dumps, some in bulk containers and the rest exposed in operating condition as it is used by troops.

Photographs of the equipment were made before and after the detonation. Immediately after the test, ordnance teams boarded the vessels and made detailed inspections and records of the effects of the explosion. Those records are, and probably will remain, a military secret.

Representative samples of all articles subjected to the blast have been returned to the United States for exhaustive study. Effects of the atomic bomb—not visible to the naked eye—which alter the strength, stability or functioning characteristics of food, clothing, fuel and weapons, will be recorded and included in the final historic report of CROSSROADS.

The use of animals in the atomic bomb test has provided Army and Navy medical scientific officers with knowledge of vast medical and biological value. The reactions of these experimental creatures to the A-Bomb accurately simulated the reactions of any unfortunate humans who may someday be exposed to the same dangers in an atomic war. A large percentage of the animals, including those placed at the zero-point, remained alive after the explosion. Many, however, died later as a result of radioactivity. Many more may die in the future.

Two hundred goats, 200 pigs and 4,000 rats were used, despite protests of humane societies and miscellaneous animal lovers throughout the nation. As Vice Admiral W.H.P. Blandy, USN, Commander Joint Army-Navy Task Force One stated before the experiment, "The important thing to bear in mind is that this aspect of the test

will save men's lives in the next war—should there be one. The primary concern is to protect the lives of Americans in this and future generations."

Many of the scientists and doctors interested in that phase of the experiment felt that it would be impossible, with instruments alone, to draw complete and accurate deductions as to the effect of the atomic weapon upon human life. They considered the use of experimental animals essential.

Batteries of ground and aerial cameras afforded complete still and motion picture coverage of the test. The overall effect of the explosion and the accompanying phenomena will remain

a permanent record. Cameras were at work on the ground and in the air before, during and after the bomb drop. Aerial photos were taken at various altitudes from drone planes equipped with standard and high-speed motion picture cameras and with aerial cameras with long focal lengths. Point of aim was the center of the burst for some cameras, and a point mid-way between the burst and the horizon for others.

Surface photography was conducted from 10 destroyers serving as station ships, and similar coverage was made from fixed installations on 75-foot steel towers, placed at strategic points on the islands of Bikini Atoll. One unusually large camera, capable of legibly recording the dial of a wrist watch a quarter-of-a-mile away, was also used. Television cameras were used both for photographic recording and for the benefit of personnel stationed below decks of the observer ships.

Primary purpose of the atomic bomb test was to determine the effects of weapon upon naval vessels. It was seen necessary to gain information upon the possible changes required in ship design, tactical formations at sea and anchoring distances in port. The number and locations of operating bases and repair yards and the strategic disposition of ships might also be affected by such a weapon.

Armed forces in the postwar era definitely will be affected by the implications of the atomic bomb. For the next several years study, experimentation, invention, development and training should point the way toward the best kind of armed force to be built in the event that atomic weapons are not outlawed. CROSSROADS is the first step in that program of study and investigation.

HOW A-BOMB BLASTS JARRED JAPS

Japan was staggering under the weight of Allied attrition in the middle of 1945. Public confidence was at a low ebb, and 34 per cent of the population felt they just couldn't go on with the war. Two atomic bombs exploded in this receptive atmosphere and Japan bowed out of the war without loss of face.

The U. S. Strategic Bombing Survey, which has been evaluating the effect of the war on Japan, gave the above estimate of the impact of the bombs which leveled Nagasaki and Hiroshima. The report of the Sur-

vey said that the bomb did not convince Japan's leaders of the necessity of surrendering; rather it hastened the political maneuverings of a group of former premiers and others close to the emperor who had been trying to end the war since the spring of 1944.

The power of the atom bombs which struck Japan is eloquently spoken in a tabulated comparison of the atom attacks and attacks in which high-explosives were used. The table was prepared from the Survey's report:

	Hiroshima	Nagasaki	Tokyo: 9 March attack	Average of 93 urban attacks
Planes	1	1	279	173
Bomb load	1 atomic	1 atomic	1,667 tons	1,129 tons
Population density per square mile	46,000	65,000	130,000	unknown
Square miles destroyed	4.7	1.8	15.8	1.8
Killed and missing	70-80,000	35-40,000	83,600	1,850
Injured	70,000	40,000	102,000	1,830
Mortality rate per square mile destroyed	15,000	20,000	5,300	1,000
Casualty rate per square mile	32,000	43,000	11,800	2,000

BIKINI BOX SCORE

THE BIKINI TARGET fleet was not atomized by the explosion of the first test bomb 1 July, but inferences that the bomb "fizzled" or was not an effective weapon against naval units were wholly unjustified by the results. As a matter of cold fact, Bikini Test Bomb No. 1 smashed more ships than any other single bomb in the history of the world up to that time.

Here's the box score:

● **SUNK**—Destroyers *Lamson* and *Anderson*; transports *Carlisle* and *Gilliam*; Japanese cruiser *Sakawa*.

● **HEAVY DAMAGE**—Carrier *Independence*, battleship *Arkansas*, Jap battleship *Nagato*, heavy cruiser *Pen-sacola*, submarine *Skate*, an LST.

● **LESSER DAMAGE**—Battleships *Pennsylvania*, *New York*, *Nevada*; carrier *Saratoga*, heavy cruiser *Salt Lake City*, transport *Cortland*, YO 160. Additional ships showed effects of the burst, but damage was minor.

The Bomb sank five ships, wrecked six, and damaged in varying degree at least 25 others, according to surveys made shortly after the blast.

Personnel casualties would have had an additional crippling effect on the target fleet, had the test been the "real thing." The evaluation board of the Joint Chiefs of Staff declared flashburn and radiological casualties would have been heavy on ships within a half-mile radius of the burst. Beyond that distance, such casualties were a distinct possibility, but actual evaluation must await announcement of casualties to the animals aboard the more distant ships of the target fleet.

Of the animals aboard target ships—4,000 rats, 200 pigs and 200 goats—about 10 per cent died during or soon after the explosion. The animals later were collected and taken back aboard the menagerie-ship *Burleson* for observation and experiments. Two weeks after the blast, a report seeped from the *Burleson* that the test animals had begun "dying like flies" of the effects of radioactive poisoning. No official figures were released on the matter, however.

Official report on Bikini were released by the President's Evaluation Commission and the Joint Chiefs of Staff board previously mentioned. Both groups were agreed that the bomb test provided data for redesign of warships and was a success in other ways, from the point of view of scientific research.

The two reports compared closely in reporting the actual blast, placing it 1,500 to 2,000 feet west of the *Nevada*, and within about 100 feet of the planned altitude.

AUGUST 1946



HEAVIEST HIT submarine of target fleet was USS *Skate*. Technician above tests for radioactivity amid the *Skate's* wreckage forward of conning tower.

The evaluation board of the Joint Chiefs of Staff reported that the five ships sunk and the vessels most seriously damaged all had been anchored within a half-mile of the center of the explosion. Relatively minor damage was done to vessels more than three-quarters of a mile from the blast point, and Bikini island, three miles away from the blast didn't even lose a palm frond.

The President's commission reported: "A study of this damage will point the way to changes in design which should minimize damage from blast and heat . . . there was extensive damage to superstructure, radar and fire control. Had the ships within the damage area been manned, casualties and psychological injuries would have required a large percentage of replacements.

"Until the readings of complex instruments and the future life history of animals within the ships have been determined, no accurate appraisal of potential damage to humans within the ships can be made."

If there are still any public doubters of the power of the A-bomb, they might note the comment of Vice Admiral W. H. P. Blandy, USN, commander of Operation CROSSROADS. Admiral Blandy said the bomb burst nearest the transport *Gilliam*, and that hapless craft "sank in a matter of seconds." Divers probing the lagoon's bottom later reported the *Gilliam's* hull ripped open vertically in two places as though a giant can opener had gone to work on a sardine tin. *Gilliam's* stack, Admiral Blandy said, was "shredded like a bouquet of flowers."



Official U. S. Navy photographs

NEXT GENTLEMAN—Goats are sheared prior to bomb detonation. Anti-flash ointment was placed on skin to determine probable effect on human beings.



RADAR OBSERVES the weather. Operator above follows a cloud front on the PPI scope of a Navy air search radar.

SECRETS OF THE STORM

EVERYBODY TALKS about the weather, but the Navy is doing something about it!

Adapting the wonders of this "Buck Rogers" age, Navy research men and aerologists are delving into the mysteries of the atmosphere, with quicker, more accurate forecasting as their goal.

The trials of an aerologist, as a Navy weather man is termed, are many. His reputation is as much at stake when he is forecasting good weather for the admiral's golf game as when he analyzes weather conditions for a large-scale amphibious landing.

His chief function, supplying ships and aircraft with weather data vital to their safe and efficient operation, assumed tremendous importance during the war. Aerological tools developed during the war to meet the problems of strategic operational planning today are being utilized in the important peacetime functions of weather forecasting.

At the same time, research is going ahead on many fronts to develop new aerological methods which may make obsolete the present methods of the

War Job of Aerologist Was To Talk — Accurately — About Future Weather; The Day May Come When He Can Do Something About It

weather man. One of the most effective of these war-developed aerological tools was the application of radar, magic weapon which helped speed war's end, to storm detection and tracking.

As early as 1942, storms were being detected at distances up to 150 miles. Aerologists quickly applied the results to forecasting, and by the end of the war radar storm detection was a vigorous new branch of the aerological service. Practically every known weather phenomenon which can appear on radar scopes has been photographed and studied, with the possible exception of the tornado.

To realize the importance radar plays in weather forecasting, it is necessary to understand something of

the methods used by the aerologist. The present art of weather forecasting, as practiced in the field, is based on the so-called "Norwegian analysis." This system uses a synoptic weather map on which the analyst draws isobars, weather fronts and centers of high and low pressure. The analysis of a typical synoptic chart is based on hundreds or even thousands of individual station reports.

To illustrate the use of radar in storm detection, we will place our forecaster in a typical situation. The morning weather map, which by the time the analysis is completed is already three and a half to eight hours out of date, shows a moderate cold front situated about 200 miles west of the station.

Past history, determined from the map, shows that the front has been advancing at the rate of 22 knots and that there has been no increase or decrease in the intensity of weather associated with the front. The questions which the forecaster must answer are: "Will the front pass the station in about 10 hours from map time as the history would indicate, and will the weather be the same?"



Official U. S. Navy photographs
WEATHER DISPLAY BOARD (above left) shows pilots what to expect. **Aerographers** (above right) track balloon released to measure air currents. **Radio-sonde device** (below) transmits weather data automatically to ground crews.

Many factors affect the motion and intensity of such a front. By careful study the experienced forecaster may be able to answer these questions accurately. However, the prognostication is not an exact process and may be incorrect.

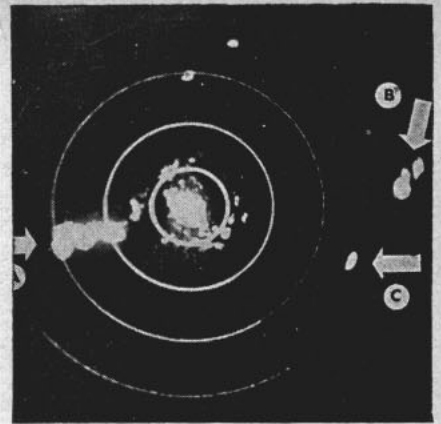
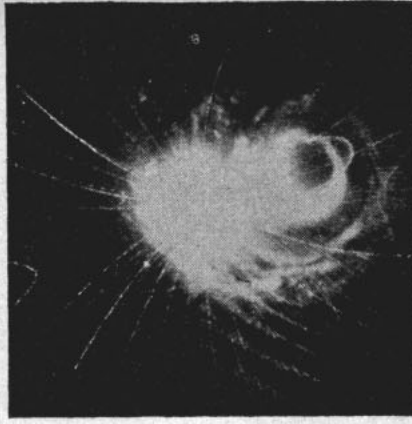
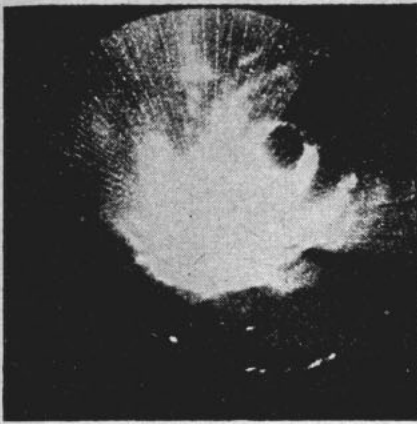
Our forecaster, however, has available suitable radar equipment and inspects the PPI scope as the antenna rotates in a 360-degree circle about the station. On the scope he sees a line of cloud echoes at a distance of 82 miles. He can distinguish cloud echoes from other target returns by their motion, fuzziness, shape, and vertical extent. He not only can determine if the front has speeded or slowed since map time, but he can follow the front visually on the scope so that any further change in velocity is immediately apparent. If the echoes are becoming larger both in horizontal and vertical extent, the front probably is intensifying, and more severe weather can be expected than was shown by the weather map.

Various weather forms may be picked up at much greater distances in the future, as a result of experiments now being conducted by the Navy at an abandoned Army air base in the desert at Gila Bend, Ariz.

At Gila Bend, scientists of the Navy Electronics Laboratory of San Diego are seeking to extend the range of ultra short-wave radio, radar and television to 2,000 miles. Their findings may prove useful in detecting advance atmospheric conditions which give rise to stratus cloud formations that form the low fogs prevalent off the Pacific coast.

Different frequencies are known to operate best under certain weather conditions. By determining the correct frequency for each particular weather condition, the scientists hope to extend greatly the range of ultra short-wave transmissions, which generally have been limited to the optical





PPI VIEW—The two photos at left show radar scope presentations of a Philippine typhoon. The echo of a thunderstorm of the convective type is pictured at right. The blips indicated by arrows and letters are the storm areas.

horizon, or at best to about 150 miles. "Our data still is in a preliminary stage," states the project's chief aerologist, "but we already have been able to detect subtle atmospheric changes which precede approaching weather fronts two days before our most sensitive meteorological instruments have been able to pick up the change."

Modern forecasting techniques are utilizing an ever-increasing amount of upper-air data, not only temperature, pressure, and humidity aloft, but wind direction and velocity as well. The method previously used to obtain wind direction and velocity was to send aloft a balloon, following its wind-buffed path by means of a theodolite, a sort of surveyor's telescope.

When low clouds prevail, the balloon is lost quickly in the low-cloud deck and an important sounding cannot be made. "Rawin" techniques give the answer to this problem. *Rawin*, an abbreviation of the words *radar* and *wind*, is a method of obtaining wind direction and velocity aloft by means of radar. The idea is to send up a balloon with a reflector attached. Then, by means of a suitable radar set, the reflector is tracked to give direction and speed of the wind.

Instead of reflectors, transponders or pulse repeaters frequently are used. The transponder is designed to receive the frequency emitted by a radar pulse and to retransmit that frequency to the radar equipment. Extreme range of response is one and one-half hours of flight (approximately 50 miles). In addition to greater range, it gives a stronger and steadier signal.

Another electronic device now in use in weather forecasting is the radiosonde, a small, lightweight radio transmitter which sends data to a special receiver on the ground or aboard ship. Carried aloft by a balloon, the device obtains temperature, air pressure, and humidity. It can be used in conjunction with a radar reflector or transponder to give simultaneous data on wind direction and velocity. The present limit of radiosonde observation is approximately 20 miles. The U. S. Weather Bureau has been operating 76 radiosonde sta-

tions in the United States and its possessions, and in cooperation with the Coast Guard, on ships in the Atlantic and Pacific. The radiosonde's signal is automatically recorded. At extreme altitude the balloon bursts, and the device parachutes to earth, continuing to transmit data.

Another ultra-modern device used by the weather man is the so-called automatic weather station, which transmits data automatically by radio for a period of three months, unattended. These stations are placed in lonely, out of the way places, where living conditions are intolerable.

Now practicable is the transmission by radio photo of completed weather maps from analysis centers. By means of this system, a photograph of a map can be sent to any weather station by radio, with great saving in time. Eventually, a nationwide network will be established.

Important as these new developments in the weather forecasting field may seem, Navy research men have not even scratched the surface in their search for new aerological knowledge.

Radar, for instance, occupies an

important new place in the field, but it can be improved to a great extent. Since it was developed for detecting enemy ships and aircraft and as a navigational aid, the use of radar in picking up various weather forms was merely a by-product.

The present gear accurately gives the elevation of the lowest bank of clouds, but does not tell how high they extend or how many decks compose the cloud layer. Research now is being carried on to develop radar especially for aerological work.

The Navy's Office of Research and Inventions currently is at work on many projects in the aerological field.

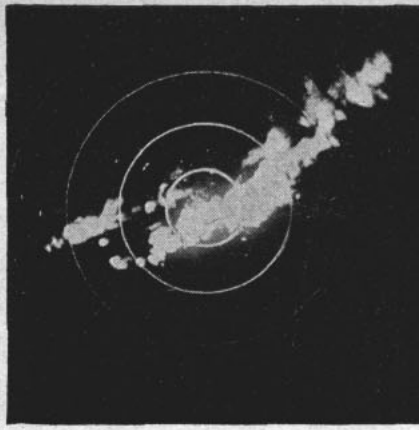
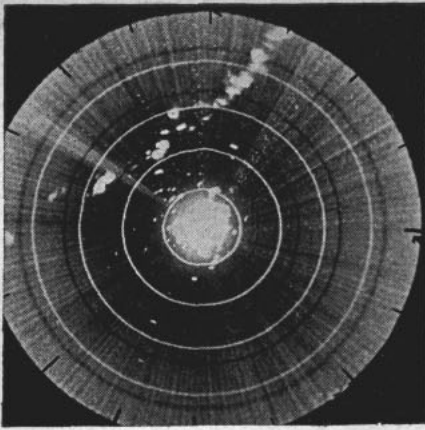
One of these projects is in connection with atmospheric dynamics, a field in which present knowledge is extremely incomplete, and in which research was crippled during the war. Realizing that no real advance in the techniques of applied aerology can be taken until more is known about the machinery of the atmosphere, an investigation is being undertaken at the University of Chicago. It is expected that much essential missing information will be supplied.

A second project in this field proposes to develop an understanding of the physical mechanisms associated with changes in the atmospheric pressure distribution. This project, already under way at the Massachusetts Institute of Technology, involves such fundamental processes as the forming of cyclones. Another program of dynamic research under consideration involves a study of large-scale vertical motions in the atmosphere. This has as its aim the developing of improved methods for computing vertical motions in the atmosphere, and a study of vertical motion charts in weather forecasting.

The mechanics of rain formation are of particular interest. Most unreliable of all weather forecasts at present are those dealing with rain, because there is no clear understanding of what causes liquid rain droplet formation. Along this same line, a project under discussion with a West Coast institution would involve a study of fog, specifically the effect of various factors involved in the forming and dissipating of fog.



GRAPHIC PORTRAYAL of weather conditions over a wide area are made on a synoptic chart to aid forecaster.



COLD FRONT moves across screen at Lakehurst, N. J. Bright pips top of picture at left are thundershowers. One hour later showers pass Lakehurst (right).

An urgent need exists for physical data, which is for the most part totally lacking, describing the upper atmosphere. Interest in this field centers around three projects: experiments with rocket sonde devices, which will permit measurements to be taken at extreme altitudes; the piloted balloon ascent, which will provide a measuring platform in the stratosphere, and the "flying laboratory," which will utilize high-capacity high-altitude aircraft to permit observations in the upper troposphere.

The latent possibilities of trans-arctic air commerce and of possible military operation in this area demand that considerable attention be given both to basic research and to operational factors. Although ORI has negotiated no specific projects in this field, a representative will accompany a forthcoming expedition to the Arctic to formulate an adequate long-range program of Arctic research.

Perhaps the most important project in the aerological field is that to be undertaken at the Institute for Advanced Study, Princeton, N. J. This involves an entirely new method of weather analysis, a method which reduces everything to a mathematical problem.

This mathematical type of analysis promises to offer a more exact approach to weather forecasting. At present, basic equations describing the physical state of the atmosphere are easily written, but their general solution is impossible except in specific instances. This results from the fact that at least eight independent variables are necessary to describe atmospheric conditions, and any practical solution must result from almost endless assumptions and approximations.

A fairly complete solution may be obtained through the efforts of a large group of analysts working for a long period of time (9 to 12 months). Also, a special solution which is often in no way representative of actual conditions can be reached by a single analyst in from three to six hours. Because of the factors of slowness on one hand and inaccuracy on the other, no operational use has been made of this method.

However, to make practicable the mathematical type of weather analysis, the Princeton project will seek to develop meteorological theory so as to make it accessible to fully automatic electronic computation. Proposed computers will have an electronic memory of about 4,000 numbers and will be able to transfer these numbers in a time interval of from 10 to 20 micro-seconds (a micro-second is one-millionth of a second). Its multiplication time would be from 100 to 200 micro-seconds, and 10,000 numbers having 30 to 40 digits each could be multiplied in a single second.

With such a computer, incoming

weather reports could be directly channeled into the machine and a complete analysis of the weather situation over an entire hemisphere obtained in from three to four hours. Before such a technique and computer can be utilized, considerable revision in present observational methods will be necessary and a thorough investigation of the theory of dynamic aerology must be made.

The ultimate value to the Navy of such a system of machine weather forecasting is apparent. In military operations the uncertain factor of weather makes it difficult to schedule operations in advance. Although present forecasting accuracies allow intelligent planning, the fact that any two forecasters differ in their predictions has led to much confusion, and at times serious misunderstandings. A uniform weather forecast would result from the mathematical type of analysis.

The electronic computer would enable analysts to determine the result in any particular area of a change in any weather variable elsewhere—say a five-degree rise in temperature in a locality several hundred miles away.

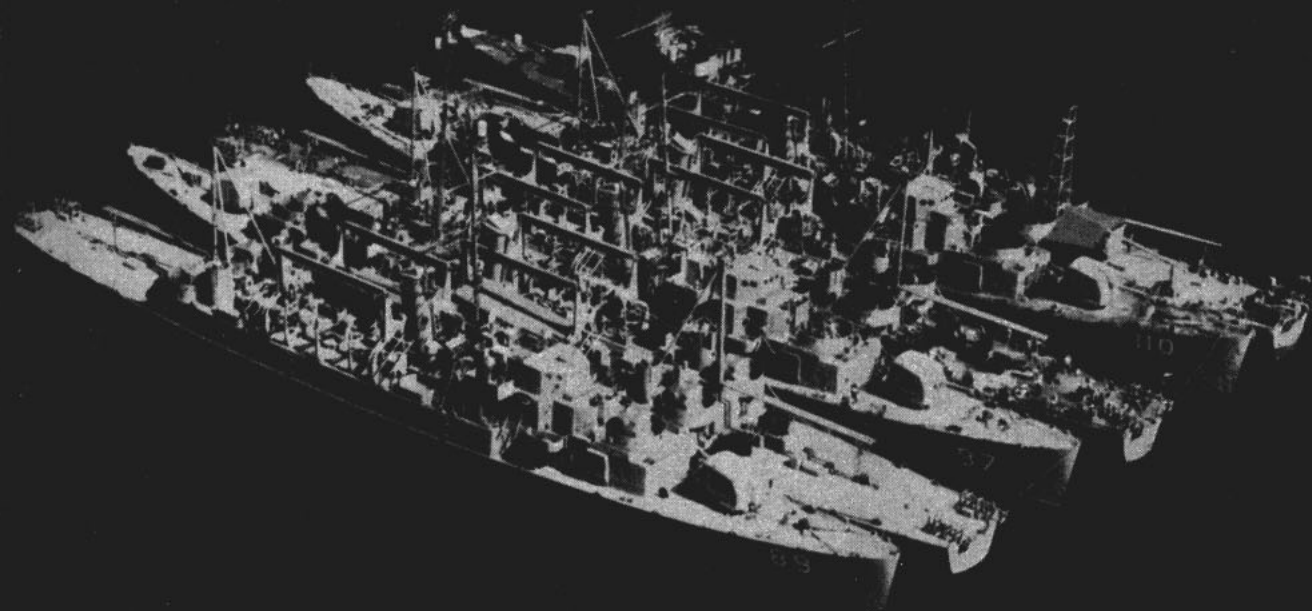
It is not inconceivable that human beings, equipped with this form of forecasting, actually may be able to control weather. Although the means of producing artificial variations in weather factors are not yet within our immediate reach, who is to say that this is impossible in this age of discovery?

AN AEROGRAPH, which makes readings of atmosphere, is attached to plane.

Official U. S. Navy photographs



1946



AT VIGILANT REST lie six APDs of history's greatest wartime fleet. The ships will remain serviceable for 20 years.

V-J DAY . . . end-of-a-war day. The end of the biggest bloodletting in history.

All anybody wanted to do a year ago was go home and forget. Mostly go home.

That year slipped by and the Navy demobilized nearly 2,800,000 men in less than 11 months. The Navy had said a million and a half to two million and a half would be turned loose in a year to 18 months. The arguments slowed down to things like whether the uniform should be changed and what was going to become of the Big E.

On the anniversary of V-J day thousands of men, some in Navy blue, others wearing the ruptured duck, cannot help reflecting on the years preceding that 14 Aug 1945 and on the Navy's part in traversing the bumpy way to victory.

It looks a little different now. There's less smoke and less noise. There's a little different perspective to the whole picture, its heavy background showing how the Navy came back from a nine-count knockdown in the first round at Pearl Harbor . . .

Took some more hard punches the following February down in the Java Sea, where the cruiser *Houston* was lost. . .

Gave heart to a discouraged nation by sending off the gallant Shangri-La fliers on 18 April for the first bombing of the Japanese capital . . .

Struggled to get on her stride, delivered some stinging blows the next May to earn better than a draw in the Coral Sea, though she lost the old *Lex*. . . .

Completely outfoxed the enemy, anticipated the Jap attack and scored a

NAVY AND V J . . .

clean victory at Midway, a turning point in the fight; there was a price, as usual—the old *Yorktown*, the widely honored air squadron *Torpedo Eight*, the destroyer *Hammann* were among units lost; that was in June 1942 . . .

Put the Marines ashore on Guadalcanal the next August in the first major Allied offensive of the Pacific war. . .

Faltered two days later at Savo Island, where three U. S. cruisers, the *Astoria*, the *Vincennes* and the *Quincy*, as well as the Australian cruiser *Canberra*, were sunk in the night . . .

Swung back on balance and in October and November, 1942, threw punch after heavy punch into Japanese sea forces in the Battles of Cape Esperance, Santa Cruz Islands, Guadalcanal and Tassafaronga; again there was a cost: the *Hornet* lost, the *Enterprise* damaged . . .

Poured in fire as the Gilbert and Marshall Islands were seized from the Japs, and as Attu and Kiska were retaken in the North . . .

Landed men carrying guns at Saipan in mid-June 1944 and then, her air arm administering almost its full potential in destructive power, knocked 402 Japanese planes into the ocean in one day, 19 June . . .

Returned to Guam the next month to lay the groundwork for B-29 raids and the A-bomb death blow . . .

Hopped west of Tokyo to cover the capture of Anguar and bloody Peleliu in the Carolines, setting ahead the day of Philippine vengeance . . .

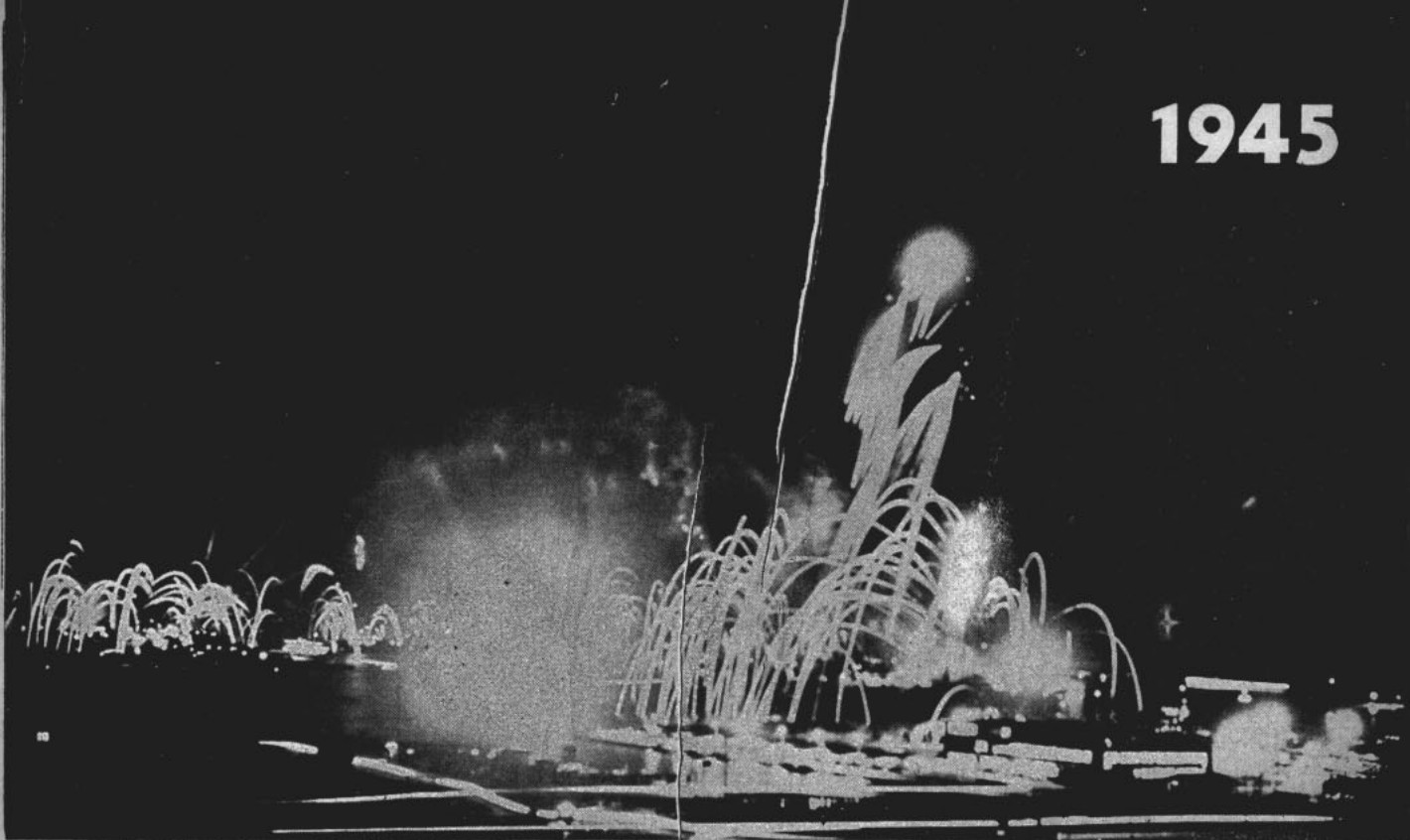
Put men ashore at Leyte the following 20 October and in the days after dealt a death blow to Japanese naval aspirations in battles at Surigao Strait and off Samar and Formosa; the cost was heavy: the carrier *Princeton*, the escort carriers *Gambier Bay* and *Saint Lo*, several destroyers, destroyer escorts and submarines . . .

Launched more than a thousand aircraft from carrier decks not 100 miles

1941



1945



Official U. S. Navy photographs

NAVY'S HAPPIEST DAY came year ago. (Above, V-J at Pearl). It was a long, road from Day of Infamy (below).

ONE YEAR AFTER

from the enemy's homeland for a crippling blow on Tokyo industry . . .

Threw in a thunderous, killing fire in preparation for and support of the landings on bloody Iwo Jima in February 1945; the capture of the island cost the CVE *Bismarck Sea* and more than 20,000 Marine Corps casualties . . .

Fought and mastered, not without woeful losses, the frenzied Kamikaze Corps in the Battle for Okinawa,

spring 1945; the CVs *Franklin, Hancock, Bunker Hill, Intrepid* and *Enterprise* were badly hurt by suicide planes . . .

Sent the *Missouri* into Tokyo Bay to accept the Japanese surrender on 2 Sept 1945.

These, and thousands of others, were the jobs that had to be done in the fighting of a war. These were the jobs that won the war. They were close to the men of the Navy. A shell had to be tugged into a gun, a rifle fired, a hand grenade thrown. There stood an enemy. He had to be killed—or he would kill.

With the passing of a year, new light brings out new perspective on some aspects of the war necessarily remote from the wearing job of death assigned to the man who fought the battles. The meticulous probing of the Japanese mind by naval experts reveals some interesting attitudes on the part of the Japanese people and of some high officials who had a finger, so to speak, on the pulse of the war.

There can be little doubt that the two bombs dropped on Hiroshima and Nagasaki helped to bring the war to an end. They were the *coup de grace*. But quite aside from its deadly, terrible force, the atomic bomb actually gave the Japanese a chance to get out of the war and, incredible as it may seem, still save face within the nation.

Japan had been ripe for peace for some months prior to the blast over Hiroshima. On 20 June 1945, the Emperor had called a meeting of his

ministers at which he said, "I think it is necessary for us to have a plan to close the war at once as well as one to defend the home islands." The Japanese Army at that time was making much of its plan to defend the homeland against invasion.

Soon after this, Japan asked Russia to intercede with the U. S. in order to stop the war. Moscow replied that Marshal Stalin and Vyacheslav Molotov, foreign minister, were just leaving for the Potsdam conference and any official reply would have to await their return.

So Japan waited. On 26 June came the Potsdam Declaration, with its terms of unconditional surrender. The Jap military thought the terms too severe, "too dishonorable." (This seems inconsistent with the government's approach to Russia. U. S. naval officers, however, cite this explanation from a high Japanese official: "The War Minister knew of our negotiations, but he never told his military staff . . . On the outside and officially he pretended that we must continue the war, but inside himself he had made his decision that it must be brought to a stop.")

Japan waited some more. The same Japanese official gives an interesting account of this hiatus:

"On the 7th of August," he relates, "early in the morning, about 2 o'clock, the bell rang beside my bed. (My own house was bombed in April and I moved to my official residence . . . That was bombed in May, so I moved my bed into my office, and I stayed there 24 hours a day. In the morning when I got dressed, I would put on my hat and walk through the building, return to my office and hang up my hat. That I called coming to the of-





BEWILDERED ENEMY tried to determine what hit him. Japanese had high praise for U. S. Navy's island hopping strategy and our use of submarines.

At night I would again put on my hat and walk through the building the same way. That was coming home from the office.) When the bell rang beside my bed, it was Domei telling me that President Truman had announced that the atomic bomb had been used at Hiroshima. I already knew that the Hiroshima damage had been very severe and that it had been caused by just one airplane. Everyone said that America had used a new bomb, but they didn't think it was an atomic bomb because our scientists had told us that no country could finish the atomic bomb in time for use in this war.

"The military said that it was probably a 4-ton bomb bursting in the air.

They made their calculations, but found that a 4-ton bomb could not do that much damage. They suggested that it might be a 100-ton bomb. After the announcement, we sent some scientists to inspect Hiroshima, and they reported that it was a real atomic bomb...

"The chance had come to end the war. It was not necessary to blame the military side, the manufacturing people, or anyone else—just the atomic bomb. It was a good excuse. Someone said that the atomic bomb was the Kamikaze to save Japan." He meant by this that without the bomb the war might have continued until the Japanese nation was wiped out.



"WE KNEW HIROSHIMA damage had been severe. We didn't think it was an atomic bomb because our scientists said you couldn't have finished one."

"YOU DID NOT COME to our defended to weaker places. Our Army and Navy

This man made some singular comments about the Emperor and his attitude toward the war. Possibly these remarks are of questionable worth, possibly they reflect the Emperor's true feelings on war and peace. In any case, the official described the Emperor as the wisest, most perspicacious statesman in Japan. He recalled that at one time Tojo (some-time prime minister) had tried to "educate" the Emperor to start the war and had found it difficult. He strongly intimated that the war was not the Emperor's will, that it was forced upon him by the powerful military clique.

A few days prior to the ending of the war, the official said, the Emperor pleaded as follows: "My ancestors and myself have always wished to put forward the nation's welfare and international world peace as our prime concern. To continue the war now means that cruelty and bloodshed will still continue in the world and that the Japanese nation will suffer severe damage. So to stop the war on this occasion is the only way to save the nation from destruction and to restore peace in the world. Looking back at what our military headquarters have done, it is apparent that their performance has fallen far short of the plans expressed. I don't think this discrepancy can be corrected in the future."

A hint at the motivating power behind the Japanese war is given by some opinions of a former Jap ambassador to the U. S. This man, who was one of the central characters in an infamous incident occurring in Washington some years ago, was asked directly if he thought the Japanese high command actually thought they could fight and win a war, or if they had in mind a compromise peace. He said he thought they had a draw in mind.

"In the Russo-Japanese war," he said, "... our fleet defeated their fleet at Tsushima, and intelligent



points, but hopped over them and went should have guarded against this . . ."

people knew that was the end of the war (and that) we got a compromise peace. Public speakers always told that we had won a brilliant victory, and the Army didn't think it was a draw." This artificial impression, he said, was created "so as to maintain morale of the people."

The former diplomat, who was once a high naval officer, indicated that the Japanese had high regard for their German allies. He said they never could believe that Germany could be defeated, and that they considered the Normandy landings, for example, too difficult for the Allies to handle. "They were disillusioned," he said.

It has been the belief in some circles that the Japanese, had they known the real damage wrought at Pearl Harbor, could have landed on Oahu with relative ease. The ex-ambassador had this to say about it:

"I did not know that our Navy was going to make a surprise attack on Honolulu, but when I returned (from Washington) I found out from the Navy Department that this was the limit of the Navy strength and they could not go any further than Honolulu. Some of your people say we could have landed; but with so large an expedition necessary for this, it was impossible to effect surprise. Therefore the plan was to make an attack and retire; that was the maximum we could do."

Other comment by the former diplomat shows, if further proof is necessary, that the Allies' island-hopping tactics were sound, so sound that the enemy never did catch on enough to anticipate a blow sufficiently in advance to do any good. Asked if the landing on Leyte came as a surprise, the former ambassador replied that some high Japanese had expected the blow to be aimed at Davao, on Mindanao, by way of Boungainville and New Guinea.

"You did not come to our defended points," he said, "but hopped over defended places and went to weaker

SAID THE SON OF HEAVEN, "Looking back at what our headquarters have done, it is apparent that their performance has fallen short of plan."

places. Our Army and Navy should have guarded against such an operation from their knowledge of past experience. There were several occasions in New Guinea and the Solomons where you by-passed well defended points. You did not come to Rabaul but left it behind; therefore, they should have known and guarded against this."

There was little doubt in anyone's mind, including that of the Japanese, that the U. S. eventually would strike the Philippines. "There was much talk by one of your generals," the ex-diplomat said, "that he would recapture the Philippines. He . . . said he would come back to the Philippines.

Therefore, it was our opinion that you had to go there."

The strength and attritive power of U. S. submarines is well known. We have proclaimed it, the Japanese have woefully admitted it. The Japs might not have been so sorrowing had they not sadly underestimated not only the effectiveness, but also the scope of development of U. S. under-seas craft. The onetime ambassador said that Japanese officials "very greatly underestimated the strength of your submarines; they did not expect they would be so effective . . . It was believed in Japan that your people did not like submarines because in the past your Navy always advocated the



Official U. S. Navy photographs

"WE HAD LOOKED very lightly upon the Allied submarines. The results obtained by them against our shipping far exceeded anything we had expected.



NO ONE WHO SERVED in the Navy will ever forget the triumphant joy he felt when headlines last August announced the Japanese capitulation. Nor can he forget friends, shipmates who sleep along bloody road to victory.



abolishment of undersea craft. Therefore, we did not believe that you would employ submarines so extensively."

Another man, a Japanese vice admiral, said the enemy fell into the human error of supposing her own submarines to be the best in the world. The Japanese appear to have coasted along with some misty notion that submarines are a very fine thing, but, after all, mere auxiliary craft. They could never, the Japs thought, be expected to take a principal role in naval operations. Actual developments were a bitter blow.

"We had looked," the vice admiral said, "very lightly upon the Allied submarines. The reason for that view was that, apart from Japan, Germany was the only power which relied heavily on submarines, and even Germany used them principally against shipping. So we thought that the United States and Great Britain would use their submarines against our shipping in cutting off communication lines, and hence, they were not likely to prove very serious, although we did not lose sight of the fact that, because of the relatively large number you had, they could do considerable damage against shipping. In other words, we had overestimated our submarines, and underestimated the Allied submarines.

"The principal reason for the failure of our submarines to come up to expectations was probably the inferiority in armament, equipment, experience, and electronic equipment. It must be stated as a fact that the results obtained by your submarines against our naval craft and against our shipping far exceeded anything we had expected, and it served to weaken our fighting strength and to spend up the termination of hostilities . . ."

Thus a vanquished, obsequious enemy interpreted the factors of his defeat in the first twelve months of peace. The victor, his bloody lessons learned, spent the time initiating a program of vigilant leadership to insure that never again might a free people be jeopardized by a tyrant's lust for empire.

History's mightiest fleet sailed home, not to a self-imposed graveyard but to its most progressive era of peacetime development and watchful readiness. Ships entered retirement preserved at near-fighting trim; the men who fought them returned to the pursuits of peace but prepared to maintain their war-won skills; and what was left over still comprised the greatest Navy in the world. This nucleus of national strength—national life insurance—moved into an unprecedented period of scientific development.

"Peace without power is an empty dream," said the Secretary who led in victory. "The United States Navy will be one of the great elements of the power which insures the peace of the world—and the freedom of our nation."

Not while these words were remembered by Americans could dawn break on another Day of Infamy.

NINE LIVES

Navy Pilots May Match The Proverbial Tabby If New Gear Works

WHEN AN AIRPLANE plows straight in the ground at 100 miles per hour, a force equal to 65 times the force of gravity may slam the pilot against the instrument panel. For a brief, perhaps fatal instant, a 150-pound pilot weighs 9,750 pounds!

But in the same crash, the cockpit or the entire cabin may be nearly undamaged. Clearly, the pilot's fatal injuries occur when he is hurled against the forward bulkhead; or, if his safety belt holds him, it may crush his abdomen.

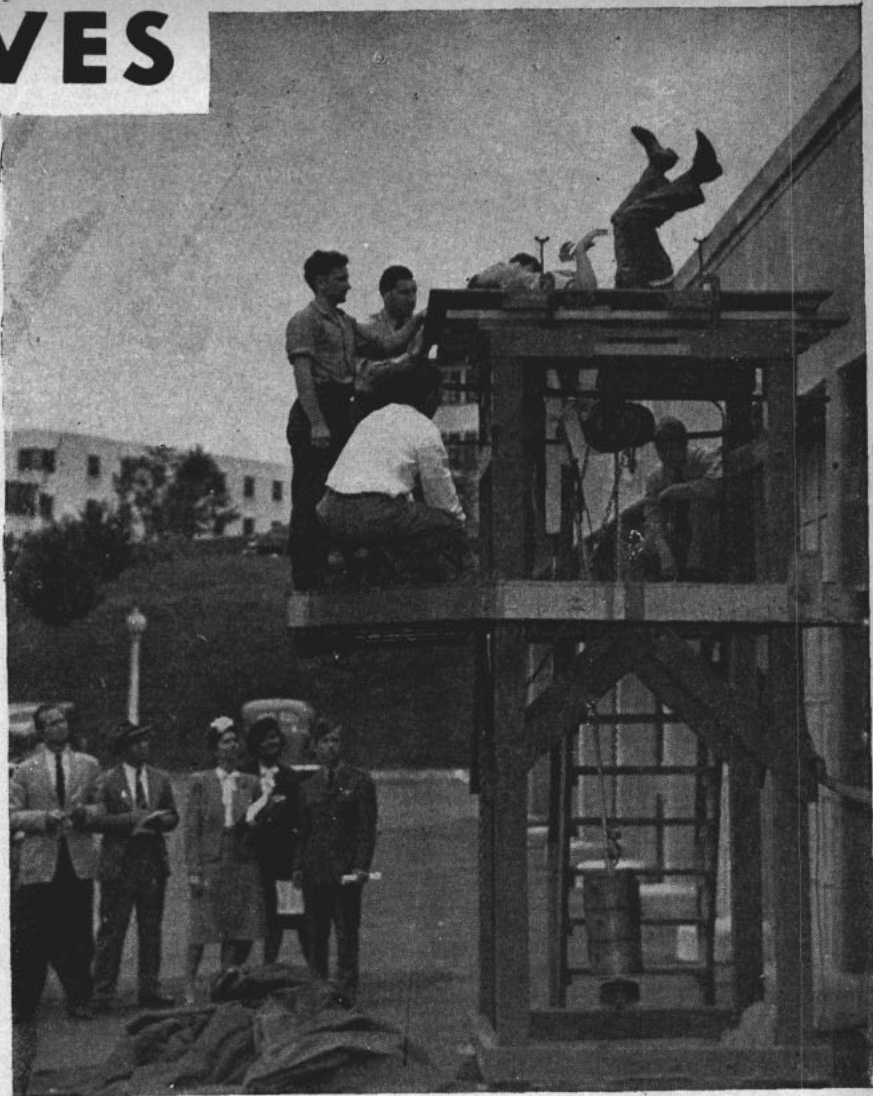
The Bureau of Medicine and Surgery, after research dating back at least a year, has devised a new-type safety belt which, it is hoped, may end this seeming inconsistency: that a pilot may be mangled while the cockpit is nearly undamaged. The new belt is designed to hold the pilot, to prevent him from being thrown forward into the lethal array of protuberances on the dashboard, and yet not cut him in two as it grips his plunging body.

The new "belt" is actually a sort of vest with a harness, big enough to distribute the shock of impact over about 150 square inches of the upper body, and strong enough to withstand a 10,000-pound pull. It is made of three-ply, undrawn nylon, which has the property of stretching under great stress. The harness will take a 3,300-pound force without stretching, and beyond that point stretches out under the strain. It is not elastic. Once stretched, it won't snap back into shape, but it's unlikely anyone would want to crash in the same harness twice.

The device has not yet been tested in an airplane smash (although such tests are planned as the harness is developed). So far, a unique testing machine has been devised. A platform was built at the Naval Medical Research Institute, Bethesda, Md. A 500-pound weight suspended on a rod beneath the platform is given five feet of dropping room, enough to generate a 10,000-pound impact (2,500 foot-pounds of energy). This shock is transmitted up the rod, which it attached to a sample copy of the new harness. The harness is won by any lucky guy who happens to be around and wants to feel a few tons of impact tickling his ribs.

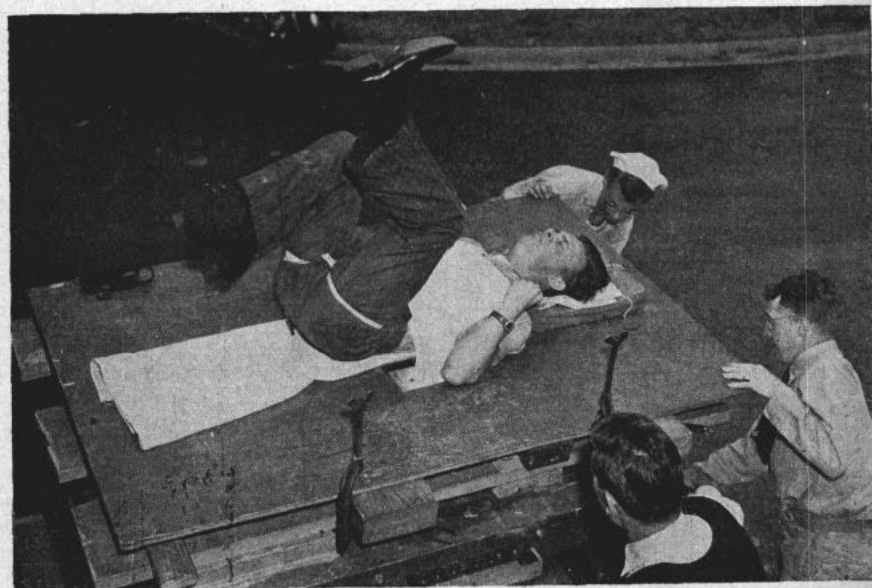
When the weight is tripped and crashes down in its five-foot drop, the tremendous jerk throws the victim's feet up into the air and causes him to make unbecoming grimaces and noises. But he comes through a shock comparable to that which mangles airplane pilots.

Considerable work remains to be done on the vest, but officers in charge of the project feel confident they're on the way to solving the problem. The test device has taught them much about absorption of heavy shocks by human beings, and the tests are resulting in a continually improved harness design.



Official U. S. Navy photographs

MEDIEVAL TORTURE racks probably looked something like this gadget on which new plane crash gear is being tested. Success will pay off in lives.



JOE LOUIS HASN'T just hooked this man; he is volunteer subject for new impact decelerator. Shock is comparable to that suffered by pilot in crash.

GREAT GUNS



Official U. S. Navy photograph

U. S. SHELLS VS. NAZI ARMOR—14-inch face-hardened plate came out second best when hit by 14-inch projectiles.

EVER SINCE the day when David's slingshot proved superior in firepower to Goliath's out-sized baseball bat, war has involved a desperate race between nations for the most effective arms—a race in which the winner generally takes all.

Thus Adolf Hitler, as his Nazi empire tottered on the edge of the abyss, could bolster the sagging morale of his minions with promises of cataclysmic secret weapons, the nearest realization being the formidable V-2. Japan in a last desperate effort during the summer of 1945 was accumulating 2,000 huge man-guided torpedoes to attack an anticipated American invasion fleet.

And the United States persuaded the Japs to quit with two new bombs dropped on two cities.

In the final analysis, the best gauge as to who had the most effective weapons in any war can be found in the answer to the question, "Who won?"

But the winner need not necessarily have had consistent superiority in all items of ordnance, for sheer weight of weapons thrown at the enemy is important in total war. For instance, the mere numbers of ships and planes the

Grim Race to Produce Best Arms Determines Victor in War; Here's How Our Weapons Rated Against Those of Enemy

United States had in Japanese waters in the spring of 1945 made things tough for the enemy even if individual Jap aircraft and ships had been superior to ours—which they weren't.

And in determining what is "superior" ordnance, a great many factors must be considered. Altogether, you might say that the best ordnance is usually the most efficient—the weapon that can do the most damage with the least expense. During a war, expense (in dollars) becomes less important, and the devastating power of the weapon, if great enough, is the sole criterion. No better example can be found than the atom bomb; the cost of dropping just two on Japan ran into billions.

Expense is not measured only in dollars, but in lives. The fact that Japan, and to some extent Germany, con-

sidered the lives of their own men exceedingly cheap is reflected in their ordnance. To save additional money expense they often gave their crews equipment with an extremely narrow margin of safety. Lack of financial resources and the desperation of inevitable defeat, especially during the last years of the war, were undoubtedly contributory factors in the use of kamikazes and related tactics.

There is another element determining the effectiveness of ordnance—namely its use. For instance, the advantage of surprising the enemy with a new and completely unexplained or unexpected weapon is obvious, although perhaps not as important in World War II as previously because of the premium on mass production of arms. Yet the secrecy which surrounded our initial use of the VT fuze indicates the emphasis placed upon confounding the enemy with a weapon which he could not even understand.

Finally, since wars are fought by people, no equipment no matter how good, is any better than the men who use it. This nation undoubtedly had the most skillful, resourceful and best trained forces in the world. Although

the native intelligence of America may be no higher than that of other nations, our way of life is such that young men have had greater opportunities for education and acquisition of skills. When the United States went to war, lads who had been ham radio operators became radar specialists, and those who had picked up ancient jalopies from junkyards and made them run kept complicated fire-control mechanisms functioning smoothly. This meant that our Fleet could use effectively more complex weapons than could our enemies. . . .

The Navy's Bureau of Ordnance found at the beginning of the war that both Germany and Japan had ordnance superior in many respects to that of the Allies, and they had more of it. More especially they had better and more than the United States. You know why. Germany and Japan had been preparing for war for years; money had been given generously to all military projects, and their outstanding scientists and technical men had been directing efforts to producing the most advanced types of weapons. Their work continued during the war, though actually these nations finished the war with practically the same equipment with which they began it.

In contrast, consider the situation in this country. Although a nucleus of new equipment had been installed, the battleships which were so desperately damaged at Pearl Harbor had much apparatus dating back to the days immediately following World War I. For while new and better equipment had been developed, there had been no money available to produce it in quantity and to equip the Fleet with it. In many types of ordnance, not even spade work had been done. Our mines were the same as those used to mine the North Sea in 1917. We knew virtually nothing about guided missiles, and the atom bomb was little more



Official U. S. Army Signal Corps photograph

CAPTURED GERMAN 40-mm dual purpose field piece is examined by its conqueror. Nazi ordnance showed ingenuity but there was not enough of it.

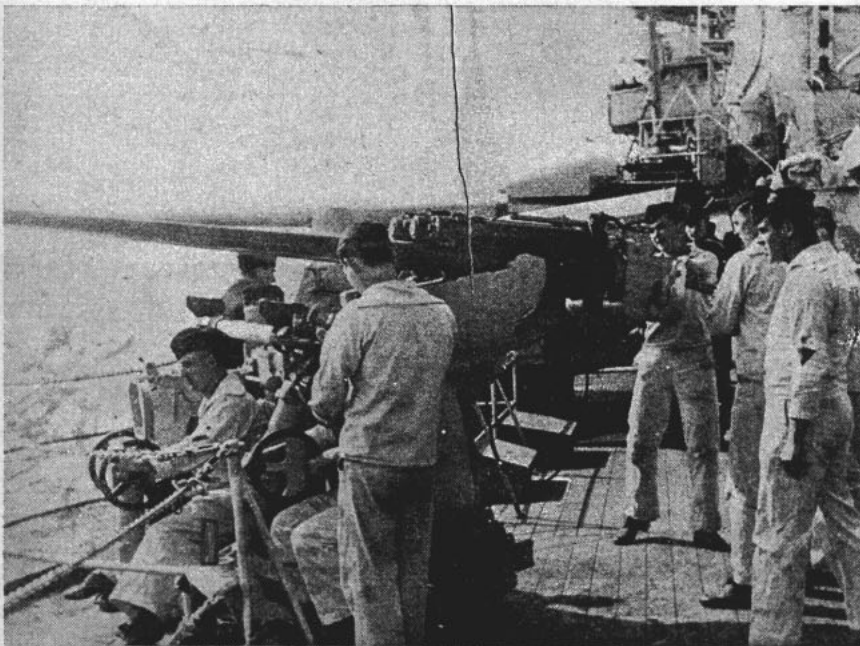
than a gleam in the eyes of scientists.

A survey of the months that followed Pearl Harbor, however, shows an almost unbelievable job accomplished in an amazingly short time. Industrial and military minds went to work together and designed and developed ordnance not only as good as the enemy's but often better than that. And materials were turned out in masses

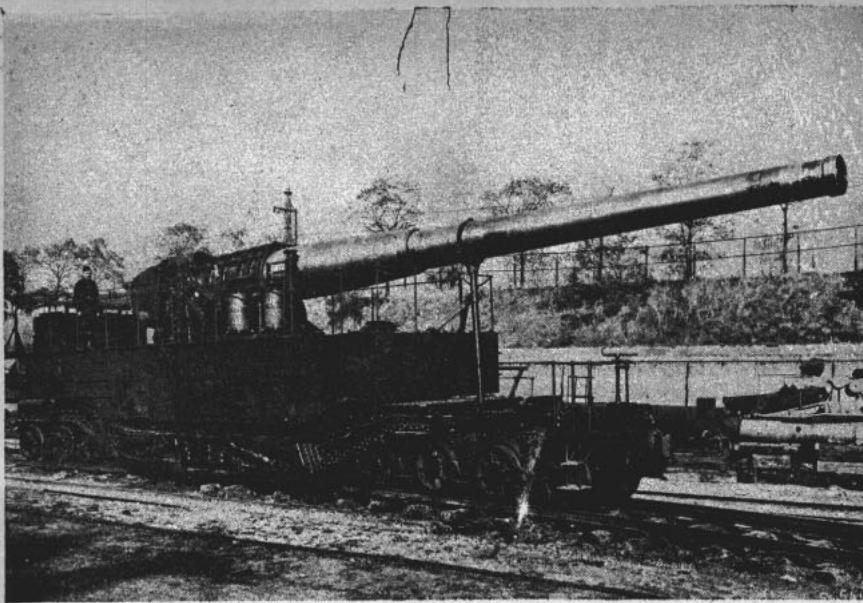
which the Axis never dreamed of. Also, as new improvements were found they were incorporated into old equipment without waiting for new equipment to be built to include it. The Navy finished the war with not only the biggest fleet in the world, but also the best equipped.

Part of the problem was outguessing the enemy—being able to predict accurately what would be needed several months from the time blueprints of new equipment were being made. Germany, for example, knew that proximity fuzes would be valuable in a war. She had been working on them as far back as 1935. But she gambled on fuzes for big rockets like her V-1 and V-2. Most of Germany's fuze testing was at the same time a test of the big rockets. The little radio proximity fuze—the VT fuze that the Navy developed—was used principally in anti-aircraft projectiles, and proved of inestimable value protecting the Fleet from kamikaze pilots. The same fuze was used by the Army in combat against Germany, who had nothing comparable to our VT fuze although she had mechanical fuzes better than ours. Japan, which all along proved an imitator of Germany rather than an original designer of ordnance, tried to develop a proximity fuze depending on a beam of light which would explode the projectile when it approached the target. It was the same principle as the "seeing eye" door that opens as you approach.

Japan put her faith into the biggest torpedo ever built—one that was 24 inches in diameter and carried twice the explosive charge of our 21-inch torpedo. It had longer range and more speed than ours, for it could go 40,000 yards at 30 knots, 20,000 yards at 40



37-MM ANTI-AIRCRAFT weapon aboard the cruiser Nuernberg. Germans had excellent guns, but fire control methods lagged behind those of our Navy.



Official U. S. Navy photographs

INVASION of Japan would have brought amphibians under fire of 240-mm railroad gun. Right, Jap 20-cm naval gun.

knots, and 10,000 yards at 50 knots—all this without sacrificing accuracy of aim. We knew she had those big torpedoes—had had them since 1930. But we didn't figure they were enough better than our largest ones to warrant either a larger ship to carry the same number of the large torpedoes, or a reduced load on ships of the same size. The matter of space and weight limitations is one that plagued not only the U. S. Navy all through the war, but was equally a problem for our enemies when designing ordnance to go onto naval craft or planes. So far as torpedoes were concerned, we concentrated on improving the ones we had.

The Japanese, characteristically, did not consider it necessary to include in those big torpedoes certain safety fea-

tures which were standard in the U. S. Navy. Going a step beyond this were the suicide torpedoes all ready for the invasion of the homeland. Actually, the torpedoes were small surface boats. They were built in the general shape of a torpedo, as large as 56 inches in diameter and with a range as high as 60,000 yards. They had room for a man to get into them, to guide them. Once in, he was securely fastened and couldn't have changed his mind if he had wanted to. He could travel on the surface until he was near enough to the target to dive under water with his weapon to strike the ship at its most vulnerable point.

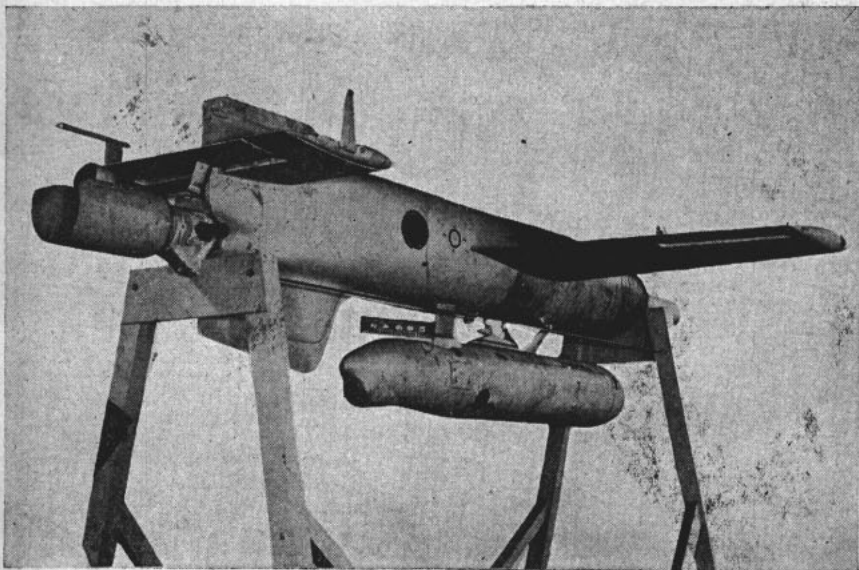
Guided missiles, next to the atom bomb, probably represent the greatest advance in ordnance during the past

war. Scientists envision a deadly alliance of atomic explosives and guided missiles in any warfare of the future. Because Germany had the V-2 rocket bomb, the layman has perhaps considered Germany to have been farther ahead in guided missile development by the war's end than she actually was. Germany could make her missiles go farther and faster than ours, as V-2 illustrated. But the U. S. Navy had better guidance systems. Here was one outstanding field in which this nation's insistence on the automatic to replace human direction becomes especially apparent. Where Germany's development relied almost entirely on human guidance, our chief efforts were directed toward producing automatic guiding systems to eliminate human error. That was why we produced the Bat, the only fully automatic guided missile of the war.

On the other hand, Germany's propulsion systems included the pulse-jet or aeropulse which was a unique and useful development. We had missiles using turbo-jets and liquid rockets under development, but none of them saw service. Our ram-jet has been recently demonstrated, and current development is being directed to improving simplicity, ruggedness, and reliability of guided missiles.

The first guided missile Germany put into use was the HS-293, which was a line-of-sight glider appearing about a year ahead of similar equipment in this country. The glider called for a "sitting duck" course by the launching plane, with attending danger. Used almost exclusively in the Mediterranean theater, it was directed principally against merchant shipping. Germany's FX-1400 was a later development, and was a line-of-sight high angle bomb about three years ahead of anything we had. It sank the *Roma* in 1943, and was the weapon that damaged the U. S. cruiser *Savannah*.

The V-1 buzzbomb was a cheap, inaccurate weapon comparatively easy to



Official U. S. Army photograph

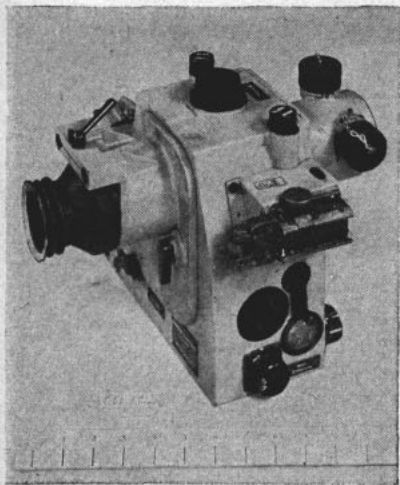
GLIDE BOMB developed by the Germans. The enemy led the guided-missile field in propulsion methods but American guidance systems were far superior.

shoot down once correct countermeasures were found; V-2 was the most advanced weapon used in the war from the viewpoint of aerodynamics and propulsion. The only countermeasure known against this weapon is destruction of its launching sites and plants where it is built. Many losses resulted in handling the weapon; structurally weak, it serves as an example of Germany's disregard for the safety of her personnel.

Stacked up against Germany's guided missiles that saw service were the Pelican, a Bureau of Ordnance development that had three-quarters automatic radar homing, and demonstrated its effectiveness in test drops but was not used in combat, and the Bat. The latter, the most advanced weapon of the war in guiding, saw effective service against Jap warships.

One field of operations in which the Navy outstripped its enemies was in amphibious warfare. Neither Japan or Germany made any landings comparable to ours in Normandy, and on the many Pacific islands that were taken. Beginning with bombardment by the big 16- and 14-inch guns of the Fleet right through the beach landings, the sheer weight of materials thrown at the enemy undoubtedly had a deciding effect on the outcome of the landings. Japan had 18-inch guns on her newest battleships, the *Yamato* and *Musashi*; an experimental 18-inch rifle was built at the Naval Gun Factory and was tested at the Proving Ground at Dahlgren, Va., after the last war. Had the decision been made to mount 18-inch guns on our battleships, the number of guns would have had to be reduced. Fewer projectiles could have been carried. Reduced rate of fire and range would have resulted. So we kept our 16- and 14-inch guns and they did a good job.

Germany's antiaircraft fire control on surface ships at the beginning of the war was possibly superior to ours of the same date. Both had been designed about 1935 or 1936. Both relied on optics, and Germany's optics were



Official U. S. Navy photograph

OPTICAL GUNSIGHT for German 37-mm AA is shown above. Enemy had superiority in optical equipment.

AUGUST 1946



Official U. S. Army photograph

U. S. ORDNANCE experts exceeded the Nazis in design and production of small rocket projectiles. Soldiers above are inspecting German rocket launcher.

superior to ours. By the end of the war, however, the story was different. For one thing, radar had been incorporated into our antiaircraft fire control system. Germany had search radars, but the information obtained by radar had to be relayed to the fire control equipment on the guns. Our fire control radars and fire control directors were all incorporated in one mechanism, and information was passed on automatically to the firing controls, with excellent results.

The Germans had also developed a magnetic amplifier in their fire control system, which was used in place of electronic amplifiers. It had the advantage of such ruggedness and needed so little maintenance that magnetic amplifiers in the *Prinz Eugen* were said to have been undisturbed for 10 years. Where electronic amplifiers are used, tubes must frequently be replaced as the result of shock and vibration.

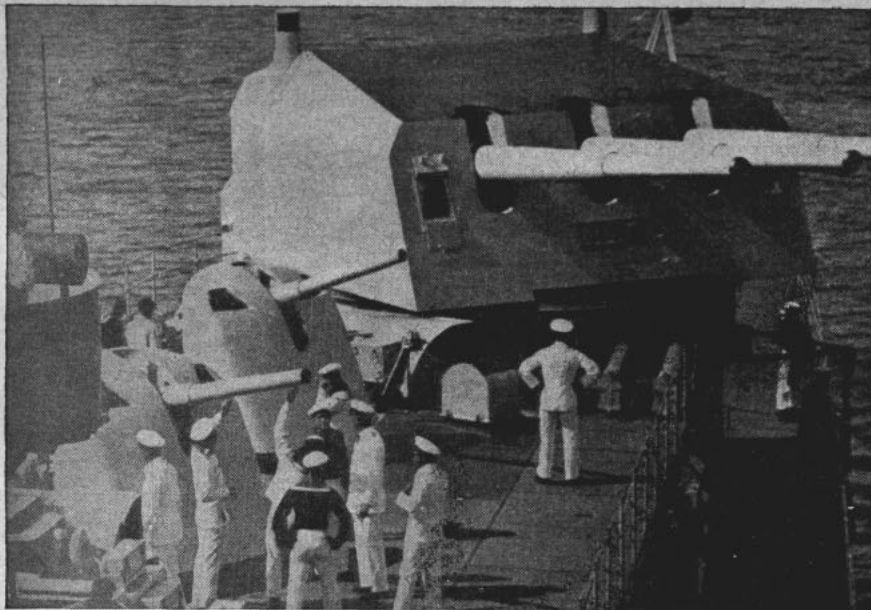
The Japanese had nothing in radar or fire control which could compare favorably with ours except superior optical sights, which may have been adopted from Germany. Their large binoculars, used on bridges of ships at night during torpedo attacks, were so made as to give sharp contrast between an object and its background. Thus long range optical detection of a target was made possible even in darkness. But the superiority of our radar fire control equipment contributed to the sinking of numerous Jap combatant ships in night battles in the Solomons

area in 1942 and 1943, and in the Battle of Leyte Gulf.

In underwater ordnance the enemy was in general superior at the beginning of the war, but again we caught up and surpassed her. Germany, waging a successful submarine war in the Atlantic during the black early days, used torpedoes similar to our own, and experienced almost identical problems in their operation. She used a homing torpedo of the acoustic-batteries for propulsion and leaving no wake to announce themselves to the target ship, before we did. She also used a homing torpedo of the acoustic type, attracted to the target by the sound of the propeller.

Although our mines were World War I models when this last war began, our mine blockade of Japan had helped bring that nation to its knees before the atom bombs were exploded. We had not only out-produced both enemy nations, but has so improved design of the mines that sweeping was not only difficult but in many cases impossible. We were the last nation in the world in type of nets and bombs we had available when the war began, but by the end of the war we had the only nets that cannot be penetrated by any known submarine or torpedo.

To fight submarines, depth charges were the only weapons available at the beginning of the war. The Hedgehog and Mousetraps, weapons adapted from the British, were developed during the war, and were used against



TRIPLE 5.9-INCH TURRET as fitted in light cruisers of the Koenigsberg class. Single mounts in the foreground are old Mark 3.5-inch dual purpose guns.

the Japanese in the Pacific. Because they reduce the need for the great amount of ship maneuvering required by depth charges, the weapons were found to be highly effective. The enemy did not have anything comparable in service use.

In aviation ordnance, again German equipment developed early was good, but wartime developments did not get into sufficient production to be really effective. The Norden bombsight developed by the U. S. Navy and used throughout the war was better than anything anyone else had. Our bombers late in the war had radar equipped bomb sights which Germany never did have. Germany, however, was building no bombers late in the war; she was concentrating entirely on fighter planes.

Germany used the same type of non-computing gun sights for aviation as we did. Optically they were of typically excellent quality, although ours were of larger aperture, and hence more useful since they gave more eye freedom. Lead-computing sights, new during the war, provided a means of tracking a target smoothly and automatically. They were first used by the Allies, and the Germans were frantically trying to catch up at the end of the war.

Our caliber .50 aircraft guns (these and our 20-mm guns were developed under primary cognizance of the Army) are said to have won the air war in both the Pacific and European theaters. But the Germans were ahead of us in some aircraft guns. Their M.K. 108, a 30-mm 'designed solely for their ME 262 plane achieved a miracle of production. They designed and had the gun in production in nine months, a job that would normally take five years.

Aviation rockets were in general about equal so far as the U. S. and Germany were concerned. Ours were primarily air-to-ground rockets, and

Germany had nothing to match our largest rockets of that type such as Tiny Tim. However, Germany did design rockets for air-to-air use, in which phase of rocket development the Allies lagged.

By 1945 Germany was using every possible device to fight off Allied bombers. At the end of the war that nation had some very advanced and untried scientific ideas in the field of aviation fire control. In their desperation they put such equipment into limited numbers of planes to see if it would work. This country has taken

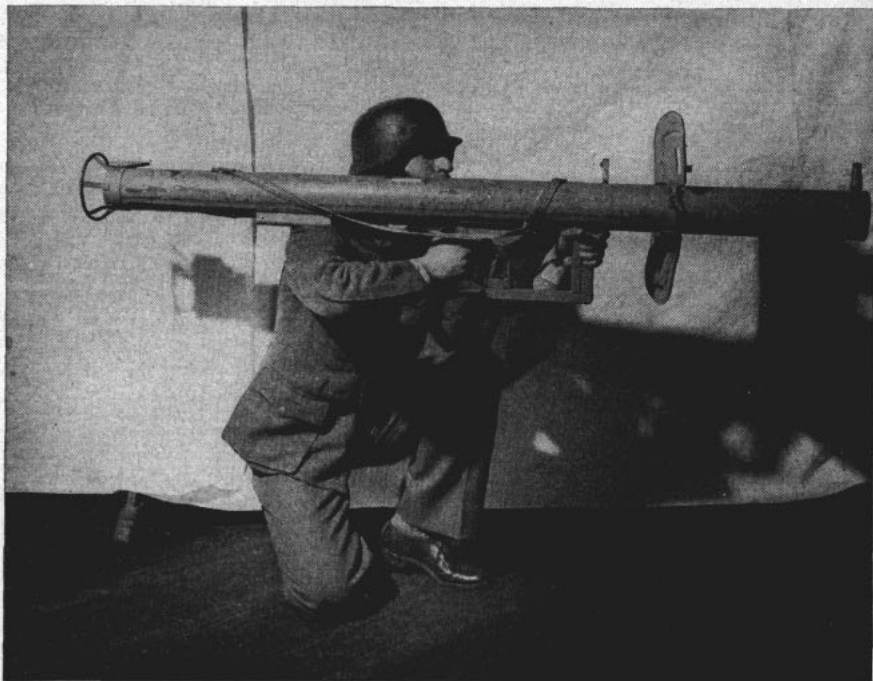
over such projects and is exploring their ideas to develop them fully.

In general, Jap aviation ordnance took ideas where possible from either Germany or the United States. So far as major items of ordnance were concerned, she developed nothing new; in some details, however, such as certain devices which are part of aircraft fire control equipment, she did produce some improvements, some of which were captured and adapted to our use.

As long as an Army and Navy are needed for the defense of this country, ordnance is of vital importance to the nation's protection. The atom bomb, ordnance experts agree, may change tactics and naval vessels, and may eliminate the need for some weapons and create the need for new devices. But it is also agreed generally that it will not be the only weapon of future wars.

While no forward looking, no real planning could be done in ordnance during wartime, real planning is being done now. Weapons needed at the present time to counteract known weapons already in existence are being developed. But the longer view is being taken into consideration too.

The whole process is slower than during wartime, for funds and personnel are limited. Industrial and educational institutions are being enlisted, but they cannot give as much time to such projects as they did during war. But planning and careful consideration are making the best possible use of all available facilities and personnel to safeguard the nation—to be sure the United States, if there should be a "next time," will not be caught off guard as it was when the Japanese struck Pearl Harbor.



BAZOOKA, NAZI VERSION, is demonstrated by an American soldier in borrowed togs. This lethal weapon enabled infantry to ward off tank attacks.

Official U. S. Army photograph



AT CLOSE QUARTERS David Glasgow Farragut's Union fleet slugged it out with ironclad Tennessee at Mobile Bay.

'OLD HEART OF OAK'

GIDEON WELLES, luxuriantly be-whiskered Secretary of the Navy from 1861 to 1869, kept a voluminous diary of the bloody Civil War years, and frequently put pen to paper thereafter. Reminiscing 20 years after the conflict, he wrote that in 1861 David Glasgow Farragut "was not more prominent than others of his grade." He added that "those great qualities which have since been brought out were dormant. He had a good but not a conspicuous record."

What the Secretary wrote was true. Farragut's naval career was no royal highroad to a pinnacle of achievement. He had been skillful but not always lucky, kindly but not always diplomatic, efficient but not even uniformly successful. He had come up the hard way.

His mother died when he was seven years old, and the home was broken up. He was taken in by Capt. David Porter who treated him like a son thereafter (though there was never a legal adoption), and at the ripe age of nine, Farragut was appointed a midshipman and accompanied Porter on the *Essex* on that ship's famous raiding cruise around the Horn.

The romantic voyage of the *Essex* came to a bitter close with the bloody defeat of that ship by the British *Phoebe* and *Cherub* in the harbor of Valparaiso. Returned to the United States, Farragut subsequently shipped

David Glasgow Farragut 'Damned the Torpedoes,' Inspired Northern Fleet To Smash Mobile Bay's Defenses in August 1864

with Commodore Bainbridge to the Mediterranean, and on his return first failed, then passed his examinations to become a lieutenant. Followed marriage, the death of his first wife, remarriage and a son; duty in Brazil, the Carribean, the West Indies; illness and recurrent illness; action against pirates and Mexico; recognition as an ordnance expert; command of the new steam sloop *Brooklyn*; promotion, ultimately to captain. . . .

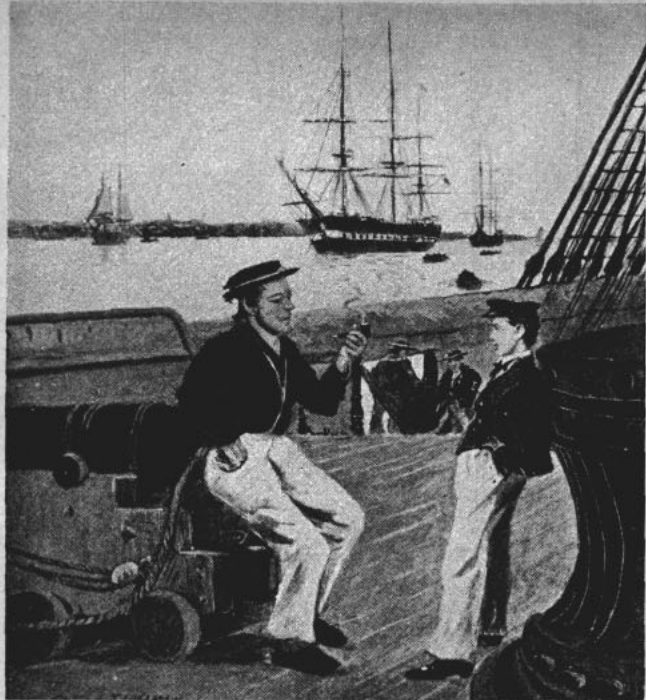
And now, with rumblings of civil war intruding upon the consciousness of the young Republic, David Glasgow Farragut was a 60-year-old naval officer with a good but not conspicuous record living with his family in Norfolk, Va., awaiting orders.

About six months after hostilities began, Farragut was ordered to active duty, but was disappointed to find himself a member of a board set up to review officers' fitness. In the meantime, however, the Navy was working on an ambitious plan which gave

Farragut his opportunity to acquire lasting fame.

The plan was this: splitting the Confederacy through capture of the Mississippi River, to be initiated by capture of New Orleans from the south, and subsequently the strangling of the enemy by depriving him of all his ports. The South of the 1860s was the ideal target for such strategic aim—an agrarian district, it depended for its tools of war on imports, chiefly from the British Isles. The objective, then, was highly desirable; but could it be gained? Gideon Welles thought it could, and when Farragut was consulted he said he thought so too. He got the job.

In March 1862 Farragut was at the head of a fleet comprising 17 men-of-war—four ship-rigged screw steamer sloops, one old side-wheeler, three large screw steamer gunboats, and nine smaller boats of the same sort. In addition he had a mortar flotilla of 20 ships under the command of Comdr. David Dixon Porter, son of Farragut's old commanding officer. On 23 March he wrote his wife in that somewhat stilted fashion of the 1860s, curiously suitable to Farragut's sober, straightforward nature: "I have now attained what I have been looking for all my life—a flag—and having attained it, all that is necessary to complete the scene is a victory. If I die in the attempt, it will only be what



THREE-SCORE YEARS was Farragut's term of service in U. S. Navy. He was appointed midshipman (left) at the age of nine, learned seamanship aboard the old *Essex*. After Mobile Bay he became country's first full admiral.

every officer has to expect. He who dies doing his duty to his country, and at peace with his God, has played out the drama of life to the best advantage."

The flag-officer's rather pessimistic forebodings were not borne out in the ensuing battle. The attack on New Orleans was made late in April, after a delay while the fleet waited in vain for Porter's mortar flotilla to reduce Forts St. Philip and Jackson.

Up the river steamed the fleet, over-riding a formidable barricade erected by the defenders, beating down weak naval opposition, outgunning the forts. Soon the "Queen of the Gulf" was in Union hands.

For the next 14 months Farragut steamed up and down the Mississippi. He did not gain his every objective, sometimes his forces suffered serious losses; but in July 1863 when he turned over his command to Porter, President Lincoln was able to say with pardonable pride—and only slight exaggeration—that "the Father of Waters rolled unvexed to the sea."

Shortly thereafter Farragut went home on leave until January 1864. Then he returned to Southern waters, his objective one which he had long advocated and which could have been much more easily accomplished at an earlier date—the knockout of Mobile Bay.

The important manufacturing center of Mobile was protected by two strongholds, Fort Gaines and Fort Morgan, though the former could be largely discounted because two miles of shallow water prevented attacking ships from approaching it even if they wanted to. Fort Morgan, on the other hand, directly overlooked the narrow deep channel, which was in addition blocked by nearly 200 "torpedoes" as the anchored mines of that day were

called, leaving an unobstructed passage only 100 yards wide. Twenty-three heavy and 46 light guns covered this approach and the torpedo field beyond.

To augment these rugged defenses, the Confederates had built and brought to Mobile the *Tennessee*, massive ironclad ram, the most powerful vessel ever to fly the Stars and Bars. This colossus was giving the wooden ships of the Union forces awaiting Farragut a bad case of jitters—"ram fever" they called it in 1864. The ironclad hulks never fully lived up to their promise during the Civil War: their big guns, dangerous ramming power, and nearly impervious defense were offset by slowness, unwieldiness, and frequent mechanical failures. Nonetheless, no one could prove that one ironclad ram could not sink a whole wooden fleet.

It was therefore with considerable relief that Farragut welcomed the iron monitor *Manhattan* which arrived in July; soon the *Chicksaw* and *Winnebago*, similar vessels, joined him; and when on 4 August the ill-fated *Tecumseh* arrived, Farragut was ready.

The evening of that day it rained; after midnight it became clear and hot, with a breeze from the southwest. At 0300 it was clouding up, but the breeze still held, and the admiral said quietly, "We will go in this morning."

Go in they did, about 0600 on 5 Aug 1864. The overall plan was to run past the forts, defeat the Confederate naval force inside the bay, and reduce the two forts in cooperation with the army, after which Mobile would hang ripe for plucking. Farragut gave much thought to his attack, finally deciding to send in his wooden ships in column, lashed together in pairs

in the hope that if one ship were disabled her companion could tow her on into the bay; in the meantime, the four monitors were to form a column to starboard (toward Fort Morgan) and ahead of the rest.

Leading the column of monitors was the *Tecumseh*, Comdr. T. A. Craven commanding; the lead ship of the wooden vessels was the *Brooklyn* (lashed to the *Octorara*) with Comdr. James Alden in command, and Farragut's *Hartford*, under the command of Capt. Percival Drayton (lashed to the *Metacomet*) was next. At 0655 *Tecumseh* opened fire with both turret guns, and the fort replied 10 minutes later, smartly directing its fire at the more distant *Brooklyn*. Admiral Franklin Buchanan, in charge of the Confederate forces, moved the *Tennessee* near the channel at the rear of the torpedo field; Admiral Farragut climbed into the rigging of the *Hartford* for a better ringside view. The battle was joined.

At 0725 the attack, which had gone according to plan until then, met with serious complications. Farragut received the following message from *Brooklyn*: "Monitors are right ahead. We cannot go on without passing them. What shall we do? What had happened was that the *Tecumseh* had veered to port, the other monitors had followed her, and the sluggish ironclads now were blocking the passage of the speedier wooden ships. Farragut, probably beginning to feel keen misgivings at having allowed himself to be persuaded not to lead the column, signaled impatiently: "Go ahead."

Worse was to follow. Craven, ordered to go inside the buoy marking the eastern limit of the torpedo field, reckoned somehow that the order "must be a mistake." The ship ran

just its breadth of beam to the westward—and struck a torpedo. It went down like a stone in less than 30 seconds.

Trapped in the pilot house of the sinking *Tecumseh*, the pilot—John Collins—and Craven met at the hatchway leading into the turret and a chance for life. "Go ahead, captain!" cried Collins. "No, sir!" answered Craven, "After you, pilot!" Collins escaped, but Craven (ironical name) died along with 93 other men.

Now Comdr. Alden, appalled by the fate of the *Tecumseh* and sighting buoys ahead which he took to indicate torpedoes, attempted to back his ship to keep clear; the single screw and wind swung her crosswise in the narrow channel with the following ships about to pile up on her. Disaster loomed for the Union fleet as Fort Morgan's fire plastered the crowded vessels.

Farragut saw the danger, and instantly saw the solution too—it wasn't a safe solution, but it was the only one. He swung his ship to port, leading the way directly over the mine field, and his fleet followed. As he passed the *Brooklyn*, he was warned that there was "a heavy line of torpedoes across the channel." "Damn the torpedoes!" roared Farragut, and ordered full speed from both the *Hartford* and escorting *Metacomet*. Men aboard these ships and those which followed swore they heard torpedoes knocking on the bottoms and clicking of the primers—or perhaps it was their own castanetting teeth they heard—but none exploded (later four out of five were found to be defective) and the ships moved northwestward into Mobile Bay.

The passage was not without further incident, for at the end of the channel the *Tennessee* met the fleet, charging clumsily among the ships but failing in attempts to ram both the *Hartford* and the *Brooklyn*. However, the big ironclad did some damage with its guns, particularly to the *Oneida*, and was undamaged by fire of the Union ships. In the meantime, some harassment was provided by the sniping of the little Confederate gunboats.

Inside the bay the *Metacomet* was cast loose from the *Hartford*, and went in hot pursuit of the *Selma*, one of these gunboats. Lt. Comdr. James Jouett of the *Metacomet* and Lt. P. U. Murphey of the *Selma* had been good friends before the war. After the *Selma's* surrender Murphey came aboard, ramrod stiff and his arm in a sling, saying, "Captain Jouett, the fortunes of war compel me to tender you my sword." Jouett answered, "Pat, don't make a damned fool of yourself; I have had a bottle on ice for you for the last half hour!"

With the Union ships inside the harbor, the first round of the fight was over; but the second round, in drama at least, surpassed the first. For the dangerous *Tennessee*, balked in its initial attack, turned and steamed slowly into the bay to attack the entire Union fleet.

Franklin Buchanan, admiral aboard the *Tennessee*, had been first superintendent of the Naval Academy when it opened 101 years ago this month.



CHAPEL WINDOW of Naval Academy at Annapolis shows Farragut in rigging of *Hartford*, directing battle.

Now, demonstrating the fighting spirit which he instilled in his midshipmen, he perhaps momentarily forgot his principles of strategy. Second guessing would indicate that better courses would have been to attack Farragut's transports still outside the harbor—or to lie secure in shallow water and bombard the enemy. But the doughty old admiral chose to attack.

The Union forces flung themselves upon *Tennessee* like hunting dogs worrying a bear. With justifiable lack of confidence in the ability of their gunfire to hurt the Confederate ship, they concentrated on the thankless job of ramming the ram. *Monongahela* attacked first, ramming at full speed. The only damage done was to *Monongahela*, which lost her iron prow; the Union ship then discharged a broadside which rattled harmlessly off the sloping sides of

the iron enemy. *Lackawanna* then rammed and succeeded in crushing her own stem; at close quarters a Union marine registered a direct hit on the ram with a spittoon, but this novel weapon produced neither more nor less effect than had gunfire up to now.

Now *Hartford* vengefully attacked—vengefully, for Farragut had always detested ironclads, though he recognized their power. The ship struck *Tennessee* a glancing blow, and in maneuvering collided with *Lackawanna*, receiving a gash near the waterline. Meanwhile the monitors joined in, *Manhattan* finally registering an effective blow as a 15-inch shot laid open the port side of the Southern ship. But the real damage was done by *Chickasaw*, taking a position under *Tennessee's* stern and for half-an-hour smashing at the enemy with 11-inch shot at distances of from 10 to 50 yards.

Finally the stricken behemoth wallowed helpless. Twelve men aboard were dead, 19 wounded, when the *Tennessee* surrendered at 1000 and the battle of Mobile Bay came to an end. . . .

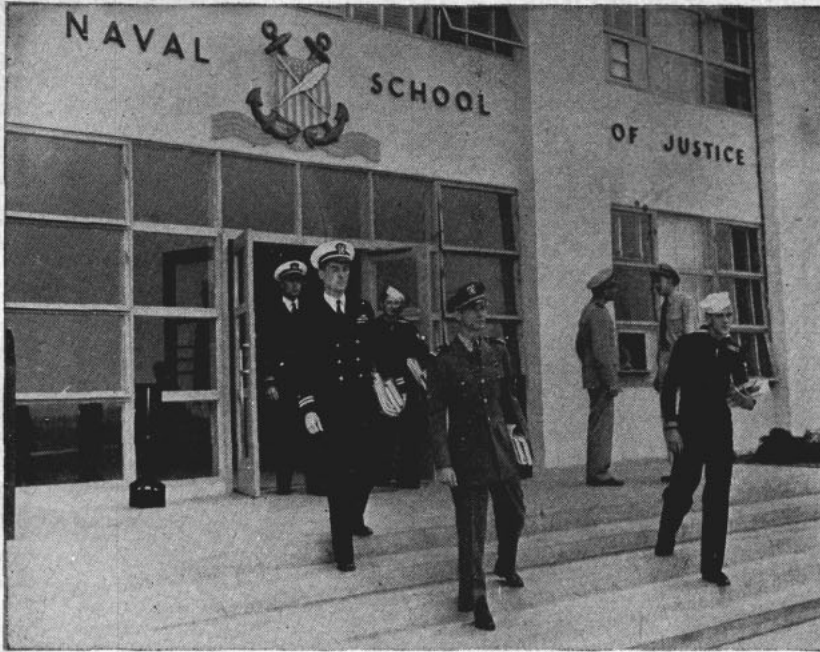
The Confederate forts were soon reduced, though Mobile itself was not given up until the following spring, and Farragut went home to receive the honors of his countrymen. They wined him and dined him; they made him the first full admiral of the U. S. Navy; they called him "Old Heart of Oak" and wrote enthusiastic if unpolished verse about him and his exploits.

Despite his failing health he remained on active duty, and after the war led the European Squadron on the famous cruise of 1867-68. Upon his return to the United States he retired in August 1870. Six years after his triumph at Mobile, he died quietly. The man whose record was once "good but not conspicuous" had, in his own words, played out the drama of life to the best advantage.



TECUMSEH HITS MINE, sinks, as fleet steams past Fort Morgan. Line of monitors guards wooden ships as *Tennessee* (lower left) moves to attack.

JUSTICE



OFFICERS AND MEN of the Navy descend steps of School of Justice at Port Hueneme, Calif. School opened as permanent activity on 1 July.

SCHOOL OF JUSTICE ESTABLISHED

In accordance with the Navy's policy to insure all personnel a square deal, the School of Naval Justice has been established at the U. S. Naval Station, Port Hueneme, Calif.

Essential purpose of the school is to "provide intensive instruction in the fundamental principles of the naval disciplinary and court martial system and their practical application." In periods of seven weeks length, 150 officers and 50 yeomen together will explore naval legal precepts and proceedings. The course will include the following:

- Introduction to naval law.
- Disciplinary powers of the commanding officer.
- Elements of offenses and drafting of charges and specifications.
- Jurisdiction of courts martial, trial procedure, and review.
- Rules of evidence.
- Misconduct and naval fact finding bodies.
- Administrative matters related to discipline.

Coordinated with the above will be a course for yeomen which includes training in advanced typing and shorthand. Theory is taught but placed second to practical work. Each student is supplied with the school text, *Naval Justice*, which he is permitted to retain as a guide for future reference.

Thus the officer will be better prepared to serve as a deck court officer, a member of a summary court or general court martial as a recorder, judge advocate or defense counsel, and the yeoman will gain a legal and technical knowledge necessary for a court reporter.

Personnel attending should be detailed by their COs and will be returned to the activity from which they came. All requests for attendance should be directed to the OinC of the U. S. Naval School (Naval Justice), Naval Station, Port Hueneme, Calif.

The first class convened 1 July. Additional classes will enter the school at eight week intervals. The Judge Advocate General of the Navy has stated that as many officers and men as possible should take the course in order to effect an overall improvement in the performance of disciplinary, court martial and other legal duties.

The school of justice is no sudden development; it began as far back as 1942 when the Bureau of Yards and Docks recognized the necessity for a course in naval law for all officers and men of the prebarring construction battalions and other naval advance base units stationed in the Pacific. Accordingly, BuDocks initiated a naval courts and boards training course at the ABRB, Port Hueneme. As the war progressed and the Navy expanded, the need for adequately trained legal personnel became apparent.

As a result, in July 1945 the school was enlarged and established as a separate command supplying many men from all types of units with a two weeks indoctrination of naval law. One year later, having proved its value to the Navy as a whole, the school was moved to permanent quarters and the course was lengthened to seven weeks. In line with the Navy's plan for postwar continuance and development, it was formally dedicated on 29-30 June.

NO LONGER will Navy men run aground on "rocks and shoals" simply because their maps and charts are not up-to-date, nor will they be stranded for lack of knowledge on the part of those whose job it is to get them off. For the Navy is overhauling its legal procedure and modernizing the Articles for the Government of the Navy, basic law for charting the course of naval justice since 1862.

In June 1943 when Rommel had just been chased out of Africa, when Halsey had only begun to hammer Japan's Pacific strongholds, and when you could buy meat if you had the red points, the Navy began work on this project which at the time rated few headlines. Culmination of the three-year job came this year with a report submitted to the Secretary of the Navy by a special civilian-naval board.

To insure more justice under law for all accused men, the report made the following recommendations:

- Separation of the functions of the trial judge advocate and prosecutor in court martial procedure.
- Clarification of what persons are subject to naval courts in what places and for what offenses.

- Reduction in the number of general courts martial by empowering summary courts to impose more severe penalties.

- Reduction of the maximum number of members of a general court martial from 13 to 9—the minimum to remain at five.

- Establishment of a board of review, composed of at least one civilian with a legal background, one naval lawyer and one or more general service officers "of mature judgment" to review high penalty and complicated cases.

Generally, in the opinion of the board, the disciplinary system of the Navy has functioned at a high level. Most of the board's criticism was directed against the court martial procedure and the lack of adequately trained personnel to administer it. All proposals were made in the interest of insuring greater protection of the rights of the accused.

"The objective," said Arthur Ballantine, New York lawyer who headed the board, "is the fullest possible reconciliation of the responsibilities of command with the fundamental safeguards of the rights of the individual."

A step in the right direction in the attainment of this goal, the board believes, would be separation of the functions of the trial judge advocate and the prosecutor. Under present practice one officer handles both these duties. It is suggested that an officer qualified in law and specially trained be appointed as the trial judge advocate to advise the court, the prosecutor and the accused *impartially* on all questions regarding law and procedure arising at the trial. In any case where the court does not follow the advice of the judge advocate with respect to

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law and procedure, a notation and the reason for the rejection would be made in the record.

Another recommendation of the board was to increase the punishment powers of summary courts, thus relieving the general courts of much of the work load. The board suggested scaling up the punishments which a summary court may give to confinement for six months. This will close the gap in the punishment scale and allow the summary courts to handle more cases than heretofore.

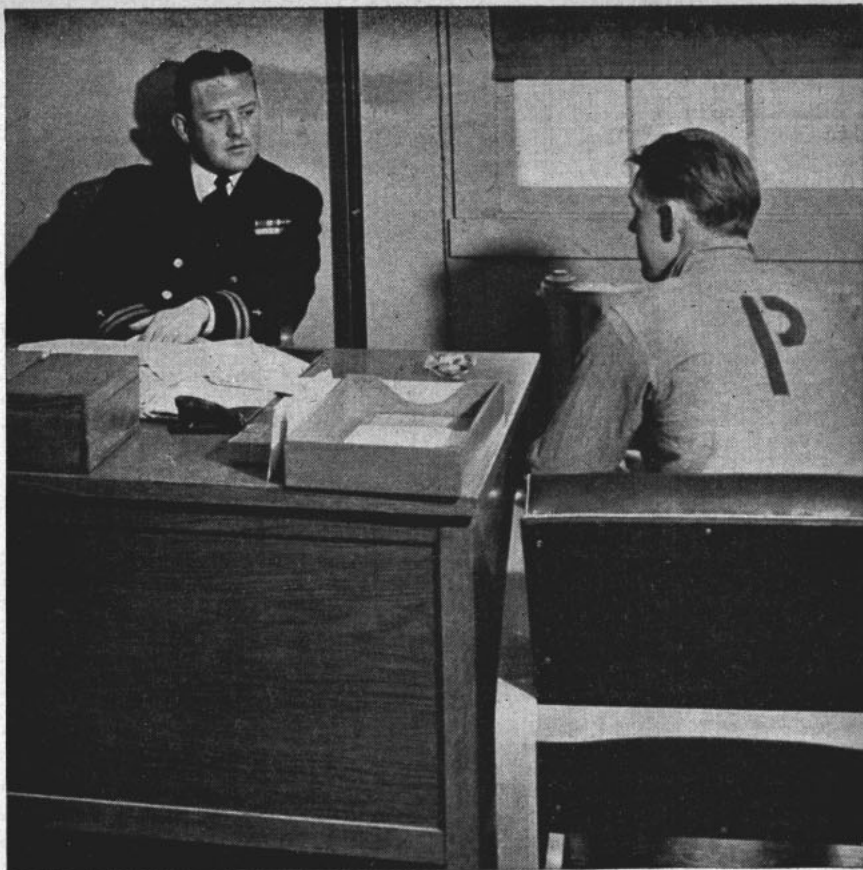
At the present time a summary court is authorized to award sentences of confinement not exceeding two months and loss of pay not exceeding three months. Summary courts also can give a bad conduct discharge. However, they are not empowered to award both a BCD and a sentence of confinement. Thus in some cases where a BCD is later mitigated, the offender escapes adequate punishment. Morale is undoubtedly affected and the interests of justice are not best served. Accordingly, it was proposed that a summary court should be enabled to award a sentence of confinement and loss of pay in addition to a BCD.

A previous report submitted by the Ballantine committee in 1943 concerned itself with the expedition of procedure, simplification and provisions for more uniformity of sentences. Some of these recommendations were adopted by the Navy under the wartime powers of the Secretary, and some have been incorporated into new legislation.

One of the most significant was the suggestion that commandants of naval districts in the United States be granted the same authority to convene general courts martial as that held by commanding officers of certain forces outside the country. Formerly, authorization for the trial and for approval of sentence had to be given by SecNav after processing through the offices of JAG and BuPers. During this time the accused would ordinarily be confined and confinement time would not count on a possible ultimate sentence. Now commandants would convene a general court on the spot, prefer charges, make out specifications, and the man could be tried and his sentence made effective with little delay.

Another recommendation of the original committee was the publication of a table of suggested punishments for the more common offenses, particularly AOL and AWOL. While no one will deny that individual circumstances alter cases considerably, the board felt the cause of justice was not advanced when an offender is punished a great deal more, or less, than others who have committed similar offenses.

In view of the fact that a large number of reserve officers with legal training are now leaving the service, the second Ballantine report recommended the creation of a group of



Official U. S. Navy photographs

CHAPLAIN'S WORD is always available to prisoner (above) desiring guidance. Many thousands of dollars were saved by men salvaging Navy equipment. Below are shown prisoners at work in stockade at Mare Island, Calif.



SEA LAW RUGGED IN OLD DAYS

Naval justice was a bit rugged in the days of Richard the Lion Hearted. In 1190 he drew up these rules, the first made by an English king to apply specifically to discipline on naval ships:

- Anyone that should kill another on board ship should be tied to the dead body and thrown into the sea.

- Anyone that should kill another on land should be tied to the dead body and buried with it in the earth.

- Anyone lawfully convicted of drawing a knife or other weapon with intent to strike another, or of striking another so as to draw blood, should lose his hand.

- Anyone striking with the hand, no blood being shed, should be dipped three times into the sea.

- Anyone uttering opprobrious or contemptuous words to the insulting or cursing of another should, on each occasion, pay one ounce of silver to the injured person.

- Anyone lawfully convicted of theft should have his head shaved and boiling pitch poured upon it, and feathers or down should then be

strewn upon it, for the distinguishing of the offender; and upon the first occasion the offender should be put on shore.

Some of Richard's successors were equally ingenious. For example, a man guilty of sleeping on watch for the fourth time, during the reign of Henry VIII, was tied to the bowsprit and given a biscuit, a can of beer, and a knife, so he could make an interesting choice—starve to death or cut his bonds and fall into the sea.

In the middle of the 14th century, you could be hanged for stealing a buoy rope fastened to an anchor, or for filching an anchor or boat worth 21 shillings. Lavish use of the cat-o'-

nine-tails and keel-hauling were among the quaint customs of the day, and thieves used to go ashore at the end of a line tied to the stern of a boat, after being ducked two fathoms under.

Of course, they didn't have quite so much painting and chipping, painting and chipping, painting and chipping to do in those days.



"... should be tied to the dead body

naval officers to be designated "legal specialists" or the establishment of a law corps which would occupy the same status as other naval corps. To avoid compartmentation and rigidity, the board favored the creation of the designation "legal specialist." Ultimately a total of 428 such legal officers will be required. Initially, the group will be drawn from officers of the regular Navy and from the members of the Naval Reserve who request transfer. Once authorized by law, it is to be maintained by providing training in civilian law schools for officers who apply for it and by procurement of individuals already having legal training.

As rear Admiral O. S. Colclough, USN, the Judge Advocate General of the Navy, stated, "It would be a grave mistake to believe that modernization of the Articles for the Government of the Navy, overhauling of procedural rules, and the issuance of a new military law manual would guarantee the highest degree of naval justice. Rather, we must all recognize the fact that no system, no matter how well conceived, will be any better than the legal ability of those charged with administering it."

The Navy would be the last to deny that injustices were committed during the war years. It has not been insensible to its responsibilities in the field of naval justice either during the war or in peace. For example, prisoners in confinement as the result of a

general court martial sentence have their cases considered by the Naval Clemency and Prison Inspection Board. This body studies the applications for clemency and restoration to duty of men presently in confinement,



TWO POINTS to be considered for any prisoners are physical condition and morale. Basketball helps both.

naval prisoners and discipline in general.

As of the first of this year, 80 per cent of all persons whose cases were reviewed had been restored to duty. About four out of five successfully completed their term of probation and thereby upon separation wiped the stigma of a BCD or a DD from their records. Upon discharge from the service they are entitled to a discharge "under honorable conditions" and all benefits which accrue to a veteran.

To insure justice further all cases which have passed through the Clemency Board but on which restoration or discharge have been disapproved will be reviewed by a special board—the General Court Martial Sentence Review Board. This group is currently reviewing the sentences of all naval personnel now in confinement who were tried and sentenced by general courts prior to 1 Sept 1945. Its function is to correct any injustices committed under the stress of war. It is a special short term project consisting of a carefully selected group of men headed by Professor Arthur J. Keeffe, professor of law at Cornell University. This board assumes the point of view of an original sentencing body handling a case which has been thoroughly prepared and investigated.

Another body—the Board of Review, Discharges and Dismissals—was established by the Secretary of the Navy in 1944 in accordance with the provisions of the GI Bill of Rights. It also attempts to rectify any miscarriages of justice which may have occurred heretofore. This board is authorized to review, upon its own motion or upon request of the individual former officer or enlisted man or woman or his representative, any separation other than honorable from the Navy except those brought about as the result of a general court martial.

The Navy has initiated legislation to extend this review to all general courts martial discharges and dismissals since the beginning of the war. If such legislation is passed SecNav would have the authority to change, upon recommendation, a DD or a BCD imposed by a general court though the recipient is no longer in the service.

A final aspect of Navy justice has to do with prevention of violations. Since a large percentage of men awarded extended sentences by general courts have had one or more previous convictions, it is clear that cutting down repeated offenses is important. With this end in view naval places of confinement have now been classified into three types:

- Disciplinary barracks for the detention of persons awaiting disposition and for confinement of general court martial prisoners with sentences of moderate length who do not qualify for a retraining command.

- Retraining commands for general court military offenders who offer the best prospects for restoration to duty.

- Brigs for detentioners and persons serving confinement sentences other than by general court martial.

Of these the retraining commands and disciplinary barracks present a

departure from traditional Navy confinement activities. These innovations have proved so valuable in salvaging men that the Navy has adopted it for peacetime use. Designed as minimum security activities for the most tractable offenders, particular care is taken to restore to duty men benefited by their period of confinement. In all places of confinement, the Navy has consistently emphasized rehabilitation above mere punishment.

Always keeping as its goal the ideal of returning every man to duty as a better-than-average sailor, the Navy stresses physical and mental conditioning. The program followed is one of useful productivity, not "made work," and construction of material—cargo nets and fenders, for instance—and salvage of athletic equipment have saved thousands of dollars.

But in the last analysis, the test of the program is the subsequent record of the men themselves; and four out of five men returned to active duty make good.



Official U. S. Navy photographs
WORK ON HOBBIES, such as that shown here at Great Lakes, Ill., not only gives prisoners creative work, but produces useful models for Navy training.

NAVY PLAYS PART SEEKING OUT WAR CRIMINALS

The *Jean Nicolet*, U. S. merchant ship, was enroute on 2 July 1944 to Colombo, Ceylon, with 100 persons on board. At 1915, without warning, she was torpedoed, and all aboard abandoned ship. Of these 100 people, only 23 survived.

A Jap sub surfaced and cruised among the life boats and rafts, machine-gunned them and ordered survivors to board the sub. As they came on board, each survivor was stripped of his valuables and the Japs tied their hands behind their backs with wire and rope. Of the 95 who climbed upon the sub's deck, 65 were clubbed and beaten to death. An Allied plane forced the sub to submerge, leaving the 30 survivors floundering in the water, and only 23 were left when a small British vessel picked them up. The list of dead included 31 U. S. Merchant Mariners, 18 U. S. Navy armed guard men, four civilians, seven Navy technicians and 17 soldiers.

This is only one of many atrocities Japanese and Germans are accused of committing during the war. To track down and bring to justice the men responsible for war crimes, the United Nation War Crimes Commission recommended that member nations establish War Crimes Offices in their respective countries.

Eleven Allied nations have each set up tribunals to bring to justice the men responsible for these horrors of World War II. Although the investigation and prosecution of these accused war criminals is under the supervision of the Army, the Navy also plays a major role in bringing them to justice. The Navy has provided translators, investigators, defense and prosecution lawyers, information for investigations and trials and many other necessary services.

A typical case in the European theatre the War Crimes Office has

been concerned with is the "Malmedy Massacre" in Belgium during the Battle of the Bulge. In this case American troops were pressing a detachment of German troops who held a group of American prisoners. It became evident to the Germans that they had better be moving. When the U. S. troops arrived, they discovered the bodies of the Americans, with their hands and feet tied, riddled with bullets. The War Crimes Office was notified, and an investigation was immediately begun.

By going through intelligence files and by screening 350,000 captured Germans, it was determined exactly

what company was in that area at that particular time, and exactly which men were in that company. Out of the 350,000 men screened, confessions were obtained from three or four, and the men actually responsible for the massacre are being prosecuted.

To enable them to bring to justice every person accused of atrocities such as these, the War Crimes Office asks that any person who has information about an alleged war crime submit this information to the War Crimes Branch, Civil Affairs Division, Pentagon Building, Washington, D. C.



Official U. S. Army Signal Corps photograph

DAY OF RECKONING comes for Jap atrocity suspects as they are led to bar in Far Eastern War Crimes court. Navy legal personnel assist in trials.

SURF SEERS



SERIOUS TROUBLE can be caused in landing operations if surf conditions are miscalculated. Attempting to land on beach at Iwo Jima this LCM is being broached by surf. Outgoing tide will leave boat high, dry and helpless.

NAVY FORECASTS of surf conditions on enemy beaches 24 hours in advance of D-days are credited with reducing the cost in men and ships of amphibious operations on opposite sides of the world.

Surf forecasts made possible the initial landings of the late General George S. Patton, Jr., and the 7th Army at Gela, Sicily, with little opposition in July, 1943. A storm had made the surf too rough for landings. The enemy expected the surf to run high for a considerable time, the usual aftermath of a period of high winds. However, the Navy's oceanographic and weather information indicated that in this instance the surf would quickly subside. The invasion fleet moved accordingly and the enemy was taken by surprise. The forecasting of surf conditions 24 hours in advance became common practice during the war, and under favorable conditions reliable predictions were made with an even greater time advantage.

Much of the basic research behind oceanographic advances was conducted by the Woods Hole (Mass.) Oceanographic Institution and the University of California Scripps Institution of Oceanography at LaJolla. Contributions, particularly in the development of instruments, were made by the University of California College of Engineering, Berkeley, and the Navy Electronics Laboratory at San Diego, Calif. The Navy Photographic Interpretation Center, Anacostia, D. C., advanced the use of aerial photographs for depth determination. The Army

Oceanographer's Study Of Tide Conditions Cut Loss of Men, Ships in Amphibious Operations Against Enemy Beaches

Engineers' Beach Erosion Board supplied research facilities. The Navy Hydrographic Office contributed to the publication of results in practical form for use by the fleet.

Among unique instruments developed to gather data of value in forecasting was a wave-measuring radio buoy which Navy planes, before VJ-Day, were ready to drop in Japanese waters. A large flat disc suspended below the buoy prevents it from rising and falling with the passing waves. Changes in water pressure automatically stimulate a submerged recording device, while radio signals are sent to a plane above. After 20 minutes of radio transmission, the buoy sinks itself to avoid recovery by the enemy.

Another device was a pressure-operated recorder for measuring waves and tides a short distance off shore. In friendly waters its signals are sent to land by wire as electrical impulses. In enemy waters the recorder is equipped to make a self-contained record. A supply of the recorders for use in Japanese waters was ready for Demolition and Reconnaissance Team

"frog men" to plant one night and recover the next.

Weather forecasting from wave information is possible because waves outrun the storms that generate them. Studies show that Atlantic hurricanes and Pacific typhoons which move along at 10 to 15 knots usually generate waves that run ahead of the storms at 20 to 25 knots and sometimes travel more than 5,000 miles. From knowledge of weather in the region where an amphibious attack was planned, it was possible to predict waves just off the assault beach. But to forecast surf—the size of the breakers, their location and their frequency—it was necessary to know the depth of the water on the beach, the slope of the beach and other topographical features. This data was obtained through photographic reconnaissance. Overlapping pictures were taken every few seconds from a high-flying plane. By comparing the overlapped areas, trained photographic interpreters measured the distance the wave crests advanced between pictures to determine the speed of the waves. This information then was applied to special graphs to obtain depth readings.

Another photographic method of quick depth determination, developed by Navy Photographic Interpretation, depends on photographing the bottom through calm, clear water. The plane flies low. A strip of film is pulled rapidly past two slits without shutters in opposite ends of the camera. When the print is viewed with a special lens, there is a strong stereoscopic

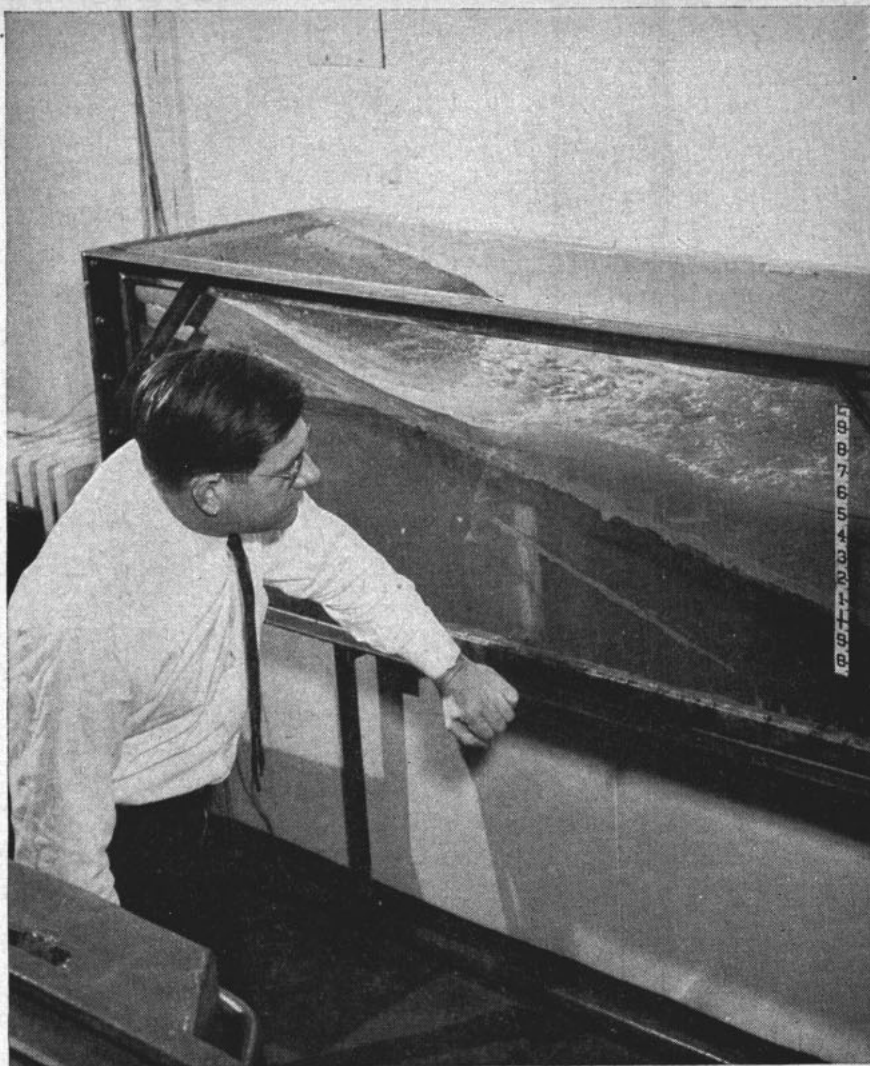
effect which brings out in sharp relief changes in depth and bottom features.

The Navy expects to continue its oceanographic research and to establish permanent recording stations in areas where hurricanes and typhoons cause destructive waves far from their sources. Information obtained from waves is especially valuable in typhoon and hurricane forecasting because it often comes from distant waters from which no other data can be secured. Islanders in typhoon areas know that a certain kind of surf indicates a typhoon is in the vicinity.

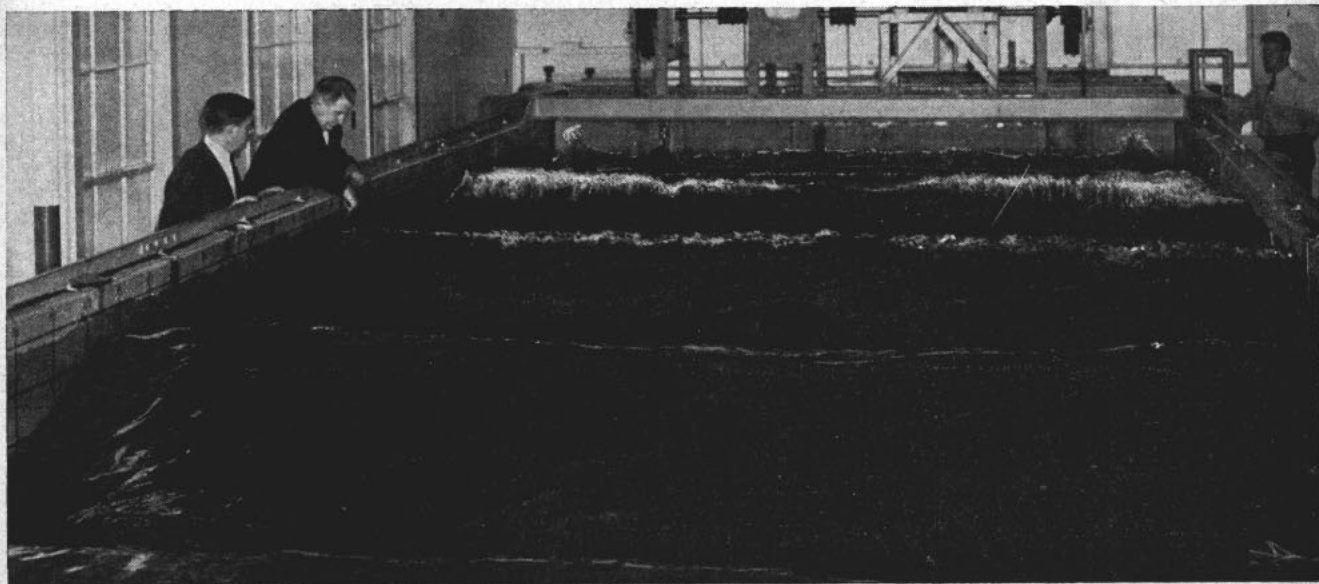
The method of determining water depth from aerial photographs is being put to peacetime use by the British in surveying inaccessible areas off the coast of Africa. The new knowledge of waves and surf will be of value in drilling off shore for underwater coastal oil and in protecting beaches and harbors.

The Navy's surf predictions were based on carefully interpreted weather data and on knowledge of the topography of the enemy beach obtained from aerial photographs or from Navy underwater demolition team swimmers. Weather forecasting in areas where insufficient meteorological data was available from ships and planes was aided by shore station studies of ocean waves which ran ahead of distant storms.

The wartime advances in oceanography, which also included the new system of charting shallow water areas by aerial photography, followed in the Navy tradition of Commodore Matthew Fontaine Maury who charted winds and ocean currents a century ago. They were based on extensive research by several laboratories under the coordination of the Bureau of Ships and the Hydrographic Office of the Navy Department, and were applied in operations by the Navy Aeronautical Service.



The RELATION between speed of the waves and depth of the water is tested by this machine. Information received is invaluable in storm areas.



Official U. S. Navy photographs
SMALL WAVES in this picture are generated by machines and measured against grid painted on side of the pool. Experiments such as this with artificial waves are an important part of basic research necessary for surf forecasting.

BATTIN' THE BREEZE

This Sounds Fishy

The old saying is that a surprised sailor is an oddity, but back in the days when the "four pipers" used to drop their hooks or tie up at the buoys off the 5th Street landing in San Diego, a young cox'n received the surprise of his life.

Hitting the deck at reveille, the cox'n having the running boat duty, dashed madly to the quarter boom and, like a fireman manning the ladder at a fire in a tall building, he climbed down the jacob's ladder into his boat.

Everything went along fine for the first few seconds. His gear was se-

cure. Everything was in shipshape order ready for the morning trip when he decided to take a look at the bow painter.

Imagine his surprise when, seated on a thwart, was a seal unmindful of the world about him, taking a siesta.

After You, Alphonse

Question of precedence and seniority came up a while back in Seattle when one of the demobilizers demobilized a demobilizer and the man being demobilized demobilized the demobilizer.

All the confusion resulted when M. A. Fritschle, S1c, head of a separation section, and his assistant, W. K. Broman, S1c, both became eligible for ruptured ducks at the same time.

But the fellows solved the problem themselves. With a small ceremony to baptize them back into civilian life, they demobilized each other.

New Signal Book

Some time last spring when the Pacific Fleet was reconverting to the necessary but dull task of maneuvering in formation, the skipper of a destroyer applied a little psychology in his attempt to have the monotonous evolutions knocked off.

At least that's the way it sounds, for at the completion of what seemed to be the ten-thousandth "turn-one-eight" he flashed the following message to the OTC, information all ships.

"Attention is invited to Hebrews, Chapter XIII, Verse 8."

On board each destroyer a scurry took place for the ship's Bible; the reference the other captains read was: "Jesus Christ, the same yesterday, and today, and forever."

Padreward

Chaplain Monroe Drew, Jr., USNR, made one of those long, seemingly hopeless journeys crisscrossing the Pacific in search of his ship, and one of the stoos he made was aboard the USS *Heywood L. Edwards* (DD 663) which had never had a sky pilot aboard.

The novelty of having a real live chaplain aboard apparently overwhelmed the crew, for when he left he was awarded the following citation unique in the annals of heraldry:

"For his patience, perseverance and understanding while aboard the destroyer USS *Heywood L. Edwards*. By his constant devotion to duty and untiring zeal he aided materially in maintaining the morale of the crew. His untiring efforts in keeping the ice-box temperature up to a maximum saved many tiresome hours of defrosting. His conduct throughout was in keeping with the highest tradition of the United States Naval Service."

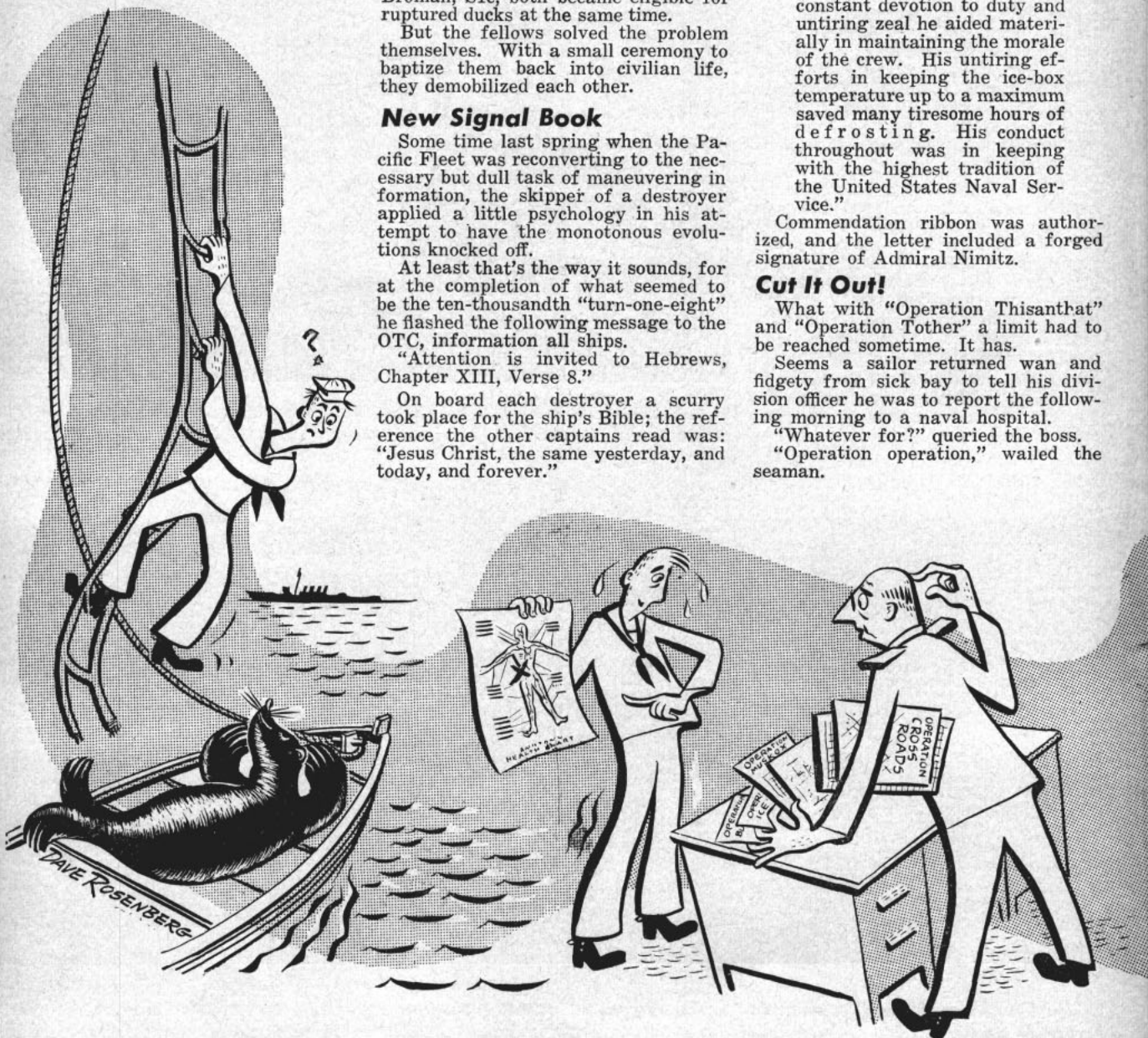
Commendation ribbon was authorized, and the letter included a forged signature of Admiral Nimitz.

Cut It Out!

What with "Operation Thisanthat" and "Operation Tother" a limit had to be reached sometime. It has.

Seems a sailor returned wan and fidgety from sick bay to tell his division officer he was to report the following morning to a naval hospital.

"Whatever for?" queried the boss. "Operation operation," wailed the seaman.



ON THE SEVEN SEAS

It's Still Goodby

Seems the original edition of the Japanese phrase book has become outdated, with its practical hints on how to get a glass of water or tell the natives you're an American. From reports filtering back from Nippon, the Japs know that Americans get plenty of water aboard ship, and they also have found how to tell a U.S. uniform.

Anyway, there's a new and enlarged book on the press that is planned to cover situations arisen since last September. Included are all sorts of conversational helps like: "You're very pretty," "How about a date?" "Where will I meet you?" and an introduction into the polite way of bidding farewell.

Salvaged: One Sawbuck

From the Separation Center at Shoemaker, Calif., comes word that the Navy is richer by \$10 and that Diogenes can put out his lantern and knock off his search for an honest man.

The following letter with enclosed sawbuck was in the mail one morning:

Dear Sir:

The enclosed money was paid to me in error. I am returning it. The Navy always used me right & it's on my conscience.

Ex-Sailor.

It's the Nuts

Courtesy of the old China Station, *cumshaw* has entered the American language as a word denoting free-will offerings or minor graft. It comes from a Chinese phrase—*kum-sha*—meaning "many thanks" or "give me," an expression used by beggars.

But you could hardly expect a seaman making his first liberty in Tsingtao to have been indoctrinated into these intricacies. On the dock were boys selling varieties of merchandise; and, when the sailor saw one shouting, "Hey, Joe, peanut!" he held out his hand and said "kum-sha."

The junior salesman passed him the peanuts, but when the seaman tried to pay, he wouldn't accept the money. After all, beggars say "kum-sha" when making a touch, and who was he to refuse a poor sailor.

Service in the Service

Proving that time erases all pain, even the strain of aching backs and ruptured kidneys, a horde of veterans estimated as high as 10,000 stormed the Benicia Arsenal in California to attend a mammoth jeep sale.

Peter Bosko, the first purchaser, proved he was willing to let bygones be bygones by standing in line since the day before to get first crack at the 1,588 lizzies. He knew what he wanted—a tin steed priced between the \$99 minimum and the \$700 cream of the crop. He got one at \$250.40.

But as the beaming owner started to drive off, a recurrence of long-remembered woes shook his dream of cheap, efficient transportation. He'd hardly arrived at the spot where the American Legion Auxiliary had set up a field kitchen when the jeep snorted,

Service the like of which was rarely seen in the service came to his rescue, though, and a couple of mechanics dashed out to make minor adjustments that sent Bosko driving off again.

It's Night School—7:50 p.m.

Proving that the Navy isn't the only spot in life where there's a form around every corner—SandA 71, page 9, NavPers 310-A, or even feminine—is the yarn of the naval separatee who was being indoctrinated into Veterans' Administration Form 1950.

The ESO asked: "Do you have any questions?"

But his satisfaction vanished when the ex-sailor replied: "You bet. I want to go to school this next September. And here you give me this paper that says I have to wait until 1950!"



THE WORD

Frank, Authentic Advance Information
On Policy—Straight From Headquarters

● PROPOSED QUALIFICATIONS

for ratings in the new, streamlined postwar rating structure were mailed to fleet, type, air and administrative commands last month for comment. The qualifications proposed were those to be used in connection with all petty officer ratings, except exclusive emergency service (wartime) ratings, and included those for pay grade 5 non petty officer ratings (seaman, airman, etc.). For details on the proposed postwar rating structure, see ALL HANDS, July 1946, p. 67.

Implementing the proposed rate structure, the new qualifications are designed to channel men into logically developed naval careers, and at the same time make them of greatest use to the Navy under both peace and war conditions. All peacetime general service ratings would be broken down in wartime to emergency service ratings in which the specific abilities of each man would be used to the fullest extent.

In make-up the new qualifications are radically different from the old. Rate for rate, they reflect war experience and are rearranged to fit the requirements of the proposed rate structure, which is planned to go into effect about 1 Jan 1948. It is expected the plans will be in final form by about 1 September of this year.

Inherent feature of the new qualifications system is the assignment of a personnel accounting number to each rate, and a corresponding number to each emergency service rate within each rate. Assignment of these numbers has not been made, but if and when it is, here's how it will work: The basic rate of boatswain's mate (BM) might be assigned the personnel accounting number 020. Then the emergency service ratings into which all boatswain's mates would be channeled in wartime would be numbered like this: shipboard boatswain's mate (B-IG), 021; CB boatswain's mate (BMB), 022; stevedores (BMS), 023; canvassmen (BMC), 024; riggers (BMR), 025.

Similarly, numbers have been assigned to the various rating qualifications. Practical factors in each rate are grouped together under .100. Individual

practical factors for boatswain's mates then would be "short-titled" 020.101, 020.102, etc. Examination subjects are grouped under .200. A new feature termed "Normal Path of Advancement to Warrant Grade" accompanies each rating qualification sheet and is numbered .300. In addition, a few rates include the number .400 for test instructions and miscellaneous qualifications.

Each sheet is keyed to show at a glance how the various practical factors, examination subjects, etc., are applicable to the various pay grades in each rate and in each emergency service rate (see table).

A new section, "Military Requirements for All Men in the Navy," is intended to replace BuPers Manual Arts. D-5203 and D-5204, which covered fundamental knowledge and petty officer requirements, respectively. Like the other qualifications, the sheets listing the new "military requirements" are keyed for quick reference, to determine to which pay grade each requirement applies.

The following table illustrates how the rating qualifications sheets are "keyed" to show the applicable rates. The sample used is taken from the examination subject section of the boatswain's mate sheet, as proposed.

● **FAMILY ALLOWANCE** benefits, in case you were wondering, are not about to be cut off.

Any enlisted man with dependents, regardless of his enlistment date, is eligible for these benefits for the "duration and six." Date of termination of the emergency is, of course, anybody's guess. It now seems unlikely that the present Congress will do anything about it. Assuming, therefore, that the next Congress legislates the emergency out of existence as of January 1947, family allowance benefits still would go on for six months. At the end of the emergency the benefit will end for all whose enlistment date is 1 July 1946 or after. For all others, the benefits will be discontinued at termination of their enlistments.

One benefit plan proposed and sponsored by BuPers asked for continuation of family allowance until 1952.

● **NAVY V-5 AND V-12** program took more definite form as legislation to make them permanent passed the Senate in the form of a bill to provide generally for the training of naval officers.

Favorable and speedy action is anticipated on the bill. (For previous information on this, the Holloway Plan, see ALL HANDS, July 1946.

The bill provides that:

● All midshipmen with educational qualifications, upon satisfactory completion of flight training, be designated naval aviators and ordered to duty involving flying.

● Any male citizen of the U.S. not more than 25 years old may be commissioned as ensign in the Navy or second lieutenant in the Marine Corps, who shall have completed satisfactorily a four-year course at an accredited college or university, or any enlisted man of the Navy or Marine Corps who shall demonstrate by test that he has attained an educational level to that of an individual who has satisfactorily completed four-year course at an accredited college or university.

● Staff corps officers will be selected by a board of officers of the corps concerned.

● Upon termination of regular commission each aviator trained under the program who accepts a commission in the naval or marine reserves may apply for retainer pay at the rate of \$100 for each calendar month during which he pursues full-time instruction at an accredited college or university, total retainer pay not to exceed \$1,000.

● SecNav may provide for payment of all expenses incident to the administration of this Act, including but not limited to, payment for tuition, fees, books and laboratory expenses.

● National Service Life Insurance provided by the Government for aviators in training.

● Each midshipman and naval aviation officer candidate will be required to sign an agreement that, if his resignation from a commissioned status in the regular Navy or Marine Corps is accepted prior to the sixth anniversary of the date of rank stated in his original commission in the regular Navy or Marine Corps, he will accept a reserve commission and will not resign that commission prior to such sixth anniversary.

● The President may appoint annually 75 midshipmen to the Naval Academy from among the sons of Navy, Army and Marine Corps personnel in addition to appointments now authorized.

● **NAVY GRIDMEN** will combine early fall practice with aviation indoctrination late this month. The Annapolis football team was scheduled to go to NAAS, Martha's Vineyard, Mass., for two weeks of workouts and air training.

Navy Coach Capt. Tom Hamilton, USN, announced the trip, which was hailed as probably the first time in history a grid club has combined football and flight school. Effects of the new combination will be watched with interest when Capt. Hamilton unveils his team's attack in the first game of the season against Villanova at Annapolis on 28 September.

APPLICABLE RATES

	BM (020)	BMG (021)	BMB (022)	BMS (023)	BMC (024)	BMR (025)
.207 CARGO						
Safety precautions to be observed in the handling of cargo.	3,2,1,C	3,2,1,C		3,2,1,C		
Mechanical advantage of each form of tackle.....	3,2,1,C	3,2,1,C		3,2,1,C		3,2,1,C
Rules to follow when working with manila and wire rope in handling heavy weights, including breaking strain of the major types of wire and manila ropes.						
General rules for stowage of all material and equipment.....	2,1,C	2,1,C		2,1,C		2,1,C
Various forces involved in common types of rigging and thumb rules for computation of such forces.....	C	C		C		C

● **A NEW RATE** which eventually may offer considerable opportunity for technical training, is under consideration by BuPers with the aid of the Office of Research and Inventions. The new rate is termed, in the proposed postwar rating structure, "training devices technician's mate," and would carry the abbreviation TD. (For latest information on the new rate structure, see story on "qualifications" on previous page).

The rating TD would, as planned, absorb the functions of such wartime ratings as SAD, SPG, SPILT and those SPT's who were celestial navigation trainer instructors. The new rate would not, automatically, absorb personnel from those previous rates. All personnel would have to qualify in the new rate.

A considerable need for men trained in this field grew up in the wartime Navy and will certainly continue in the "push button" Navy of the future, in which the machines of war and the training devices which teach the use of the machines grow ever more complicated. The plans for establishment of the rate are, however, in preliminary form only. An early estimate was that the Navy might use as many as 2,000 TDs.

TDs would find duty at nearly all shore stations and air stations, and aboard many of the larger Fleet units, maintaining and repairing training devices and acting as instructors on the devices.

Current plans call for three levels of schooling. Class A schools would offer about a 10-week course in basic theory, general maintenance and practice on the simpler devices. Class B schools would train TDs to handle more complicated devices, and include considerably more instructor training. Class C schools might offer training in the most complicated and specialized training devices, including Link celestial navigation trainers and operational flight trainers. TDs might receive training in all three schools, or might be assigned to duty after completion of one or more of the courses. ORI is affording considerable assistance to BuPers in setting up the technical aspects of the schools. SADs were trained at NTS, Chicago, during the war. That school was since disestablished, but the new schools may be set up at the old SAD school. It is probable that some training will be carried on in other locations.

Because of the urgent need for these personnel, training will be set up at the earliest possible time. However, the rating TD will not even exist until about 1 Jan 1948, when the postwar rating structure goes into effect. In the meantime schools graduates might be rated as SADs or specialists, or otherwise designated, and would change over to the TD rate after January 1948.

Qualifications for the rating TD have been set up in the proposed postwar rating structure, which probably will be sent out to the Fleet in final form next month. Like other rates in the structure, TD is a general service rate for peacetime use. In wartime the rate would be split into several emergency service ratings, and each individual would be given emergency service des-

LEGISLATIVE ROUNDUP

Aid to China—(Public Law 512)—Provides assistance to China in augmenting and maintaining a naval establishment; not more than 271 small vessels excess to U.S. naval needs will be sold or transferred to China; no battleships or aircraft carriers will be transferred to China without specific authority of Congress; signed by President 16 July.

Science Foundation—(HR 6448)—Navy-supported bill to establish National Science Foundation considered by House subcommittee of Interstate and Foreign Commerce; Public Health subcommittee recommended bill to full committee.

Research—(HR 5911)—Bill to establish an Office of Research in the Navy Department; passed House; passed Senate with amendments 17 July; back to House for reconsideration.

ignation according to his particular abilities. Emergency service TD ratings have been proposed as: TDR (repairmen, non-aviation), TDI (instructors, non-aviation), TDV (repairman, aviation) and TDU (instructors, aviation).

● HOUSING FOR PERSONNEL

at home and abroad is a subject of active interest in the Navy Department these days. Plans are being prepared for the construction of housing at bases within the continental limits and overseas. Funds have been allocated, and more were included in the Navy's 1947 fiscal appropriation. Naturally, progress in the housing program is being hampered by the same factors which have made civilian housing a nationwide headache.

To insure that when housing is built it will be in the areas of most critical need, CNO now is examining the results of its recent survey of on-station housing at continental stations (see ALL HANDS, June 1946, p. 48). Procedure is for CNO to determine areas of need and recommend them to SecNav as such, and SecNav then gives his go-ahead to the Bureau of Yards and Docks authorizing that Bureau to spend the money. BuDock has responsibility for the letting of contracts and the actual construction.

Considerable sums of money have been delegated for housing. From funds on hand the Navy has allocated about \$30,000,000 for construction of needed dwellings at stations within the continental limits. And the 1947 Navy appropriations act includes housing in its provisions. The Federal Bureau of the Budget had recommended to Congress appropriations of \$7,735,000 for construction of 422 married officers' quarters and 410 married enlisted men's quarters within the continental limits, and sums for reconstruction overseas as follows: Barracks for 8,210 men, \$16,420,000; BOQs for 600 officers, \$3,180,000; married officers' quarters for 420 families, \$6,300,000; and married enlisted men's quarters for 1,065 families, \$9,052,000.

Naval Reserve—(S 2437)—Bill to amend Naval Reserve Act of 1938 to grant certain benefits to naval personnel engaged in training duty prior to official termination of World War II; companion bill (HR 7039) introduced in House; both bills reported favorably by Committees 17 July.

Fiancees—(Public Law 471)—Facilitates admission into U.S. of alien fiancees or fiances of members of armed forces of U.S.; signed by President 29 June.

Reserve Retirement—(S 389)—Would revise basis and rate of retired pay of members of retired list of Naval Reserve; now in Senate Naval Affairs Committee; Navy is studying a broader and more equitable proposal for retirement of Naval Reserve personnel, therefore has recommended against enactment of S 389.

● **NAVY NURSES** are needed, and the Navy is prepared to commission any eligible candidate in the Nurse Corps, U.S. Navy, with temporary rank.

Legislation is being drafted, according to Alnav 365-46 (NDB, 15 July), looking to establishment of the Nurse Corps as a Staff Corps of the regular Navy with full rank from ensign to captain and providing pay, allowances and benefits accordingly.

BuMed asks that any reserve nurse eligible for transfer under Alnav 279-45 (NDB, 30 September) investigate "the advantages of a career in the regular Navy Nurse Corps with pay, allowances, and prestige of naval officers as contrasted with civilian, private, or institutional nursing." Such candidates are urged to submit immediately their applications for transfer. Inquiries concerning transfer should be submitted to BuMed.

Nurses of the active and inactive reserve whose requests for transfer have been given favorable consideration will be transferred.

BuMed further informs registered nurses in civilian life that the Navy desires their services and asks them to consult their local offices of Naval Officer Procurement on the matter.

Send ALL HANDS Word on Addresses

Copies of ALL HANDS returned to BuPers because of obsolete addresses indicate that present methods of keeping the mailing list up-to-date do not always keep pace with the rapid roll-up of naval activities. It is requested that commanding officers of ships and stations being decommissioned assist by notifying the Director, Informational Services Division, BuPers, when ALL HANDS is no longer required. Activities receiving the magazine in excess of present needs because of reduced complements also are requested to forward this information.

BOOKS:

FICTION'S PAGES BRING HISTORY BACK TO LIFE

IN ONE of the books reviewed on this page, Somerset Maugham writes: "If readers wish to inform themselves of the pressing problems of the day they will do better to read, not novels, but the books which specifically deal with them." This advice, good as it may be, is not widely followed for novels—Mr. Maugham's, for instance—will always have more popular appeal than the most instructive analytical writings. And don't think Mr. Maugham isn't aware of this.

Many of us have learned at least as much Revolutionary history from Kenneth Roberts as we did from textbooks; and our parents and grandparents got their English history from Sir Walter Scott. *Gone With the Wind* helped give the word on the warring and reconstructed South, and even *Forever Amber* (yeah man!) would, if you looked at it that way, cast some light on the days of Charles II.

The following volumes make history—American and European, Renaissance and modern—come alive. They are being forwarded by BuPers to ship and station libraries.

In these United States

● **"Still to the West"** by Nard Jones; Dodd, Mead and Company, \$2.75.

This book of broad scope—the first written by the author since his service as a Naval Reserve officer during the war years—reaches back to the old West and rises to a climax just prior to World War II. There are characters to remember—old Oregon O'Malley; his son, a watered-down version of the old man; and his granddaughter who has the courage to break with the past and so follow David Morse into a new life. The background is the country lying between the Cascades and Rockies, and particularly the new land and new people created by the Grand Coulee Dam, the biggest thing ever built by man.

● **"Long Storm"** by Ernest Haycox; Little, Brown and Company, \$2.50.

Portland, Ore., during the days of the Civil War would have been a good liberty town; 55 saloons were available to a population of 5,000. In this brawling, booming frontier city is set a typical hardhitting Haycox romance of adventure, centered about Adam Musick, captain of the *Daisy McGovern*. He loses his fight to buck the monopoly held on river traffic by the Navigation Company; but he wins in a larger struggle—against Floyd Ringrose, leader of the Copperhead organization, Knights of the Golden Circle—and he wins the right girl.

● **"The Unterrified"** by Constance Robertson; Henry Holt and Company, \$3.00.

No appeasers or enemy sympathizers were able to stem the orderly administration of selective service in the past war. In New York City in July 1863 it was a different story. There and

then anti-draft mobs for three days controlled the city, laying waste two million dollars worth of property and causing 1,000 deaths; the government, though successful in quelling the riots, was forced to suspend the draft until the following August.

In those tempestuous times is laid the story of the King family, pawns in a web of appeasement, espionage and treason. But Miss Robertson's best efforts fail to vitalize her fictional characters; the meat of the book is its excellent picture of an unsavory period in American history.

Of Princes and Prelates

● **"Then and Now"** by W. Somerset Maugham; Doubleday and Company, \$2.50.

In this book, the Literary Guild's June selection, one of the leading fiction craftsmen of our time tells a story of amorous and political chicanery against a backdrop of Renaissance Florence. The central characters are a protege of Machiavelli and the notorious Italian statesman himself; the latter formulates the ideas he later set forth in *The Prince* while attempting to ascertain the intentions of Caesar Borgia.

It has become the fashion of late to apologize (in the original sense of the word) for Machiavelli's exposition of power politics, and Mr. Maugham presents that astute man's ideas with great clarity if not necessarily with sympathy.

On the last page, the author has Machiavelli say: "It is well to have right on our side, but it is madness to forget that unless we have might as well it will avail us nothing." There is

wisdom in this; an outstanding American reviewer has suggested consideration of what wisdom there may be also in Tennyson's conception of Sir Galahad, whose strength was as the strength of ten because his heart was pure.

Tennyson vs. Machiavelli in 10 fast politico-literary rounds might be a pretty good fight to watch; Tennyson would be a short-ender in the betting, but he might do all right at that.

● **"Lustre in the Sky"** by R. G. Waldeck; Doubleday and Company, \$2.75.

The thesis of this book—that history repeats itself—has perhaps suffered from over-repetition, and it may be just as well to ignore the attempt of the author to parallel the U.N. meetings of today in her depiction of the Congress of Vienna, 1814-1815, for the story of that great conclave is sufficient in itself. Though all the important figures of the Congress troop through the pages, the dominating figure is the great French statesman, the unscrupulous Talleyrand. By any and all means he gains his objectives—though amid the banquets, ballets, balls and such, how anyone accomplishes anything is something of a mystery—only to see his policy finally wrecked by the return of Napoleon to Paris.

South of the Border

● **"The Takers of the City"** by H. R. Hays; Reynal and Hitchcock, \$2.75.

The takers are a little band of barefoot friars under Father Bartolome de las Casas; the city is in remote Chiapas in the Mexico of 400 years ago. The purely fictional hero—the young nobleman Ricardo—who is the central figure in the love interest of the book is, like the Kings in *The Unterrified*, completely overshadowed by the genuine historical figures and episodes. Brutality of man and nature, in massacres and earthquakes, is exploited to make this a strenuous novel.



DEATH AND DESTRUCTION beset New York in 1863 as mobs protested the war draft. Scene on jacket of 'The Unterrified' depicts those stormy days.

THE INDIAN WHO FINALLY MADE CHIEF



Not a chance ...

By the shores of AdComPhibsPac,
By the shining Pac-Sea-Water,
Stood the wigwam of No-Make-Rate,
Not a chance for Chief, No-Make-Rate,
Dark behind him rose the vision,
Rose the black and gloomy spectre,
Rose the spectre: Over-Complement.
"Go thou forth," said old Jamokey,
Tribal Chief with many hashmarks,
"Join the Navy of the Alnav,
Of the OinC and Cinc and FruPac,
Of the Dirpacdocks and JosCo,
Of the ComNavAir and BuShips,
Of the SOSU, CASU, POA,
Of the carbons in nine copies,
Where the Complements are open,
Complements for Chief of summers.
You will then be Chief, No-Make-Rate!"

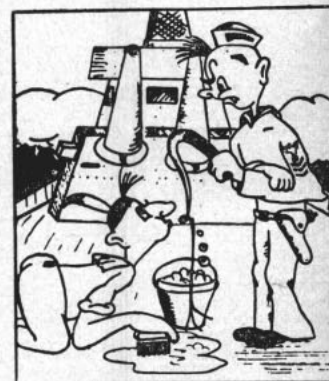


"Go thou forth"



... joined the Navy

Then joined the Navy, young No-Make-Rate.
Got his sea bag and his hammock,
Suits of blue, drawers of nainsook,
Suits of white and shirts of chambray,
Hats and skivvies, shoes and towels,
Many things for health and comfort
Filled his bag to overflowing,
Filled it till he could not lash it
Ere came the Bo-sun's Mate upon him:
Smote him with a look of ire,
Called him Fubar, called him Snafu!
Called him \$!&*!("& % \$*!)?\$!?!
Out of boot camp on to Shipboard
Now was transferred young No-Make-Rate,
Skilled in all the crafts of sailors,
Learned in all the lore of Navy,
Navigation, sails and sailing,
Marlinspike, communications,
Calisthenics, nomenclature,
Learned in all was young No-Make-Rate.



... called him Snafu



... to the galley

Therefore sent was young No-Make-Rate
To the chow hall, to the galley:
Washed he there the trays and silver
Till they glistened like the sunrays,
Like the shining Pac-Sea-Water.
Sweated out his time as First-Class,
Swabbing, toiling, swabbing, striving,
Also getting in much sack-time.
One day then there came a letter:
Washington was stamped upon it:
Signed by Cominch, signed by BuPers,
Signed by Pentagon and Perry,
Couched in language dark and mystic,
References and strange enclosures:
Passed before him then a vision,
Of the word he'd long awaited,
Saw it there upon the paper,
Black on white he saw it clearly,
Bestowed upon him with all honor,
Greatest glory of all mankind:



... much sack time



... with all honor

Made a Chief was old No-Make-Rate!
From the brow of old No-Make-Rate
Gone was every trace of sorrow,
All the earth was bright and joyous,
All before him was in sunshine.
Thus departed old No-Make-Rate
From the ranks of common men:
To the Regions of the Favored
To the island of the Happy
To the Mess Hall of the Chiefs!

Written by Leo Salkin (in the manner of Longfellow).
Drawings by V. A. Taft.



Chief No-Make-Rate

LETTERS TO THE EDITOR

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

Transfer to Fleet Reserve

SIR: When is the Navy going to let men with 20 years service transfer to the Fleet Reserve and inactive duty?—L.R.J., CCS, USN.

• Enlisted men of the regular Navy who meet the service requirements for transfer to the Fleet Reserve are transferred upon their own application if otherwise qualified. However, due to the present urgent need of the Navy for trained and experienced personnel, men transferred to the Fleet Reserve subsequent to 15 Aug 1945, except those in the ratings of bugle-master, torpedoman and musician, are retained on active duty. It cannot be determined at this time when it will be practicable to release all enlisted men of the Fleet Reserve, but it is the intention to do so as soon as the interests of the service allow it.—Ed.

Why the Sara?

SIR: You state (Letters, p. 38, May 1946) that the *Saratoga* "cannot handle modern planes efficiently," so she'll be blown up in the atom bomb test. I was landing signal officer and later flight deck officer aboard the "*Sara*" and I protest. The "*Sara's*" war record proves you wrong! She launched strikes from Guadalcanal to Tokyo and she kept pace with the newer carriers all the way. She handled both night and day air groups simultaneously, no mean feat for even the *Essexes*. I speak for every officer and man ever to serve in the "*Sara's*" air department when I say we were justifiably proud of having one of the hottest bunch of plane handlers and maintenance crews in the Fleet.—H.H.D., Lieut., USN.

• ALL HANDS, timbers shivering under the broadside, wears around on a new tack. Certainly, no slight was intended with regard to a gallant ship and the men who served her. All hats are off to the *Saratoga*; few eyes were dry when she sailed for Bikini.

• BuShips, doffing hats with the rest of us, nevertheless must weigh cold facts in decisions which shape the Navy's future. *Saratoga*, weighed, was long on glory, short on the following counts:

• Aircraft size has increased tremendously since "*Sara*" was finished nearly twenty years ago. Her hangar is much smaller than later carriers.

• *Saratoga's* island limits the width of her flight deck more than does the island of an *Essex* class ship and her deck is considerably narrower.

• *Saratoga's* elevators are smaller than those aboard *Essex* and *Midway* class ships and are not as suitably located.

These, and many other refinements of design over the past 20 years, coupled with the zooming advance in aviation design expected within the next very few years, render "*Sara*" outmoded, uneconomical to continue as a Fleet carrier, according to BuShips.

But she takes an unsurpassed history into retirement with her.—Ed.



USS SARATOGA—gallant but outmoded.

Broken Service Reenlistments

SIR: Are broken service reenlistments between September and October 1939 counted toward retirement benefits?—R.C.W., S1c, USN.

• Yes. You will find the complete and latest word on enlisted retirement in ALL HANDS, June, p. 74.—Ed.

V-12 Time Deducted

SIR: I am a former Navy man and am attending college under the GI Bill of Rights. I was a V-12 student for a year and in my letter of entitlement for GI education benefits by V-12 time was deducted. However, I did not complete my course and under the law I believe my V-12 time should not have been deducted. Am I right in my belief?—J. P.

• Yes. According to the Servicemen's Readjustment Act of 1944, as amended, the time you spent in V-12 should not have been deducted, since the course was not completed. You are advised to contact the nearest regional office of the Veterans' Administration and have an adjustment made.—Ed.

Dependent's Allowance

SIR: Ever since I joined the Navy in 1943, my mother has received a dependent's allowance of \$50 per month. I expect to be married within several months. If I ask for dependent status for my wife, will my mother's allowance be stopped?—R.N.W., GM1c, USN.

• No. Your mother will continue to receive her allowance as a class B-1 dependent, provided that she continues to be dependent on you for her chief support. An additional \$5 per month will be deducted from your pay, with the government making up the difference between your \$27 total contribution and the two family allowances.—Ed.

Vision Drops to 1/20 At Sea

SIR: I note that vision requirements as outlined in Chapter 11, Manual of the Medical Department, have been modified to a minimum of 6/20 in one eye and at least 10/20 in the other, correctable to 20/20. Since 1939 my vision has gone from 20/20 to 1/20 and still is dropping, and I have served continuously at sea during that period. I would like to know (1) if I will be able to ship over in 1948, when my present enlistment expires if vision requirements remain the same, and (2) if it is possible for me to be transferred ashore now for limited duty.—J. L. S., CY, USN.

• (1) It is impossible to state whether you would be eligible for reenlistment in 1948 inasmuch as personnel needs and other factors cannot be foretold at this time. BuPers at present does not plan to reduce physical requirements for enlistment or reenlistment in the Navy. (2) Yes, you can be transferred ashore for limited duty. You should initiate a request for such a transfer with the medical officer of your ship, with the view of investigation of your visual defect and possible medical survey. With 1/20 uncorrected vision you should not be at sea and on general duty. The medical officer will take steps to have you transferred ashore if the defect is as indicated.—Ed.

For Gold Hashmarks

SIR: What is the conduct mark required for a man to wear gold hashmarks after 12 years of service?—G.T.G., CMO MM, USN.

• To qualify for gold hashmarks, a man must have 12 years of continuous service during which he must have received three or four consecutive Good Conduct Medals, as the case may be (in August 1945 service requirement for the medal was reduced from four to three years), or marks in conduct and proficiency in rating which would justify award of Good Conduct Medals—that is, no mark less than 3.0 and a final average of 3.8 in conduct and 3.5 in proficiency in rating during each three-year period of continuous active service.—Ed.

Honorable Discharge Certificate

SIR: Upon completion of six years in the regular Navy, is a man awarded an honorable discharge certificate, although he immediately reenlists?—L.T.G., CPHM, USN.

• No. Under BuPers Circ. Ltr. 158-42 (NDB, cum. ed.), discharge certificates will not be issued for the duration of the emergency in the case of USN men discharged for the purpose of reenlisting immediately.—Ed.

Specialist (S) Rating

SIR: I am on active duty with the Navy Shore Patrol, have 12 years of broken service, and am 50 years old. What are (1) the opportunities for men rated Specialist (S) in the postwar Navy, and (2) my chances of remaining in the service?—S. J. N., Ch Sp. (S), USNR.

• There is no provision at present for retaining the Specialist (S) rating in the postwar Navy. Men now holding this rate and desirous of remaining in the service have been advised to change to some other rate. (2) There appears to be no opportunity for you to remain in service. At present men from 17 to 30 years of age are eligible for enlistment. For the purpose of determining your age for reenlistment you may subtract the number of years of your service from your actual age. On this basis, you would be too old by eight years for reenlistment.—Ed.

Excess of Painters

SIR: Would a change of rate from CQM to CPTR be authorized if a man qualified in the new rate?—H.F.H., CQM, USN.

• Changes in ratings are governed by the comparative needs of rates concerned in the Navy as a whole. At the present time, because of the excess of chief painters in the regular Navy, it is improbable that a change of rating from chief quartermaster to chief painter would be approved by the Chief of Naval Personnel.—Ed.

Good Conduct Medal

SIR: In your Letters page (p. 38) in the June 1946 ALL HANDS you state that time served by an enlisted man in officer status may be counted by him toward meeting the eligibility requirement for the Good Conduct Medal when he reverts to enlisted status. You're wrong, and I think a correction is in order.—W.M.C., Capt., USN.

• Yes, sir! Right you are! BuPers Manual, Art. A-1046, includes the following statement with regard to eligibility for the Good Conduct Medal: "Service—any three (3) years of continuous active service as an enlisted person in the regular Navy, Naval Reserve, or as an inductee. Service in either a commissioned or warrant rank will not be included in computing time served, but will not be considered as an interruption in computing enlisted service." To illustrate the last sentence of the quoted material: If an enlisted man served one year in enlisted status, one year in officer status, then reverted to enlisted status, he would then have two years of service remaining before meeting the three-year service requirement for the Medal.—Ed.

Service Credits

SIR: I am a reserve officer with 14 years inactive commissioned service and 4 years active commissioned service. If I transfer to the regular Navy, what will be (1) my service credit for pay purposes; (2) my service credit for purposes of retirement?—E. N. D., Capt., USNR.

• (1) Eighteen years; (2) four years.—Ed.

Parents' Consent Needed

SIR: At what date was it effective for a USNR under 21 to need the consent of his parents to reenlist in the regular Navy?—J.G.M., S1c, USN.

• *Alnav 127-46 (NDB, 15 March) was effective 14 March, and provides that no enlistment or reenlistment in the regular Navy can be accepted for a person under 21 without the written consent of the parents. By Alnav 138-46 (NDB, 30 March), Alnav 127-46 is not applicable to personnel reenlisting in the Marine Corps.*—Ed.

Ribbons Right Side Up

SIR: In your article on wearing of ribbons (June 1946, p. 72) you state that stars are worn on ribbons point down, and then you show an illustration with the stars point up. (1) I think your picture is wrong. Also, (2) how about a mention of a fine point to wit: How do you tell if a ribbon is being worn right side up?—M.A.A., BM2c, USN.

• (1) You are correct. Stars are worn on ribbons single point down in all cases. (2) It is true many ribbons do have a "right side up." It is determined generally in this manner: Seniority of colors, based on heraldry, is observed by always wearing blue, the senior color, in the senior position, that is, up and inboard on the wearer's chest. Thus the blue stripe always is on top on the Presidential Unit Citation ribbon. The blue stripe is worn inboard in the case of the Navy and Marine Corps Medal ribbon. Each area campaign ribbon has narrow red, white and blue stripes in the center. In each case, the blue stripe of the ribbon must be worn inboard.

Education for V-12s

SIR: I enlisted in V-1, USNR, on 30 Oct 1942 and was placed on inactive duty. I was transferred to active duty in class V-12, USNR, on 1 July 1943. Does my longevity pay begin 1 July 1943 or 30 Oct 1942? Prior to my enlistment in the Navy V-12 program I had one year of college. On enlistment in this program I received three years additional college work in the line I had chosen and received my BS degree. In other words, my education was not interrupted, but was actually helped along. Am I eligible for further college work under the GI Bill, and if so how much?—G.W.H., Ens., USNR.

• Your longevity pay begins 30 Oct 1942. All service in the Navy, whether USN or USNR (active or inactive duty) is credited for longevity pay. Yes, you are entitled to one year of college plus the equivalent of the time you spent on active duty other than as a student, providing such active duty other than as a student was 90 days or longer.—Ed.

Fraudulent Enlistment

SIR: If a man enlisted in USN for four years as being 18 years old, by means of a fraudulent baptismal certificate, and without his parent's consent, (1) could he be discharged at his own request? (2) What type of discharge would he receive? (3) What action would the Navy take? (4) Is he entitled to benefits under the GI Bill? (5) Would he be subject to punishment by civil authorities?—E.J., S1c, USN.

• (1) No, he cannot. However if proper consent to enlistment was not given, his parents or guardian may obtain his discharge by making written request to the Chief of Naval Personnel, with proof of age, within 90 days after his enlistment, provided he has not become 18 years of age during that time. (2) False representation as to age does not affect the type of discharge certificate issued. The individual receives a type of discharge warranted by his record of service, including his conduct and proficiency marks. (3) Upon receipt of indisputable evidence

of true date of birth, an individual's record is corrected and no further action is taken, unless his enlistment was without proper consent and his parents request his discharge within 90 days, or unless he is not sufficiently mature for retention in the service and it is desired to discharge him for the reason that he is under the age of authorized enlistment. (4) A discharge effected for the reason of misstatement of age would not, in itself, preclude an individual from obtaining any benefits of the GI Bill of Rights to which he would otherwise be entitled. (5) It is the policy of the Navy Department to take no disciplinary action against a minor who misstated his age for the purpose of enlistment. Since the offense is not a civil one it is not believed he could be prosecuted by civil authorities for such act.—Ed.

Three-Year Law Course

SIR: On page 71 of your March 1946 issue you printed a story stating that applicants were being sought for a three-year law course beginning 1 October. I would appreciate being advised of the Alnav or Circular Letter that could be used as authority for forwarding my application for the training.—J. H. M., Ens., USN.

• Authority is Alnav 37-46 (NDB, 31 January).—Ed.

Uniform of Chief Cook, Steward

SIR: (1) Is a chief cook (officer) or a chief steward (officer) a chief petty officer? (2) Are they authorized to wear the cap device of a chief petty officer? (3) Are they authorized to wear the eagle and chevrons of a chief petty officer on the sleeves of their blouses?—M. S. C., CEM, USN.

• (1) No. (2) Yes. (3) Yes.—Ed.

Pay Grade Designation

SIR: Alnav 110-44 (NDB, Jan-June 1944) said no designation would be used to distinguish pay grade 1 (i.e., CY(PA)) would be shown simply as CY. Alnav 39-46 (NDB, 31 January) cancelled Alnav 110-44. Should pay grade 1 again be distinguished as it was before?—W. S. J., CY, USN.

• No. Alnav 110-44 corrected all BuPers directives and deleted the use of (PA) integrally with the rate of pay grade 1. The designator (PA) was not restored by Alnav 39-46.—Ed.

No Purple Heart

SIR: Does a man who has succumbed to combat fatigue rate the Purple Heart?—F.A.P., Lt., USN.

• No, he does not. The Purple Heart is awarded only to those wounded or injured as a direct or indirect result of enemy action. Combat fatigue is not considered a wound or injury.—Ed.

More on New Uniform

SIR: Navy blues were the most comfortable and easy-to-take-care-of clothes I have worn. I have never seen anyone whose appearance was not improved by the present Navy uniform.—G.A.B., CY, USNR.

SIR: Our ship has a complement 98 per cent USN. Some of them are thin on top and heavy in the middle. All of them agree the present uniform is O.K. Change the material to serge or authorize tailor-mades, and the Navy will be, as usual, the best dressed service of all.—N.D., FC3c, USN.

SIR: I am a Navy career man, now in my fourth year, and I am all for a uniform change which will add greater dignity and demand more public respect for my profession. I have just returned to the Navy after seven months as a civilian. I came back in spite of the uniform, not because of it.—F.T.H., Y2c, USN.

SIR: The S1c who wrote, "The present enlisted man's uniform is a monkey suit and it drives me nuts," will sing a different tune after he has to wear a necktie for a couple of months, has to worry about a sharp crease down the front of his trousers, and tries to keep his shirts pressed. He'll use up his pay raise at the tailor shop.—H.B.O., Y3c, USN.

Misconduct Time Doesn't Count

SIR: In 1941 I was admitted to a naval hospital for venereal disease treatment, and two months and 10 days were tabulated against me as misconduct. In five months I'll be eligible for an additional foye. Will it be necessary for me to make up this time?—J. S., CWT, USN.

• Yes. In computing service for pay purposes time lost as a result of sickness due to misconduct (venereal disease) prior to 27 Sept 1944 is deducted. All time lost as a result of sickness misconduct extends an enlistment and must be made good. Time lost for being AWOL and for non-performance of duty due to imprisonment also has to be made up day for day for pay purposes.—Ed.

Overseas Duty Clarified

SIR: (1) Is a man eligible for overseas discharge points if his official residence is Hawaii and he has been stationed in the continental U. S. for 12 months? (2) Would he be eligible for the full \$300 mustering out pay if he goes on leave with orders to report to the receiving station in Honolulu for transportation back to his duty station in CLUSA?—P.M., S1c, USNR.

• (1) No duty within CLUSA is considered overseas duty, regardless of a man's official residence. (2) If a man leaves CLUSA for any period on official orders, he qualifies for \$300 mustering out pay.—Ed.

Navy Unit Citations

SIR: Was a Presidential Unit Citation awarded to naval personnel attached to units based in Manila or the Mariveles area and ships operating off the Philippine Islands from 7 Dec 1941 to the fall of the Philippines? I understand the Army awarded Distinguished Unit Badges to those personnel.—R.J.S., ShClk, USNR.

• There was no Presidential Unit Citation awarded by the Navy in that area. However, the Army did award Distinguished Unit Badges to Navy personnel under their command.—Ed.

Souvenir Books

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

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

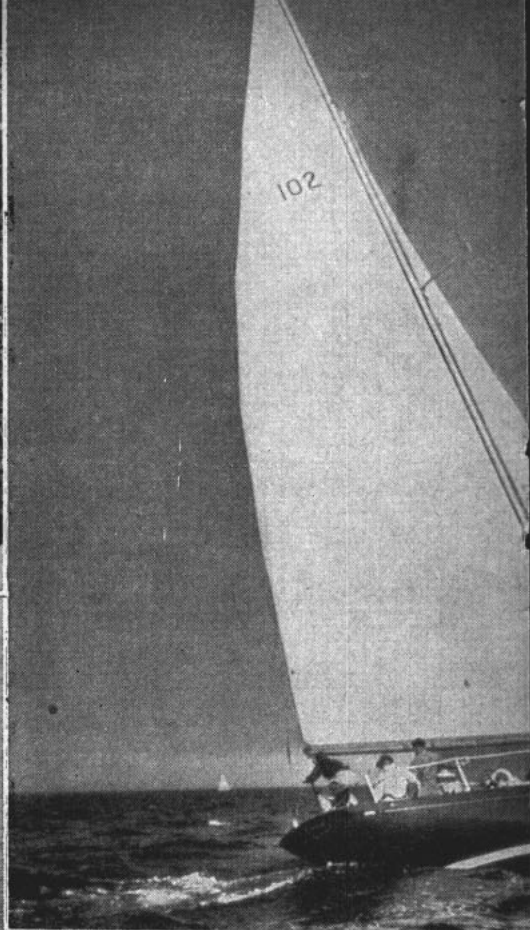
• USS Montrose (APA 212). Address: Commanding Officer, USS Montrose (APA 212), c/o Commander Stockton Group, 19th Fleet, U. S. Naval Supply Depot Annex, Stockton, Calif. Copies available now, free of charge.

• USS Bairoko (CVE 115). Address: Welfare Officer, USS Bairoko (CVE 115), c/o FPO, San Francisco. Book covers postwar cruise to the Far East, and is available this summer. Send \$6 per copy with order, by government check or money order.

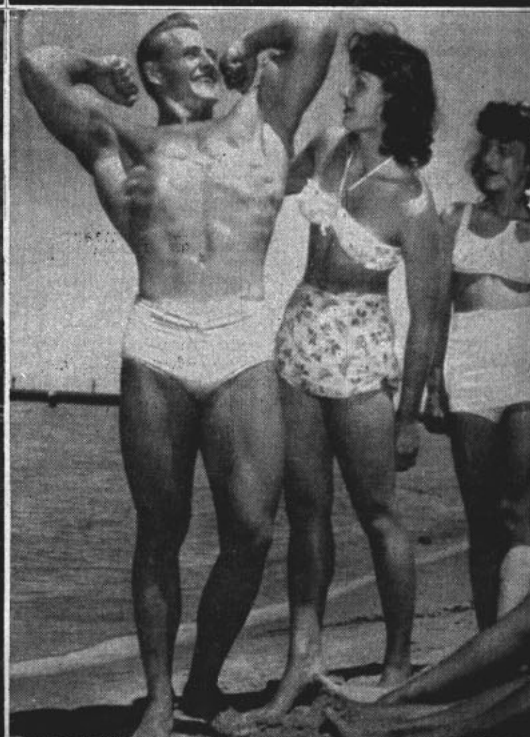
• Pre-Flight School, St. Mary's College, Calif. Address: Ship's Service, Naval Air Station, Livermore, Calif. Price \$4.25 per copy; make checks and money orders payable to above addressee. First 600 orders from personnel formerly on duty at the station, not having received a copy, will be free; copy will be sent, and money refunded.

• USS Guadalcanal (CVE 60). Address: Special Services Division, Bureau of Naval Personnel, Washington 25, D. C. Copies free to crew members and former crew members.

• USS Hancock (CV 19). Address: Sterling Engraving Company, 1417 Fourth Ave., Seattle, Wash. Publication in early September at \$4 per copy. Orders accepted both prepaid and C.O.D.



SURPLUS BULLDOZER was purchased (upper left) for her construction firm. U as it won in Newport to Bermuda yacht a special award. Left center: USS Fargo (trouble spot. Lower left: Yokosuka dock enlisted men and wives, among first dep seas duty. Lower right: "Mister Americ he's embarrassed when his bulging muscle



THE MONTH'S NEWS

CONGRESS DIFFERS ON METHOD OF GI TERMINAL LEAVE PAYMENT

PERIOD 21 JUNE THROUGH 20 JULY

President Urges Bonds

A joint Senate-House conference was split over conflicting GI terminal leave bills as ALL HANDS went to press late last month.

Crux of the argument was not the principle of terminal pay for enlisted men but the manner in which it would be disbursed. The House bill called for straight cash payment at the rate of two-and-one-half days pay for each month of service for which leave was not granted. The Senate measure allowed the same amount but specified that payment should be made in non-negotiable bonds payable in five years with accrued interest at two-and-one-half per cent.

President Truman proposed the bond method and indicated fears that cash reimbursement at the present time would have dangerous inflationary tendencies.

Officers are now paid for terminal leave in cash but under the Senate-passed bill they would have to take payment in non-negotiable bonds. The securities, all in \$25 denominations, could not be used as collateral.

New Draft Law

A draft law extended until next 31 March and prohibiting the induction of 18-year-olds has been signed by President Truman. The law, supplanting the stopgap measure which expired last 30 June, now:

- Exempts all fathers.
- Provides for the drafting of men 19 through 44.
- Limits service to 18 months.
- Permits fathers to ask for discharge after 1 Aug 1946.
- Requires the registration of all boys of 18; they cannot be drafted.

The Navy, meanwhile, has been pushing steadily ahead with its demobiliza-

tion plans. All reservists who so desire will be discharged by 1 Sept 1946. The Army says it expects to lose 130,000 men this month, 105,000 in September, 100,000 in October.

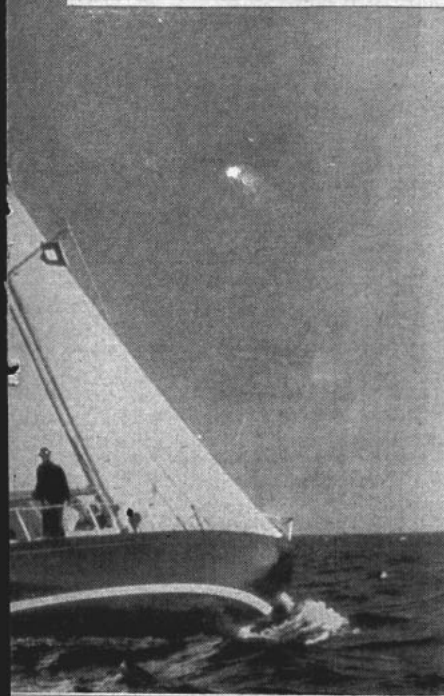
Under the law, all drafted men who will have completed 18 months service by next 30 November will be released on that date. After 30 November draftees will be discharged at the end of the month in which they complete 18 months' service.

Plying Arctic Seas

Four developments last month highlighted America's growing interest in the North and South Polar Caps.

• Announcement was made in Ottawa and Washington that arrangements had been completed for a northern training cruise this summer by a small contingent of U.S. Navy and U.S. Coast Guard ships. Since the cruise will take place partly in Canadian arctic waters, the approval of the Canadian authorities has been obtained. The purpose of the cruise is to amplify existing knowledge of navigational and weather conditions and provide routine training for personnel. Planes will be used to inspect ice conditions ahead of the cruise ships.

The U. S. Naval contingent will be under the command of Capt. Richard H. Cruzen, USN, who commanded the famous USS *Bear* and acted second in command to Rear Admiral Richard E. Byrd, USN (Ret.), in the Antarctic Expedition of 1939 to 1941. Ships presently assigned to the cruise include the U.S. Coast Guard ice-breaker USS *North Wind*, commanded by Capt. Richard Hoyle, USCG, well known for his previous assignment with the North Atlantic International Ice Patrol; the naval converted ice-breaker USS *Whitewood*, commanded by Lt.



by ex-Wave Mildred A. Preen
oper right: 57 foot sloop Gesture
race. Naval Academy entry won
CL 106) docks at Trieste, European
s scene of joyous reunion of Navy
ndents to join personnel on over-
a," ex-seabee Alan Stephen, says
s make ladies scream and whistle.



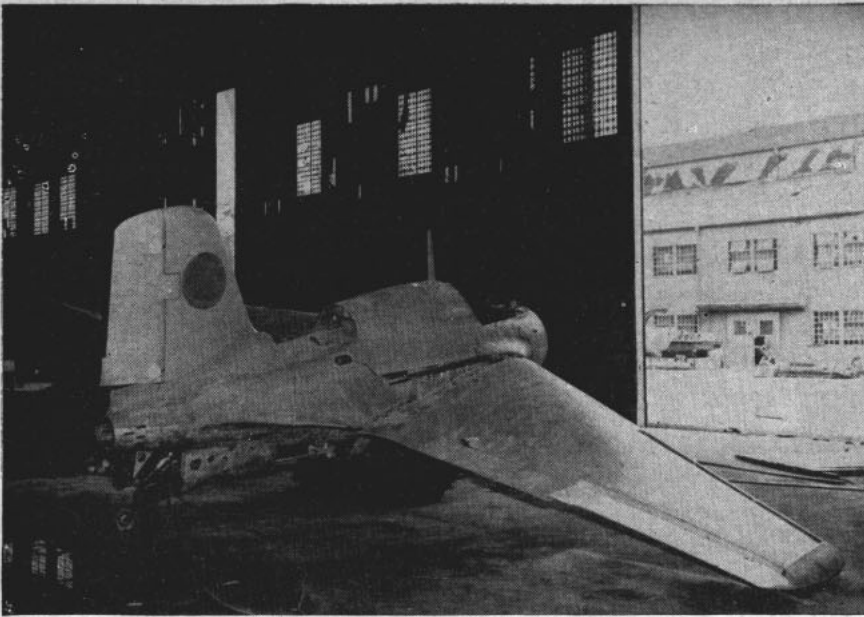
LAST SEPTEMBER



Formal surrender papers signed aboard USS Missouri in Tokyo Bay ended World War II; uninvaded Truk laid down arms; the Philippines were freed of Yamashita's yoke; Singapore received the British Fleet; the Army rolled into Tokyo—all within the space of four days.

SEPTEMBER 1946

SUN	MON	TUE	WED	THU	FRI	SAT
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					



JAP JET interceptor plane 'Shusui,' found in Empire by Navy officers, is now on demonstration in United States. It was flown in tests, never saw combat.

Comdr. William H. Daly, USN, who also served in the Byrd Antarctic Expedition; the naval sea plane tender USS *Norton Sound*, commanded by Capt. Alan Smith, Jr., USN.

Officers of the Canadian Navy, Army and Air Forces will participate in the cruise.

The ships of the U.S. Naval contingent sailed from East Coast ports last month, and are expected to return in October.

- At about the time the expedition shoved off, the Navy placed on sale at the Hydrographic Office in Suitland, Md., an *Ice Atlas of the Northern Hemisphere*. Containing more than 100 charts and tables, the atlas shows the location of northern sea ice for each month of the year and designates the sheets as "fast ice," not usually navigable, and "drift ice," dangerous to shipping. Charts show in detail areas of interest to shipping such as the Grand Banks of Newfoundland and the Baltic, Black, White and Okhotsk Seas.

- A private expedition to the Antarctic late this year was revealed in a request for legislation authorizing the Navy to transfer one vessel of ATR, ATA or AN type to the group which plans the trip. Comdr. Finn Ronne, USNR, a veteran of two previous South Polar expeditions led by Rear Admiral Richard E. Byrd, USN, (Ret.), will lead this year's explorations, which it was expected will last 18 months. An attempt will be made to more clearly define the Antarctic land mass.

- The War Department announced large-scale Arctic maneuvers planned to last eight months and centering around Fairbanks, Alaska, and Adak in the Aleutians chain. Men and equipment already are being assembled on the West Coast and at Camp McCoy, Wis., for preliminary training in cold weather operations. The Army's plans were revealed when Secretary of War Patterson spoke before a Senate Appropriations Subcommittee.

President Names Aide

President Truman recently appointed his naval aide, Capt. Clark M. Clifford, USNR, to the key administrative post of special counsel to the President, and selected Capt. James H. Foskett, USN, to fill the naval post.

The position of special counsel first gained prominence when it was held by Judge Samuel I. Rosenman, and it has been vacant since Judge Rosenman resigned early this year to resume private law practice in New York City.



Capt. Foskett

Prior to entering the naval service in 1944, Capt. Clifford had practiced law in St. Louis, specializing in the trial of cases, and corporation and labor law. As naval aide he handled many executive assignments, particularly in connection with the President's policies for emergency labor legislation.

The new naval aide to the President, former commanding officer of the cruiser *Augusta*, had been serving as chief of staff to the Commander, 19th Fleet. Capt. Foskett began his naval career as a seaman in World War I, and was appointed an ensign following the war.

Marine Band Tours

The first concert tour of the Marine Band since 1941 will be made this fall. Opening on 23 September at Lancaster, Penn., the tour will play in many of the principal cities in Pennsylvania, West Virginia, Ohio, Indiana, Illinois, Missouri, Kansas, Nebraska, Iowa, Wisconsin, New York, Massachusetts and Connecticut, and make its final appearance in Atlantic City on 23 November.

Three New Ships

Three new ships recently were added to the Navy—USS *Forrest B. Royal* (DD 872), USS *Hamner* (DD 718) and USS *Saipan* (CVL 48).

The *Forrest B. Royal* has a standard displacement of 2,200-tons, is 391 feet long, with six 5-inch guns in paired turrets, and secondary armament. The ship is under the command of Comdr. James M. Clute, USN.

The *Hamner*, also a 2,200-ton super-destroyer, was the last of that type ship built under war contracts on the East Coast. Comdr. Joseph B. Swain, USN, will command the ship.

The 14,500-ton aircraft carrier *Saipan* was assigned to the Navy's operational development force conducting new carrier tactics. Command of the ship was turned over to Capt. John G. Crommelin, USN. The vessel will go on a shakedown cruise this month.

Azores Bases

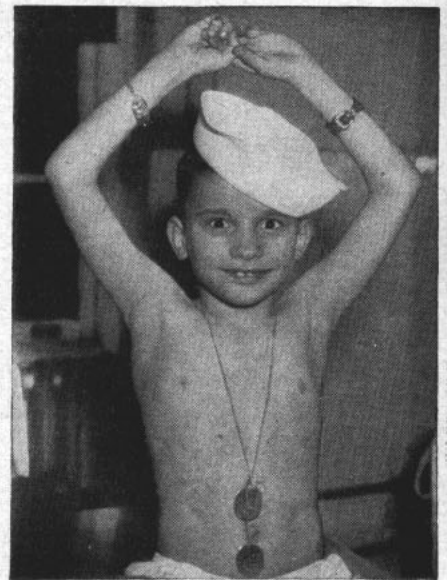
Bases in the Azores which the Allies set up by agreement with Portugal will be available for use by the U. S. and Great Britain for another 18 months, under an agreement with Portugal. Use of the Atlantic islands as bases will assist Allied nations in maintaining their occupation armies abroad.

15 LSTs for Sale

LSTs were first offered for sale last month, as surplus, with 15 available, the United States Maritime Commission announced.

Bids were opened in Washington on 22 July and no bids less than \$100,000 were considered.

LSTs, because of their shallow draft and bow cargo doors, were seen as highly useful commercially in specialized hauling jobs. Those up for sale were LSTs 782, 295, 517, 526, 200, 367, 412, 71, 622, 766, 58, 541, 593, 637 and 925.



Photograph from Press Association, Inc. SEABEE MASCOT Jimmy Carrick fights to walk again at Philadelphia hospital. Jimmy is honorary QM1c.

ALL HANDS

Seattle to Boneyard

Commissioned in 1906 originally as the USS *Washington*, armored cruiser number 11, the USS *Seattle* (IX-39) headed up the Hudson River for the scrap heap last month on the last cruise the historic old ship will make. Her destination was the Iona Island "boneyard" where many surplus ships are placed in reserve.

The *Seattle* (then the *Washington*) was launched 18 Mar 1905, at the New York Shipbuilding Company, Camden, N.J., at a cost of \$4,035,000. With a displacement of 13,700 tons she was 502 feet long, 72 feet 11 inches across the beam, and on her trial run reached the speed of 22.27 knots. Included in her armament were four 10-inch 40-caliber guns, four 6-inch 50-caliber guns, two 3-inch 50-caliber guns, and four 21-inch submerged torpedo tubes. Her name was changed to the USS *Seattle* (CA 11) in November 1916. She was first placed in commission at Philadelphia 7 Aug 1906.

The USS *Seattle* sailed on her first World War I trip on 14 June 1917 as escort in the first American convoy to Europe. She later became flagship for ComCruLant, doing escort duty until the end of the war. From the war's end until 5 July 1919, the *Seattle* made six round trips to Europe, bringing 3,397 passengers to the States.

After removal of her special transport fittings the *Seattle* sailed to the West Coast in July 1919 to join the Pacific Fleet. She was reviewed by the President at Seattle, Washington on 12 Sept 1919, and from there went to the U.S. Naval Ship yard, Puget Sound to be placed in reduced commission.

Placed in full commission again 1 Mar 1923, she made a cruise to Hawaii as



Photograph from Press Association, Inc.

AMPHIBIAN MARINER, PBM-5A, has been delivered by Martin company to BuAer. New plane is expected to be of value in air-sea rescue work.

flagship of the Commander-in-Chief, U.S. Fleet, and on her return was reviewed by the President at Seattle, 27 July 1923. Operating continuously with the Fleet, the *Seattle* added a cruise to Australia in 1925 to many and varied assignments.

Upon her return to New York from Australia, the *Seattle* was given minor repairs and sailed shortly after 25 Nov 1925 for Panama to join the fleet, and then operated on the West Coast. She returned to Hampton Roads to join the Atlantic Fleet and passed in review before the President 3 June 1927. After a cruise along the East Coast, she arrived in New York City 29 Aug 1927 to take duty as Receiving Ship of that port. She remained in New York from that time until July of this year, when she began the "last long mile" to the scrap heap.

The *Seattle* was reviewed three times by Presidents, put in active commission four times and placed in reserve five times. She has been on the Navy listing of ships in the unclassified section as IX-39 since 29 Aug 1927.

Coordinate Sub Warfare

With an eye to improving U. S. capabilities for undersea warfare and strengthening countermeasures against submarine attacks, the Navy has appointed a Coordinator of Undersea Warfare.

Rear Admiral C. W. Styer, Assistant CNO (Operations), has been named to the post. He will be charged with:

- Initiating action to improve the material readiness and state of training of the submarine forces.
- Representing CNO and presiding at conferences on submarine matters.
- Coordinating the operational readiness and actual operations of the concerned elements of undersea warfare.

Admiral Styer, a submariner for more than 25 years, was ComSubLant from November 1944 until 1 Feb 1946.

New Mariner Accepted

Considered particularly suitable for air-sea rescue, a new amphibious Mariner, designated PBM-5A, has been accepted by the Navy, according to BuAer.

The new plane, which is undergoing additional flight tests at the Naval Air Test Center, Patuxent, Md., was developed by the Glenn L. Martin Company, Baltimore.

The Mariner is a variation of the Navy seaplane of the same name which was used extensively in long-range patrol, convoy coverage and antisubmarine warfare during the war. In air-sea rescue work it would be used as a companion to the amphibious Catalina, PBV-5A.

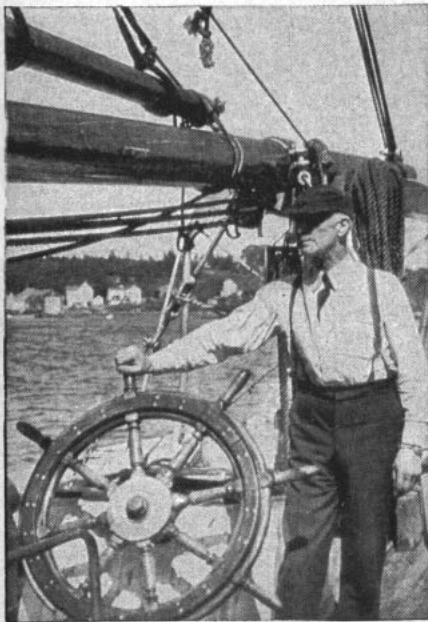
Gross weight of the new plane is 60,300 pounds, with a useful load of 22,000 pounds, including fuel. The U. S. Coast Guard has shown interest in it because of its air-sea rescue adaptability.

Penalty for Strikes

Containing a strict penalty for strikes against the Government, an act to appropriate the biggest peacetime naval fund in U. S. history was signed last month by the President. The act calls for cash appropriations of \$4,119,-659,300.

Section 109 of the act says nobody gets paid who "engages in a strike against the Government" or is a member of an organization of Government employes that "asserts the right to strike against the Government" or who advocates the overthrow of the Government by force or violence. Any such person also is subject to \$1,000 fine or a year in prison, or both.

The bill otherwise is intended to provide a naval force of 500,000 enlisted men and 58,000 officers, with a Marine Corps of 100,000 enlisted men and 7,000 officers.



Photograph from Press Association, Inc.

NAVY VETERAN and member of the Peary expedition, Donald MacMillan, is on his 25th scientific voyage North.



TORPEDO FIRE control problem is explained by chief to four Naval Reservists. Men are part of group making first peacetime training trip.

Organized Reserves Go On Pay Status

Members of the Organized Naval Reserve were placed in a pay status on 1 July in which status they receive one day's base pay of the rank or rate for each drill attendance. Longevity will continue for all members of the Naval Reserve, and it will be the same as for active duty in the case of a reservist that emergency they will receive the benefit of full longevity for both active and inactive duty in the Naval Reserve.

Latest figures through 10 July show enrollments in class V-6 of the Naval Reserve have reached 85,252. Members of the organized Reserve are selected from class V-6.

The complement of Naval Reserve brigade staffs has been fixed as follows: one captain, two commanders, one Lt. Comdr., one CY and one Y1C

for each brigade.

Cities authorized as locations for brigades in naval districts are as follows: First naval district, Boston and Providence; Third, Jersey City, Newark, Brooklyn, Buffalo, New York; Fourth, Philadelphia and Pittsburgh; Fifth, Baltimore; Sixth, Atlanta; Seventh, Miami; Eighth, Birmingham, New Orleans, Oklahoma City, Memphis, Dallas, Houston, San Antonio, Ninth, Chicago, Indianapolis, Louisville, Detroit, Minneapolis, Kansas City, St. Louis, Omaha, Akron, Cincinnati, Cleveland, Columbus, Toledo, Milwaukee; Eleventh, Long Beach, Los Angeles; Twelfth, Oakland, San Francisco, Denver; Thirteenth, Portland and Seattle; and the Potomac River Naval Command, Washington, D. C.

Function of ASCU

Developed to a peak of strength in the war against Japan, the Navy's air support concept, calling for the use of carrier planes to support assault troops in landings on enemy-held territory, will be retained as a permanent feature of Atlantic and Pacific Fleet amphibious forces and joint Army-Navy operations.

This employment of carriers was relatively in its infancy in the North African operation and at Tarawa. As it reached maturity in later Pacific operations, Air Support Control Units—ASCU—carried the burden of the following tasks:

- Close air support of troops.
- Fighter protection of amphibious forces (combat air patrols).
- Air-sea rescue in vicinity of the objective.
- Anti submarine patrol by aircraft at objective.
- Air searchers in vicinity of objective.

To provide this support, a separate control team is embarked on each amphibious group and force flagship participating in an invasion. Occupying a joint operations room with naval gunfire experts, the ASCU team by radio directs and controls the aircraft assigned from the accompanying escort and fast carriers.

The responsibility for providing air defense of the ships of the task force or group commander with whom it is embarked is carried by ASCU. It is similarly responsible to the troop commander for close support of his troops as they go ashore and fight their way inland. When landing forces run into opposition which artillery and naval guns cannot reach ASCU is called upon to dispatch carrier planes to destroy the target.

The highly specialized technique developed by the Navy and the Marines during the war is currently being standardized by a joint Army-Navy board for future doctrine.

Air-Sea Rescue Control

The Navy last month discontinued its directional control of the Coast Guard's air-sea rescue functions. In addition, under Alnav 351-46 (NDB, 15 July), similar control was terminated regarding the maintenance and operation of ocean weather stations and air-sea navigational aids.

Navy control was lifted in the Atlantic, continental U. S., Alaska, and east of Pearl Harbor. West of Pearl, present arrangements will continue until further orders insofar as naval and military operations are concerned. Naval theater and area commanders, including sea frontier commanders, were instructed to:

- Provide rescue facilities where additionally required for naval and military operations.

- Continue cooperation with other agencies including the Coast Guard insofar as means are readily available.

- Render assistance in cases of emergency or distress at sea as practicable.

Performance of the above functions by the Coast Guard was specifically continued under directional control of the Navy by Executive Order 9666 which returned the Coast Guard to the jurisdiction of the Treasury Department on 1 Jan 1946.

1,456 Ships in Reserve

Additions from 15 June to 15 July brought total ships in the merchant marine temporary reserve fleet to 1,456, the Maritime Commission announced. Going into anchorage in seven ports were 234 ships, and 40 were withdrawn for sale, returned to former owners, or placed in active service.

Largest number of bottoms were in James River, Va., where 97 vessels were added and 12 withdrawn to make a total of 661. Inactivated in Suisun Bay, Calif., were 324 ships, in the Mobile River, Ala., 174, in the Columbia River, Ore., 24, in Puget Sound, Wash., 63, in the Neches River, Tex., 36, and in the Hudson River, N. Y., 174.

All ships in the temporary reserve fleet are capable of being returned to active service after a small amount of reconditioning. With increased cargo requirements in the New York area, 22 ships were put back in use from their Tarrytown, N. Y., anchorage.

New Reservist Magazine

A new Navy publication, "The Naval Reservist" (NavPers 15653), was mailed to former Navy men last month. The magazine will keep members of the Naval Reserve informed of Reserve activities. It will contain information of interest both to officers and enlisted men of the Reserve.

The first issue included stories on the developing Reserve ship and armory program, training of various groups in the Organized Reserve, status of the Reservist under Selective Service, need for instructors (station keepers) at Reserve installations, and an article on the place of the Naval Reserve in the overall Navy organization.

By keeping their District Director of Naval Reserve informed of their address, Naval Reservists will be assured of continued receipt of the magazine.

Offers Food Stocks

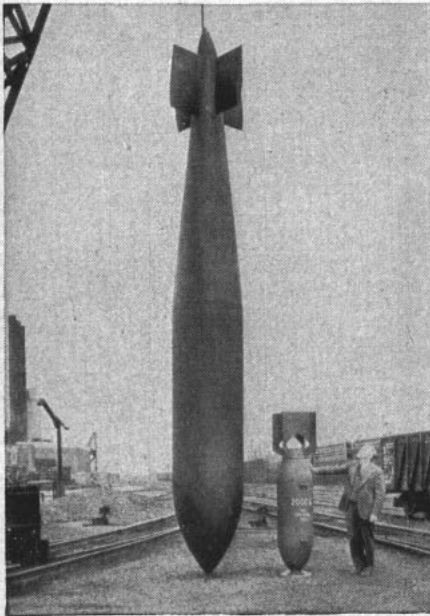
...ing its total of food made available for famine relief to over 275 million pounds, the Navy in June offered an additional 38 million pounds of food from its operating stocks for foreign famine relief. This offer was in response to a plea from the Department of Agriculture which asked all government agencies to give maximum amounts of food to aid the peoples of the famine-stricken countries "over there."

Alnav 316-46 (NDB, 15 June) noted that in addition to the critical shortage of wheat, rice stocks are greatly depleted. The Alnav directed conservation of rice through the use of potatoes, fruits, oat and corn cereals.

Since April the Navy has saved more than 3,000 tons of wheat flour by using darker flour, cutting thinner slices of bread, using corn bread instead of white bread from two to six meals a week and using rolled oats, cornmeal and hominy grits instead of wheat as cereal. Fewer and much smaller sweet and wheat rolls are being baked, and wheat has almost lost its place as a breakfast cereal in Navy chow lines.

Included in the latest Navy offer were over 17 million pounds of canned fruits and vegetables, 500,000 pounds of cocoa, 1 million pounds of corn meal, 600,000 pounds of flour (buckwheat, graham and rye) 13 million pounds of evaporated and powdered milk, 5 million pounds of ice cream powder, 200,000 pounds of canned plum pudding, 500,000 pounds of tea and 100,000 gallons of vinegar.

Previous Navy contributions to the famine relief program include corned beef and corned beef hash, pork sausage, veal loaf, tongue, flour, tea, hard bread, chopped ham, candy, dehydrated products, emergency rations and other dry provisions.



Photograph from Press Association, Inc.
22,000 LB. BOMB will be used on Nazi sub pens at Bremershaven. The firecracker at right is a 2,000 bomb.

AUGUST 1946



Official U. S. Navy photograph

SILKWORMS AT WORK are displayed by Okinawan. Navy government of island, recently turned over to the Army, helped natives return to normalcy.

Ship's Power for City

Stern half of the ss *Sackett's Harbor*, 16,000-ton tanker that broke in two on 1 Mar 1946 will furnish electric power for Anchorage, Alaska, the U. S. Maritime Commission announced.

The 6,000 h.p. steam turbines in the after section will provide power for the city until permanent facilities are obtained. As cost of fitting a bow section on the wreck was considered prohibitive, request of Anchorage for the stern was granted.

Built by the Portland, Ore., shipyard of the Kaiser Co., Inc., in 1943, the *Sackett's Harbor* transported gasoline until she broke up in heavy seas. Capt. A. S. Morse and nine crew members on the stern section were picked up by the USS *Orlando* (PF 99), and they later reboarded the stern to sail it into port. The rest of the crew was rescued by other vessels. Under her own power the ship made two knots, and later the USS *Sarsi* (ATF 111) towed the derelict to Adak, Alaska. The bow, a menace to navigation, was sunk by naval gunfire.

Back to Normal

Fifteen months after they went ashore on Okinawa with the assault troops on Easter Sunday 1945, Naval Military Government units turned over administrative control of the island to the Army. Okinawa is the largest island captured from the Japanese during World War II.

With the end of the fighting on 21 June 1945 NMG personnel began the battle of caring for the sick, wounded, hungry and homeless people of Okinawa. They found only 10 per cent of the buildings standing, the entire population of 300,000 civilians on relief, fields and crops devastated. In addition, most of the 115,000 civilians behind the Japanese lines had gone without water for days.

Now the island is well on its way to normal. Staffed by Okinawans, the

bureaus of education, agriculture, industry, police, commerce, finance, fisheries, postal affairs and labor already are operating. The silk industry is being built up to a peacetime basis, a process which will be expanded by importation from Japan of thread and "silk eggs."

Three fully-equipped hospitals, 135 out-patient dispensaries and a leprosarium, plus more than 1,000 medical personnel, provide medical care and handle sanitation measures for the native population. School classes, with mimeographed texts on hand, are held in tents, a staff of 2,828 teachers instructing 95,289 students.

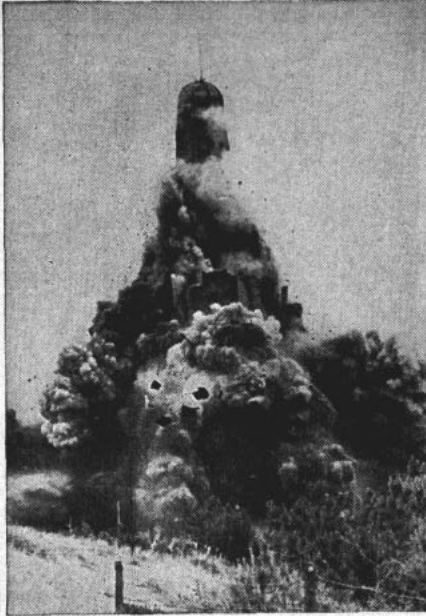
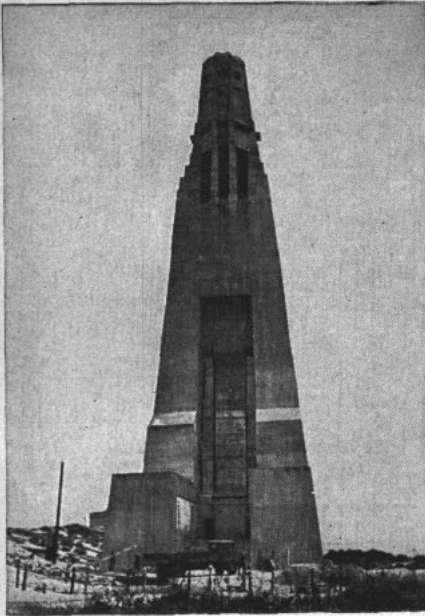
Col. Charles I. Murray, USMC, served as Deputy Commander of Military Government on Okinawa for the Navy.

Dehumidification Tests

As a possible means of safer storage of strategic materials, the Navy is conducting dehumidification tests on four warehouses at NSD, Mechanicsburg, Pa.

At present, only two methods are being tested—in wood buildings, the heating systems already installed are utilized to maintain year-round interior rate of humidity. In concrete and cinder block buildings, machines which dry the air by passing it over a drying agent are used. Future plans call for another system, which will work on the principle of refrigeration. The first two processes mentioned produce better results if surfaces of the buildings are first sprayed with a vapor of compound asphalt or liquid cement which helps keep out moisture.

Comparing these methods with the present system of wrapping each item individually, dehumidification equipment can be maintained and operated by a small force at nominal cost. The present packaging of equipment costs much more and is only 75 percent as effective.



Official U. S. Navy photographs

CAPTURED NAZI photographs show destruction by Germany Navy of a French memorial to U. S. forces in World War I. It was near Bordeaux.

Intelligence School Opened

The Navy is training a permanent staff of officers for its Intelligence Service. A peacetime Navy Intelligence School opened 1 July at Anacostia, D. C., with an incoming class of 50 Navy officers and five Marine Corps officers.

As future classes are scheduled to enter the school, announcement of opening of applications will be by Alnav or circular letter. Officers in the class now in training include both Academy graduates and reserve officers who have requested transfer to the regular Navy in about a 50-50 proportion. Average age is 28; most prevalent rank is lieutenant commander.

It was pointed out that the experience of World War II indicated the necessity of a naval intelligence organization, and that time might well be lacking to train personnel in any future war. The majority of trained intelligence officers developed during the war were reservists, and most of them have returned to inactive duty.

The first period of training in the new school will cover 30 courses in basic fields of operational, strategic, amphibious and air intelligence, and will require seven months to complete. The officer-students then will be divided into two groups for a 10-week period of training afloat under simulated battle conditions.

The students will return to the Navy Intelligence School for intensive language studies. Each student will be required to master one of the following languages: Spanish, French, German, Italian, Portuguese, Russian, Chinese or Japanese. The length of the language course will range from three months for Spanish to 18 months for Chinese, and the language study will demand about 14 hours per day of each student.

Language mastered, the students

will turn to a five-week indoctrination in the geography, history, government, economics, politics and customs of the area of their language specialization, and will be ready for duty.

Duty assignments will include stations abroad, specialized intelligence duties at home, and normal rotation between sea and shore assignments. As soon as graduates are available in sufficient numbers, it is planned to fill all overseas intelligence posts with graduates of the school.

Industry's Role Stressed

Industrial mobilization in event of another national emergency was considered when the Navy Industrial Association and the Aircraft Industries Association of America to meet with him to discuss preparedness. The need for long-term cooperation between these associations and the naval and military leaders was stressed.

The President invited the Navy Industrial Association, the Army Ordnance Association and the Aircraft Industries Association of America to meet with him to discuss preparedness. The need for long-term cooperation between these associations and the naval and military leaders was stressed.

Vice Admiral Edward L. Cochrane, USN, Chief of the Bureau of Ships, warned: "As long as the wartime leaders in government and industry continue to occupy their positions collaboration is fairly easy. With the passage of time, however, there will be a tendency to drift apart unless the associations continuously maintain intimate contacts with government agencies in furthering industrial preparedness."

The Navy Industrial Association reported that the President expressed a willingness to assist in the solution of two specific problems: The need of funds to finance industrial planning, and an early solution of the problem of surplus plant disposal.

Rescue Came Quickly

Nearly one-third of carrier-based airmen forced to make emergency landings at sea during the last 21 months of World War II were rescued in less than 15 minutes.

Figures recently released show that out of 1,229 flying personnel for whom air-sea rescue facilities were available, rescued and reported upon, 30.9 per cent were picked up within 15 minutes, 38.7 within an hour, and 28.7 within 24 hours.

Surface craft, from crash boats to destroyers, accounted for 72.5 per cent of the rescues. Seaplanes and float-equipped observation planes picked up 18.5 per cent. Submarines operating on lifeguard duty in enemy coastal waters rescued four per cent. An additional four per cent reached land, and one per cent was classified as "unknown."

Of the 1,229 reported upon, 95 per cent survived the emergency landings. Nine out of ten pilots reported that they elected to ditch their planes rather than to bail out. The parachute was used as a last resort.

Reasons given for landing planes on the water instead of parachuting were: all carrier planes have excellent ditching characteristics; aircraft survival gear would be lost on a bail-out; and the pilot of a multi-seat plane is responsible for his crew receiving the best possible chance of survival.

In the order of popularity, signaling equipment used was dye marker, smoke signals, flares and flashlights. A small percentage of rescues was effected by use of the signal mirror and whistle, used in combination.

Adequate medical attention and facilities were available on most surface craft, further reducing casualties of sea crashes.

Reports used for the tabulation cover the period from December 1943 through August 1945 and include incidents covering all carrier combat operations from the South Pacific to the Jap mainland. Combat operations accounted for 75.8 per cent of the incidents, and training operations for 24.2 per cent.

Col. Carlson Retires

Marine Col. Evans F. Carlson, famed founder and leader of "Carlson's Raiders" was retired on 1 July.

Col. Carlson, who was promoted to the rank of brigadier general upon his retirement, held the Presidential Unit Citation with three stars, three Navy Crosses, two Purple Hearts, the Italian Croix de Guerre, the Nicaraguan Presidential Order of Merit, and the Nicaraguan Medal of Distinction.

The general was retired due to physical disability which he incurred at Saipan July 1944. He was wounded when he went to the aid of an enlisted man who had fallen in battle.



Gen. (then Col.) Carlson

Universities, Libraries Profit

Scientific research of the past and in the future, in which the Navy has a participating interest, made the headlines last month. Large-scale distribution of wartime scientific information to the nation's universities and libraries, and establishment of a Joint Research and Development Board by the Navy and War Departments, were announced.

Transfer of a mass of scientific documents produced during the war to the Library of Congress for distribution was accomplished by the Office of Scientific Research and Development. The documents, results of the tremendous wartime research program of OSRD, were compiled by the leading scientific minds of the country. The Navy's Office of Research and Inventions, after collecting the first 100,000 research documents, suggested the transfer to the Library of Congress.

Vice Admiral H. G. Bowen, USN, Chief of Research and Inventions, said: "The fruits of the government-supported research program of World War II are being given to civilian institutions. This information originally acquired for military use now can be applied to every imaginable civilian field."

Examples of wartime information made available to civilian use are a magnetic detector once used to track submarines which is adaptable to geological exploration; radar, metallurgical reports on aluminum alloys, rockets, optics and camouflage, sonar and others.

Some idea of the scope of the transfer project can be gained from the comment of Dr. Mortimer Taube, Library of Congress official, who said, "Three million pieces, equal in size to the entire New York Public Library, will be sorted, checked against declassification files, and subjected to preliminary cataloging controls. Included in this number are some 45,000 different titles."

The new Joint Research and Development Board, an agency of the Secretaries of Navy and War, will coordinate research and development activities of joint interest to the two services. It is charged with establishment of a strong, integrated research and development program in the field of national defense. Dr. Vannevar Bush, director of the Office of Scientific Research and Development, is chairman of the Joint Board.

The Board will inform the Secretaries of the Navy and War and other officials as appropriate of the following:

- Allocation of research projects.
- Coordination achieved and reflected in the budget requests of the War and Navy Department to Congress.
- Need for action to fill in gaps that may appear in the War and Navy Departments' planned research programs.
- Progress being made in research in fields of joint interest.
- Resolution or need of resolution of differences arising between the Navy and War Departments in fields of joint interest.

The new board has met to discuss its working organization and committees to carry out its purposes.

AUGUST 1946



Official U. S. Navy photographs

ON THEIR FOURTH anniversary, the Waves can look back on a war job well done. More volunteers are needed for continuing tasks of rehabilitation.

FOURTH BIRTHDAY FOR WAVES

The war baby—the Women's Reserve—observed its fourth birthday on 30 July. During the past four years the Waves have served skillfully and conscientiously from the Atlantic Coast to the Hawaiian Islands, filling a variety of shore billets. During the war they replaced 50,000 men for sea and overseas duty, "enough men for duty afloat to man completely a major naval task force." Since V-J day they have continued to perform necessary tasks, although being demobilized on the same proportionate basis as men.

No higher tribute could be paid the Women's Reserve than that the Navy has asked for 5,500 volunteers to remain on active duty in the Naval Re-

serve until 1 July 1947. Over 900 officers have volunteered, but it is planned to retain only 500 of that number. About 3,000 enlisted women still on active duty have also agreed to remain. However, an additional 2,000 women are urgently needed in certain rating groups.

Accordingly, a program is being launched this month to reenlist this number of former enlisted women to meet the needs of the service for the coming 12 months. The ratings are as follows: S, HA, PhM, SK, SKV, T, PR, AerM, AMMI, Sp(T)LT, Sp(T)LCNT, Sp(V), Sp(Y) and Sp(G). Former Waves will be enlisted only at offices of Naval Officer Procurement throughout the country. The Navy recruiting service will assist by furnishing all necessary information to the applicants. Until such time as legislation is passed covering the status of women in the peacetime Navy, Waves will be assigned to naval activities only within the continental limits of the United States.

Meanwhile, a bill HR 5915 proposing to make the women a permanent part of the Navy is pending.

On 26 July Capt. Jean T. Palmer, Director of the Women's Reserve, USNR, since 2 Feb 1946 turned over her duties as director to Comdr. Joy B. Hancock who was an Assistant Director prior to that time. Comdr. Hancock has served the Navy in two wars. Joining the Navy as a yeoman (f) in World War I, she made chief before being mustered out in 1919. During this war she saw most of her service in the Bureau of Aeronautics.



TECHNICAL SKILLS of the Waves still are vitally needed by the Navy.

CAN'T BE GOOD? THEN BE CAREFUL

The Japs and Germans stopped shooting, but the unpleasant task of the BuPers Casualty Section did not end. And now the fateful telegrams which are sent by high Navy officials to next-of-kin beginning, "I deeply regret to inform you . . ." carry the additional irony that the casualty is most often due to the victim's own carelessness and not to enemy action.

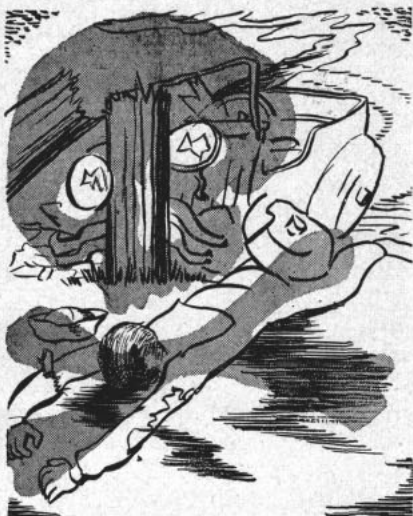
Losing a loved one is about as much as most families can bear, but there's some compensation in knowing the man went down fighting for his country—no solace in the knowledge that he just stepped in front of a truck.

The Casualty Section dislikes sending out those messages which tear the heart of a family.

It is that much worse when the subsequent explanation must be something like this (all samples taken from recent casualty reports): Died in jeep which turned over on a curve; drowned when caught in undertow; killed in motorcycle wreck; hit by auto while walking along highway; maimed by burns caused when his cigaret set his bunk afire; died of accidental gunshot; run over by a train, positive identification obtained through fingerprints; died of stab wounds received in a fight; died of poisoning (it really was bad

liquor, but the fact wasn't stressed to the family); killed when souvenir shell exploded; fell off a dock into a boat and broke his leg; hand amputated after it had been crushed in a meat grinder.

O. K. The moral is obvious.



AUTO VS. TOJO—Casualties didn't stop because the war did. If you're careless, a country highway can be as dangerous as a beachhead on Iwo.

Jobs for Ex-Navy Men

Experience won in the Navy can be used to advantage by ex-Navy men desiring to ship in the Merchant Marine.

Active vessels in the merchant fleet and maritime employment both have declined about 14 per cent since the end of the war, but need for additional manpower in certain branches of the Merchant Marine remains acute. Requirements for July and August were set at 4,000 in the deck and 4,400 in the engine departments.

Negotiations that averted the maritime strike have raised wages \$17.50 a month for unlicensed personnel; and a basic work week of 56 hours with overtime after 48, as well as other improvements in hours and pay, has been established. Monthly scales with overtime for unlicensed personnel run from \$145 for ordinary seamen to \$175 for carpenter and boatswain in the deck department. Pay of licensed personnel also was raised \$40 to \$45 a month. Initiation fees of unions vary from \$1 to \$50, and monthly dues range from \$1 to \$4. Such fees frequently include insurance rights and other benefits.

Men who do not hold papers and whose sea training has been in the Navy may qualify for certification to enable them to serve in any position for which they are fitted, if their experience meets specifications for the billet. Proof of sea experience must be in form of Transcript of Service, obtained from BuPers Inactive Records Branch, 253 North Broad St.,

Philadelphia, Pa. Transcript and proof of citizenship are then presented to the Merchant Marine Inspection Service of the Coast Guard, offices of which are located in principal cities.

Men who already hold papers should apply for jobs to the Recruitment and Manning Organization of the War Shipping Administration, the U. S. Employment Service, or one of the maritime unions. Some direct hiring also is done by shipping companies.

Adm. Rosendahl Retired

Rear Admiral Charles E. Rosendahl, USN, recently terminated his active naval career in ceremonies at the Lakehurst Naval Air Station.



Rear Admiral Rosendahl

later by Rear Admiral Thomas G. W. Settle, USN.

Admiral Rosendahl was navigator and senior surviving officer of the USS *Shenandoah*, which crashed near Ava, Ohio, on 4 Sept 1925, killing 14 of the crew of 43. He later was commanding officer of the airship *Akron*.

Medical Research

At the U. S. Naval Hospital, Dublin, Ga., the Navy has put into operation a program to study rheumatic fever, one of childhood's most fatal infections. For more than two years the Navy has provided specialized, expert care for its rheumatic cases, but this is the most forward step yet taken in the search for the fever's cause, its response to treatment, and its cure.

Attention was called to the seriousness of this malady when it was found that the disease was unduly prevalent at three training stations, Great Lakes, Ill., Farragut, Idaho, and Bainbridge, Md.

From the hospital at Dublin, Ga., 102 of the 1,200 patients have been selected for clinical investigation in the research unit. The patients receive from 120 to 150 grains of aspirin daily. (The common headache tablet weighs 5 grains.)

Incoming patients are listed in Class A, which is subdivided into three groups. The most acutely ill require absolute bed rest, while the others may have limited activity in the ward.

From Class A, they go to Class B, also with three subdivisions. In this class, rheumatic activity may be present or absent. B-3 of this group is allowed more activity, such as light jobs about the ward, or dancing classes.

Class C is for the convalescent who shows no evidence of valvular heart disease. At the conclusion of treatment the patient may be returned to duty or given a medical separation.

Class D is for those who have recovered from rheumatic fever but who show signs of a residual heart condition or some other partially disabling affliction. Eventually they will be given a discharge after a thorough rehabilitation process has been completed.

Industries Take Vets

The trend is toward increasing employment of veterans in major U. S. industries. Most recent surveys show more than 20 per cent of employees in big industries are veterans. Industries falling below the 20 per cent figure are generally those employing a majority of women workers.

Here's how the percentages of veterans employed in some industries rose during April and May, the latest months for which the Department of Labor has compiled statistics:

Industry	Percent Veterans of Total Employment	
	April	May
Aircraft	18.6	21.0
Automobile	20.0	23.6
Brick and Tile	17.4	18.5
Department stores	6.0	6.6
Household machinery	22.4	24.3
Jewelry	11.0	12.4
Aluminum products	22.6	24.6
Non-ferrous foundries	20.2	21.1
Non-ferrous rolling and drawing	16.8	18.0
Petroleum refining	19.7	21.0
Plastics	15.2	16.0
Rayon and silk	13.5	14.3
Shipbuilding	19.2	21.2
Steel	23.0	25.0
Woolen and worsted	10.1	11.0

About 4,224 Vessels Loaned

About 4,224 naval vessels, from PTs to CVEs, were loaned to Allied governments by the United States during World War II. The vessels were not due to be returned until six months after the emergency.

The United Kingdom was loaned 3,390 vessels; Russia, 575; France, 190; China, 9; Mexico, 6; Brazil, 27; Netherlands, 7; and about 20 other small craft were loaned to other South American or Central American countries.

Figures on the types and number of vessels loaned are as follows:

UNITED KINGDOM

Type	Lent	Lost	Returned
CVEs	37	3	25
Fleet Minesweepers	31	3	0
Net Tenders	5	0	5
Coastal Transports	21	1	0
Repair Ships	8	1	3
LCIs	392	49	124
DEs	78	4	58
Small Landing Craft	2,265	236	557
LSDs	4	0	1
LSTs	116	18	47
PCs	15	0	0
Corvettes	15	0	10
Frigates	21	0	10
PTs	120	22	65
Floating Drydocks	8	1	3
Motor Minesweepers	125	8	5
Patrol Yachts	4	0	3
Coast Guard Cutters	10	3	5
Submarines	9	2	7
Aircraft Rescue Craft	76	0	0
Harbor Tugs	2	0	0
Rescue Tugs, Ocean	13	0	8
Rescue Tugs, Small	15	0	13

OTHER NATIONS

RUSSIA	Type	Lent
River Tugs	15	15
Minesweepers	76	76
Subchasers	88	88
Patrol Craft Escort	62	62
Landing Craft	88	88
Frigates	28	28
Icebreakers	3	3
PTs	210	210
Floating Workshops	4	4
Light Cruiser (<i>Mitwaukee</i>)	1	1

(Reported lost: 3 PTs)

FRANCE	Type	Lent
CVE	1	1
DEs	6	6
Landing Craft	46	46
Subchasers	50	50
Patrol Craft Escort	33	33
Motor Minesweepers	31	31
Harbor Tugs	21	21
Floating Drydocks	2	2

(Reported lost: 2 SCs, 1 PCE, 1 Motor Minesweeper)

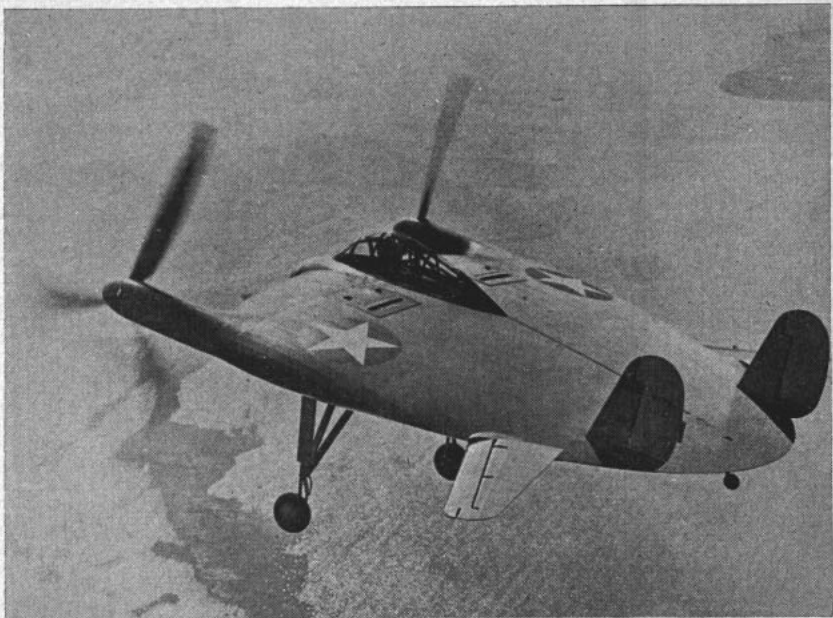
CHINA	Type	Lent
DEs	2	2
PCs	2	2
Motor Minesweepers	4	4
River Gunboat	1	1

(Reported lost: 1 River Gunboat)

BRAZIL	Type	Lent
Subchasers	8	8
PCs	5	5
DEs	8	8
Coastal Transport	1	1
Floating Drydock	1	1
Floating Workshop	1	1

MEXICO	Type	Lent
Coast Guard Cutters	2	2
Landing Craft	1	1
Subchasers	3	3

NETHERLANDS	Type	Lent
Subchaser	1	1
Motor Minesweepers	6	6



Official U. S. Navy photograph

STRICTLY FROM BUCK ROGERS is the Navy's XF5U-1. The amazing whatsit may be the fastest and the slowest propeller driven airplane.

OUR NEWEST, QUEEREST, SLOWEST

The Navy has a new plane that you wouldn't believe if you saw it, although it probably would not surprise the Batman and Robin. It has emerged from preliminary designs made as far back as 1933 by Chance-Vought Aircraft, and is now being readied for flight tests.

It's the XF5U-1, and it's a fighter with a potential top speed over 460 miles per hour. It can also hover at something less than 20 miles per hour! Needless to say, it's unlike anything anywhere in the world since Icarus pinned on his wax wings and flew too close to the sun.

The XF5U-1 looks a little like a bat, and it also looks a little like a pancake. It's sort of like a flying wing, yet it has a horizontal stabilizer and vertical fins in the rear. The Navy says it's "the only known type which offers practically both extremely high speed and extremely low speed . . ."

The plane is presently powered by Pratt and Whitney R-2800 engines of 1,400 horsepower each. These engines drive oversize propellers through a rather complex drive and gearing system at one-fifth the speed of the en-

gines. The drive system is so arranged that should one engine fail, the remaining engine would drive both propellers. With its present power plants, the airplane is expected to have a speed range of 40 to 425 miles per hour. Additional power would increase the top speed and decrease the low speed. Turbo-superchargers and water injection systems added to the present engines would make the speed range about 20 to 460 miles per hour. Gas turbines have been proposed as potential power plants, and with the additional power provided by them the speed range would be further widened, placing the airplane completely out of reach as the slowest and putting it up in the category of the fastest propeller-driven aircraft.

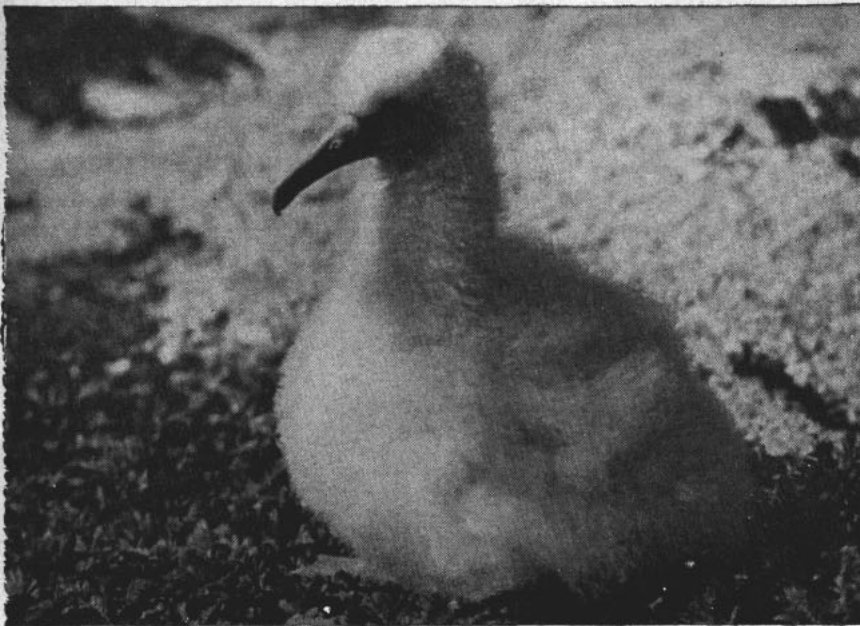
Preliminary tests began in 1942 using a wood and fabric model with 75 horsepower engines. The flying model, a full-scale replica of XF5U-1, designated V-173 by Chance-Vought, has been flown successfully for several years, demonstrating the low-speed flying qualities of the design. The first flying XF5U-1 is now nearly complete and is expected to be flight-tested this fall.

Navy Eases Shortages

The world-wide shortages of food and housing have not caught the Navy standing still. In addition to turning over enormous quantities of general materials to help ease U. S. shortages, thousands of tons of food (78,000 tons for a five-month period up to last 1 April) were declared surplus. Nineteen thousand tons of food were turned over to the Army for civilian relief programs in Germany and Japan.

In the latter connection, the Navy

has made clear the importance (Alnav 330-46, NDB, 30 June) of continuing to render "every assistance possible in making available and keeping in operation the shipping required for relief and rehabilitation in the Far East . . ." This move is made necessary by the heavy attrition visited during the war upon coastwise and small craft of all nations in the Orient. Subject to certain conditions, blanket authorization has been issued to 1 Jan 1947 to help place and keep ships in operation.



ALBINO GOONEY BIRD—Snow white gooney bird found on Eastern Island in the Midway group. Feathered oddity is the second pure albino ever found.

Official U. S. Navy photograph

Unknown Will Be Chosen

Remains of an unidentified serviceman of World War II will some day lie in honor in the Memorial Amphitheater in Arlington Cemetery beside the Unknown Soldier of World War I. A bill signed by President Truman directs the Secretary of War to provide for the burial of an unknown serviceman who lost his life overseas in the latest war, as a symbol of the hundreds of thousands of Americans who gave their lives.

About 21,000 unidentified Americans lie in graves across the world, victims of World War II. Efforts of the War and Navy Department to identify the bodies are constantly reducing the number. But at some indefinite time in the future, when the number has been decreased as far as ever seems possible and no further clues to identification remain to be explored, one of the nameless dead will be selected for all the honor his country can give him.

The unknown may be a Soldier, Sailor, Marine or Coast Guardsman. It is planned the selection will be made in such manner that no man living ever will know to which service he belonged. In this respect, his selection will be unlike the selection of the first Unknown Soldier, who actually was a member of the Army.

Details of the selection of the unknown serviceman have not been finally worked out. Proposals set forth thus far have insured that no branch of service, no theater of war will be left out of the final selection.

In the meantime, next-of-kin seeking information regarding return of overseas dead to the United States were advised to contact the Office of the Quartermaster General, Washington 25, D. C. (see p. 69).

Selection of the Unknown Soldier of World War I was one of the most dramatic moments in military history.

Few have had greater honor paid them in death.

Unidentified remains were exhumed at each of four U. S. military cemeteries in France. Each of the four bodies, absolutely unidentifiable, was placed in a steel gray casket, taken to Chalons-sur-Marne and laid in a line in a small room in the city hall. On 24 Oct 1921, Sergeant Edward F. Younger, a wounded and decorated veteran, was chosen to select the Unknown Soldier. He stepped into the room where his four comrades lay, and placed a bouquet of flowers upon one of the identical caskets.

This casket was taken aboard USS *Olympia*, once flagship of Admiral Dewey, and brought to Hampton Roads, Va., in November of 1921. The casket was transferred to the Presidential Yacht, *Mayflower*, which proceeded slowly up the Potomac to Washington. Saluting cannon greeted the ship as it traveled up the river. A regiment of cavalry, sabers drawn, met the vessel at the dock.

The casket was laid on a black-draped caisson drawn by six black horses. Cabinet members, Army and Navy officers of high rank, and great dignitaries marched behind the caisson as it was drawn to the Capitol. The casket was placed in the Capitol rotunda, upon the same catafalque where only the martyred presidents—Lincoln, Garfield and M. Kinley—had rested.

In pomp and ceremony, a cortege moved from the Capitol to Arlington National Cemetery on the 11th of November, 1921. President Harding, General of the Armies John J. Pershing, Supreme Court justices, Cabinet members, Governors, Senators and Representatives accompanied the casket on the last march. Final tribute was paid in Arlington when President Harding pinned the Medal of Honor and the Distinguished Service Cross on the casket, and the Unknown Soldier was committed to his tomb.

NATC Is Expanded

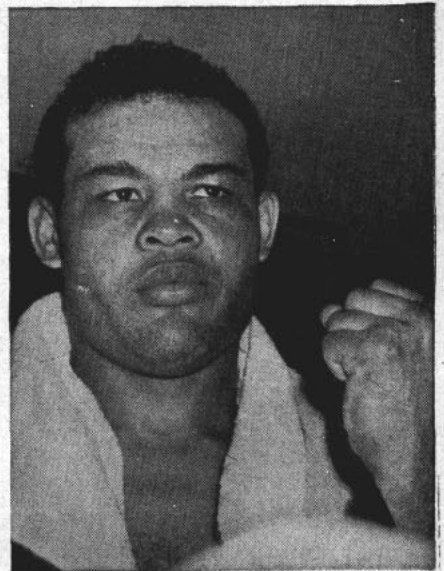
In one of the oldest settled parts of the U. S., but at the same time one of the most isolated sectors of the Atlantic Coast, the Navy is expanding its Air Test Center. On a 6,000-acre tract at the mouth of the Patuxent River in Maryland, Navy men are broadening the facilities of the Center to make it capable of testing any possible development of naval air warfare.

Planes powered by jet engines are flown and the problems of their service and maintenance under sea conditions are worked out. The heralded "Buck Rogers Navy" of the future may be having some beginnings at the Air Test Center. Some people have foreseen, for example, an aircraft carrier which can be fully submerged to escape atomic attack. Such a craft would require incredibly powerful, swift catapults to launch planes or guided missiles in the few moments of its surfacing for an attack.

Great double-ended catapults, which can fire a plane in either of two directions into the prevailing wind, act as guinea pigs for the Navy of the future. Similarly, a turntable more than 100 feet in diameter, to which are strung four heavy arresting cables, provides a testing ground for new techniques in landing a plane on a carrier, one of the toughest feats in the service. This turntable is revolved by means of tractors, so that approaching aircraft can land into the wind.

NATC's mission is to test finished products and new materials under the conditions in which they are fashioned to serve the Navy. Extensive runways on one hand accommodate huge aircraft. On the other are devices to test the tiniest radio tube of a communications set.

Capt. James D. Barner, USN, a pioneer Navy pilot, is CO at the Air Test Center. He lives in a house built, the story goes, by the third Lord Baltimore in 1665.



Photograph from Press Association, Inc.

STILL THE KING—Champ Joe Louis is golfin' and relaxin' after blasting Ex-GI Billy Conn into fistic oblivion.

Surplus Shortage

The brutal truth about that surplus automobile or typewriter you've thought about is that you can't get it. The War Assets Administration does have these items on a "set-aside" list for veterans, but so many people have asked for them that no more applications are being taken.

There are some things, however, that you can get and the government has arranged to give the veteran certain priority privileges. While we're about it, note that the man in service is not regarded as a veteran, no matter how many battle stars he wears, and is entitled to no priority privileges other than those he may exercise in ships' and ships' service stores.

Any honorably discharged veteran, then, who served in the armed forces after 15 Sept 1940 is entitled to priority in the purchase of any surplus property except land and buildings, provided:

- That it is to be used in setting up or maintaining his own small business, professional or agricultural enterprise, or

- That it is required by the nature of his employment.

This priority, exceeded only by that of federal agencies buying for their own use, does not cover purchasers for personal use (although there is one of those, too). It does cover purchase of an initial stock for resale, but not purchases for replenishment of that stock.

Here's what you do to exercise this general priority:

- Find out where your local WAA Veterans Certification Office is (there are about 125 of these in the country).

- Take or mail to this office evidence of your status as a veteran, such as a photostatic or attested copy of your discharge, inactivation, terminal leave or final furlough papers. (Don't send the originals; you might lose them.)

- Take or mail to this office a list of the surplus items you wish to buy.

- File an application to purchase said items. (This is quite an experience, and space requirements prevent detailing the steps here.)

If the application is approved, a certificate covering each item is issued you and copies are sent to the Veterans Branch of the WAA Regional Office covering the territory in which you live. When and if the property becomes available, the Veterans Branch will notify you as to its whereabouts and tell you about price, condition, opportunity for inspection etc. WAA says the availability of property depends upon several factors, including the number and order of certifications issued. In other words, you should wait until you are notified instead of trying to locate the property yourself.

Now, in addition to this general priority, the veteran is entitled to the exclusive right to buy certain items in heavy demand and short supply. You may buy these for either business or personal use, but if you buy for personal use you may not resell the property.

This is where we get to the "set-aside" list, which simply is a list of items limited in supply and sold to veterans only. The list includes things like trucks, tractors and trailers, scooters and scrapers, crushers and cranes, and



RUB-A-DUB-DUB (REVISED)— Life raft, shown being tested at Wright Field, will accommodate 104 men. Raft is 38 ft. across but weighs only 79 lbs.

Photograph from Press Association, Inc.

plows (one-horse and two-horse-or-more types). It also includes certain medical, surgical, dental and veterinary apparatus and equipment.

If you have been certified under your general priority, you may obtain additional certification to buy anything on the "set-aside" list—provided you have not previously been certified for the item you wish to buy. WAA points out that since all items on the list are in very short supply, certification is by no means assurance that an applicant will be able to buy any particular item. In some cases—automobiles and typewriters, for instance—the supply can hardly begin to fill the demand.

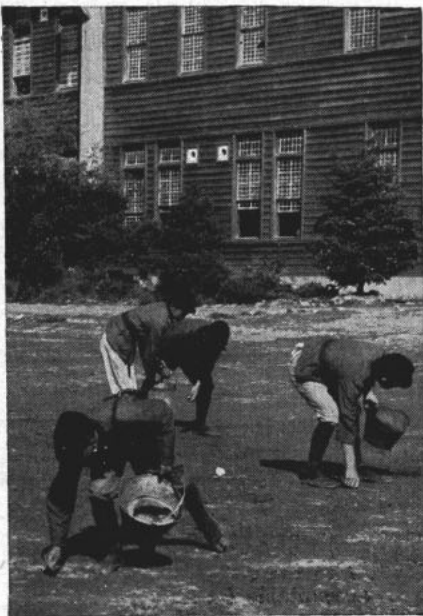
Getting back to the man still in service, BuSandA has taken steps (ALL

HANDS, February 1946, p. 76) to make excess Navy goods available to ships' stores and commissary stores for sale to naval personnel. (Ships' service stores, generally found at stations within the continental U. S., as opposed to ships' stores, generally afloat or overseas, are not qualified to obtain excess Navy stocks.) BuSandA periodically selects specific items as excess. These, with their whereabouts, are listed for the benefit of ships' stores and commissaries, which simply order from the activity which holds the goods. On the other hand, certain items of surplus material are sold in ships' service stores, which obtain the goods through the WAA, just like anybody else.

About excess and surplus: When material is declared to be surplus by the cognizant technical Bureau, it is turned over to the WAA or other appropriate agency for disposal. Excess materials are items no longer needed by the activity for which purchased, but which may be needed for other navy purposes or to meet the patron demand in ships' stores. So they're still under Navy jurisdiction until determined to be surplus to Navy's need and so declared.

Overseas, the disposal of surplus property is handled by the Foreign Liquidation Commission, an appendage of the State Department which considers the man in service a veteran and accords him the accruing priorities. These latter do him little benefit, however, because the great part of U. S. surplus material abroad is disposed of in mass lots to the government of the country in which it is located. FLC says service men are welcome to write to its offices in Shanghai, Manila, Guam, Balboa, C. Z., Reykjavik, Iceland, Paris or Rome, but it makes no promises. Some odds and ends may be around, FLC says, but if you had a jeep or a truck in mind, you may as well forget it.

WAA, incidentally, last month issued a booklet on surplus property, now available at all regional WAA offices.



U. S. Army Signal Corps Photograph
TABLES TURNED as Japs replace Yank prisoners picking up butts.

Revisions To ALL HANDS Atomic Extra

Since publication of the ALL HANDS Atomic Extra in June, certain actual errata, revisions and additional explanations have been compiled by Navy nuclear physicists who supervised production of the Extra. So many readers—from physicists to seamen second—have indicated their desire to keep the Extra as a permanent reference in affairs atomic, that it was decided to print these revisions in the handy form below. It is suggested that interested readers may, if they wish, clip this table of revisions and paste it into their copy of the Atomic Extra to make it as accurate and complete as possible. The numbered key which precedes each single revision refers, in order, to page and column number.

- 14-1 Line 6, for "molecule" read "molecular".
- 16-2 Line 9 from bottom, for "mass velocity" read "mass and velocity."
- 16-3 Last 3 lines in col.: It is not believed that the neutron actually is a proton plus an electron, though the mass considerations are approximately correct. A positron and a neutron do not even theoretically give a proton, since the neutron already weighs more than the proton before anything is added. A positron is merely a particle equal to an electron in mass and carrying an opposite charge.
- 17-1 Fig. 9: Actual scale drawing would show electron orbit about one-tenth of a mile in diameter in comparison to size of nucleus.
- 17-3 Lines 34, 35, for "mole of the element" read "mole of atoms of the element".
- 20-1 Figs. 15, 16, 17: Term "Mev" used in these figures not otherwise explained. A Mev is equal to 1 million electron volts.
- 23-3 Fig. 24: Tracks of Beta particles are curved by a magnetic field not shown. One of the most important uses of the Wilson cloud chamber employs a magnetic field superimposed on the chamber. Bending of a charged particle's path makes possible the measurement of the charge, mass or velocity of the particle if two of these are known.
- 24-1 Line 37, for "track" read "tracks".
- 25-1 In table at top of column, the neutron has the same zero charge as the hydrogen atom, and nearly the same mass, but they are not at all alike in structure.
- 25-1 Beginning with line 10 under the table: Atomic number can increase by zero, one or two units, or decrease by one unit. Mass number can increase by zero, one, two or four units.
- 29-2 Last paragraph: Simple neutron capture may occur when the energy of the neutron is equal to or greater than the top of the activation energy hill. Resonant capture appears at energies less than the peak of the hill, and neutrons must have precisely one of these energies to get into the nucleus.
- 30-2 Line 3, and Line 17 n^0 and n^1 are used interchangeably to represent a neutron.
- 30-2 Last subhead in column, for "(1) Proton emitted (d,p)" read "(1) Proton Emitted (a,p)".
- 30-3 Line 17, "(d,p)" read "(ap)".
- 30-3 First subhead in column, for "(2) Neutron Emitted (d,n)" read "(2) Neutron Emitted (a,n)".
- 30-3 Line 31, for "(d,p)" read "(a,p)".
- 30-3 Line 45, in formula, for " ${}_{15}P^{30}$ " read " ${}_{15}P^{30}$ ".
- 31-1 Under first subhead: Again, there is a distinction between simple capture where the energy of the proton is equal to or greater than the activation energy of the bombarded nucleus, and resonant capture where the energy of the proton is less than the activation energy of the nucleus and equal to one of possibly several very precise quantities.
- 31-2 Line 14, delete "always". Line 16

- to read: With the emission of positrons or electrons.
- 31-3 Line 13, in formula, for " ${}_{5}Be^{11}$ " read " ${}_{5}B^{11}$ ".
- 34-2 Fig. 33: Label "T", mentioned in text of article, does not appear on this figure. It should be used to designate any of the small internal tube sections located inside of the "glass section," which is so labeled.
- 35-1 Line 29 from bottom, delete "a".
- 35-3 Lines 6, 7, 8, delete remainder of sentence after phrase "which are used", and substitute for the deleted portion "primarily for the acceleration of positive ions."
- 35-3 Lines 13-18 from bottom: There is an AC voltage on the magnet during the complete accelerating period, increasing with time arranged to cause rotation of the electrons in a single circular orbit. The final spiraling into the target is accomplished with an increase in the AC voltage with an unequal increase in the magnetic field over the face of the magnet.
- 40-3 Line 18 from bottom, for "at" read "as".
- 41-2 Line 39, for "mean" read "means".
- 41-3 Line 39, for "slow" read "show".
- 43-3 Line 27 from bottom, for " ${}_{99}Np^{239}$ " read Np " ${}_{99}Np^{239}$ ".
- 43-3 Line 23 from bottom, for " ${}_{94}Pu^{239}$ " read " ${}_{94}Pu^{239}$ ".
- 45-1 Formula (5) should read:
$$t^2 = \frac{L^2 D}{2P}$$
- 45-2 Line 12, formula should read:
$$K.E. = \frac{MV^2}{2}$$

CREDITS—Nuclear physics material in the Extra was assembled and given final preparation by the Training Courses Section, Training Activity, BuPers. The article was largely derived from a series of lectures given by prominent nuclear physicists in the Navy Department courses in nuclear physics in Washington, D.C. Dr. George Gamow, professor of physics at George Washington University, and Dr. L. R. Hafstad, director of the Applied Physics Laboratory, Johns Hopkins University, delivered the basic lectures in these courses. They were aided through lectures by Dr. J. A. Van Allan, Johns Hopkins; Dr. L. F. Curtis, Bureau of Standards; Dr. J. R. Dunning, Columbia University; Dr. R. J. Van de Graaff, MIT; Rear Admiral W. S. Parsons USN, and Dr. R. B. Roberts, Johns Hopkins. Additional material was obtained from recent publications in the field, which have been included in recommendations for future reading at the end of the Navy nuclear physics courses.

Joint Operations College

The War and Navy Departments announced last month that a college to train Army and Navy officers for joint operations has been established at the Naval Base, Norfolk, Va. Commandant will be Lt. Gen. Delos C. Emmons of the Army. Rotation of command between general and flag officers of Army, Navy and Army Air Forces, is the present plan. The college, known as the Armed Forces Staff College, will be under the supervision and jurisdiction of the Joint Chiefs of Staff, with the Chief of Naval Operations accountable for its operation and maintenance.

While the size of the faculty has not been determined, it will be composed of approximately equal numbers of Army, Navy and Army Air Forces officers.

Scientists Honored

Ten scientists have been presented the Medal for Merit for their services in World War II. The presentations were made by Assistant Secretary of the Navy W. John Kenney at a ceremony in the Navy Department.

Four of the group, Dr. Merle A. Tuve, Dr. Lawrence R. Hafstad, D. Luke Hopkins and Dr. Raymond D. Mindlin, were cited for their work in the development of the Vt, or radio proximity fuze.

Three of the scientists, Thomas Keith Glennan, William H. Fritz and Timothy E. Shea, were cited for their work on underwater sound-detection devices.

Dr. Robert F. Rinehart received the citation for mathematical research and calculations which "placed in combat operation numerous improved submarine tactics which have enhanced to a tremendous extent the offensive and defensive potentialities of submarines of the U. S. Fleet."

Philius H. Girouard was cited for outstanding services "in foreseeing and developing" major improvements in naval ordnance, including medium and heavy gun turrets and new rocket launchers.

Dr. Charles F. Weinbusch received the award for his work in the development of a special type torpedo, and for having "designed, produced and installed many devices which have enhanced to a tremendous extent the offensive and defensive potential of submarines of the U. S. Fleet."

'Heli-squadron' Formed

Another branch of the expanding air program of the Navy, Squadron VX-3, was put in commission on 1 July at Floyd Bennett Field, New York City. The squadron, composed entirely of helicopters, will operate and evaluate new planes of this type.

At present 10 officers and 100 enlisted men have been assigned to man and operate the squadron, but as more planes are made available—more personnel will be assigned to duty with VX-3. There are now five HNS-type and 12 HOS-type planes in the squadron.

The helicopter, while still in an early stage of development, proved useful as a spotting plane, as a drone target, and most recently in the war in Europe for general observation purposes. Other uses to which the helicopter has been successfully put are delivering mail, personnel and material to ships at sea, rescuing downed aviators and harbor control. Possibly the most important development of all may be the use of helicopters on antisubmarine patrols. This type of plane is considerably less visible to submarine than blimps.

Negro College Fund

The United Negro College Fund reported that 500 Negro Navy men stationed at the Naval Barracks, Manana, Island of Oahu, Hawaii, have sent a check for \$503.36 to the fund headquarters. The check was submitted as an effort to help Washington, D. C., reach its \$45,000 quota of the \$1,300,000 national quota for the furtherance of Negro college education in the U. S.

National War College Faculty

Five men, prominent in the fields of education and international relations, have been added to the faculty of the National War College, highest level educational institution in the armed forces.

The new appointees included George F. Kennan, who will serve as Deputy for Foreign Affairs. Mr. Kennan has been in the foreign service since 1926 and recently returned from his assignment as counsellor of the American Embassy in Moscow. Others are Dr. Bernard Brodie, on leave from Yale University, author of *Sea Power in The Machine Age*; Dr. W. L. Wright, on leave from Princeton University; Dr. Sherman Kent, Yale; and Professor H. C. Dillard of the University of Virginia, who was appointed to the institution's faculty as Director of Studies.

The National War College has as its main study joint operations of air, ground and naval forces, with problems in the field of world politics and international relations, scientific research and development, and the integration of our foreign and military policies. The first course will start 3 September with 100 senior Army, Navy, Air and State Department officials in attendance, and will last 10 months.

Filipinos Honor Quezon

People of the Philippines planned homage to their first president, Manuel Quezon, in a Philippine State funeral at Manila on 1 August.

The first President of the Philippine Commonwealth died in Washington, D.C., 1 Aug 1944. His body was removed from the main vault at Arlington National Cemetery on 28 June and taken to San Diego, Calif., where it was placed aboard USS *Princeton* (CV 37).

The *Princeton* departed from San Diego on 2 July, and was scheduled to reach Manila 27 July. Accompanying the body was Supreme Court Justice Frank Murphy, representing the U.S. Government. Burial will be in a state tomb in Manila.

Flag Promotions

Recent promotions to flag rank as confirmed by the Senate are as follows:

To be vice admiral in the U. S. Navy:
Harold G. Bowen, USN, for temporary service to rank from 10 July 1946.

To be commodore in the U. S. Naval Reserve:

Erl C. B. Gould, USNR, for temporary service while serving with the Foreign Liquidation Commission, State Department, from 2 July 1946.

To be Engineer-in-Chief of the U. S. Coast Guard with the rank of rear admiral:

Ellis Reed-Hill, USCG, from 1 Aug 1946.

Up In the Air

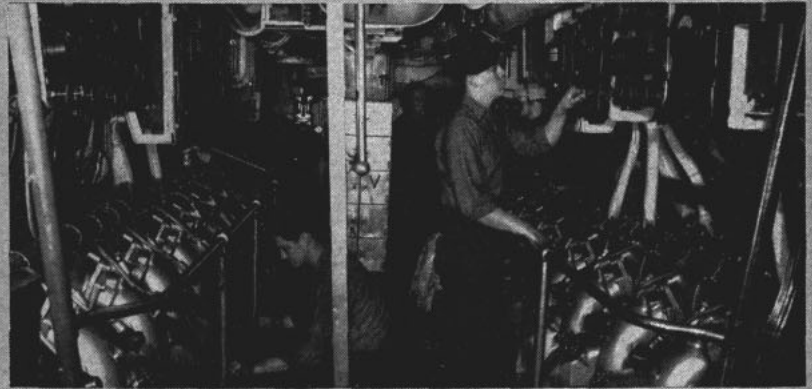
The German V-2 rocket fired 9 July at White Sands, N. M., gained an altitude of 83.5 miles, setting a new all-time record.

The rocket, holding a Navy developed scientific unit for gathering weather and other scientific data (see ALL HANDS, July, p. 37) was in the air 400.5 seconds and landed 63 miles due north of the launching site.

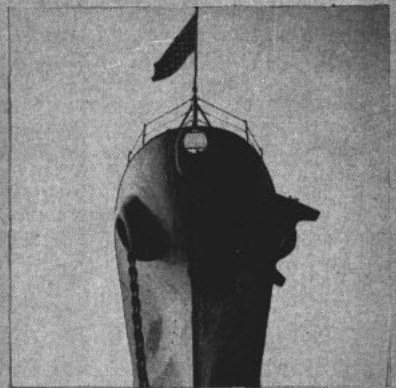
Other tests for the rocket are scheduled and higher altitudes may be attained.

QUIZ AWEIGH

Pictures tell a story. Here are photographs of things we probably all have seen. What can you tell about them? How many of these questions can you answer?



1. This photograph was taken aboard a (a) battleship (b) carrier (c) submarine.
2. These engines are twin (a) electric (b) turbine (c) diesel. When are these engines used?



3. Name the above instrument.
4. What is it used for?
5. What type of ship is this?
6. What flag is she flying?

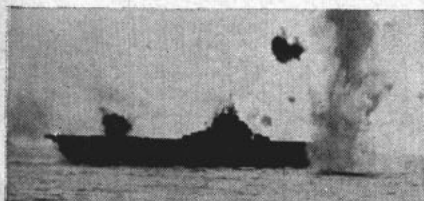


7. Identify the plane shown above and give its wing span.
8. Name the parts of the bomber indicated by the arrows.

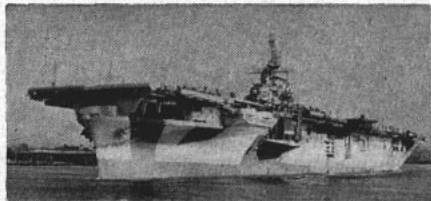
DECORATIONS & CITATIONS

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

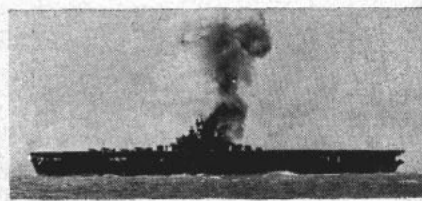
Unit Awards Given To 13 Carriers



Essex



Hornet



Lexington

Thirteen aircraft carriers and their attached air groups of the famed Task Forces 38 and 58 recently were cited by the Navy Department for their part in Pacific air-sea offensive operations during World War II. Eight of the 13—the USS *Essex*, USS *Hornet*, USS *Lexington*, USS *Bunker Hill*, USS *Yorktown*, USS *San Jacinto*, USS *Cabot*, and USS *Belleau Wood*—received the Presidential Unit Citation, while the Navy Unit Commendation was awarded the remaining five—the USS *Enterprise*, USS *Hancock*, USS *Wasp*, USS *Cowpens*, and USS *Langley*.

Citation of the 13 carriers emphasizes the role played by carrier-based aviation in starting offensive action against the Japanese less than two months after Pearl Harbor and in speeding the final defeat of the enemy. Figures show that the 13 flat-tops, of the total of 29 large and medium carriers to see action in the Pacific, staged 56 per cent of all carrier-based action sorties of the war.

The USS *Essex* was cited for "extraordinary heroism in action" in the Pacific war area from 31 Aug 1943 to 15 Aug 1945. Spearheading the concentrated carrier warfare in forward areas, the gallant ship and her air groups struck crushing blows toward annihilating Jap fighting power. The 27,000-ton aircraft carrier spent 17 months in continuous operations and supported every major Pacific engagement from Tarawa to Tokyo Bay. COs during the period were Rear Admiral D. B. Duncan, USN, of Washington, D. C., and Pensacola, Fla.; Rear Admiral R. A. Ofstie, USN, Everett, Wash.; Capt. C. W. Wieber, USN, San Diego, Calif.; and Capt. R. L. Bowman, USN, of Enderlin, N. D., and Coronado, Calif.

Also awarded the PUC was the USS *Hornet* and her air groups for con-



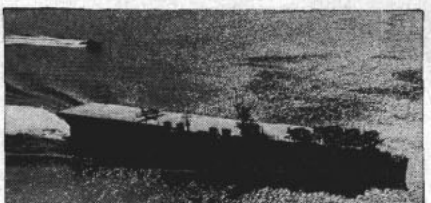
Cabot

tinuous operations in the most forward areas in the Pacific over a two-year period from 29 Mar 1944 to 10 June 1945. They fiercely countered the enemy's aerial attacks, destroying his planes and inflicting heavy losses. Her COs for the time mentioned were: Capt. Miles R. Browning, USN, Mountain Lakes, N. J.; Capt. William D. Sample, USN, Pensacola (listed as missing); and Rear Admiral Austin K. Doyle, USN, Pensacola, Fla.

For spearheading carrier warfare in the Pacific over a two-year period from 18 Sept 1943 to 15 Aug 1945 the USS *Lexington* also was cited. She participated in more than 25 battles from Tarawa to the final strikes against the Jap home islands and is credited with inflicting heavy losses on the enemy fleet and air forces. Rear Admiral Felix B. Stump, USN, Clarksburg, W. Va.; Rear Admiral Ernest W. Litch, USN, South Weymouth, Mass.; and Rear Admiral Thomas H.



San Jacinto



Belleau Wood

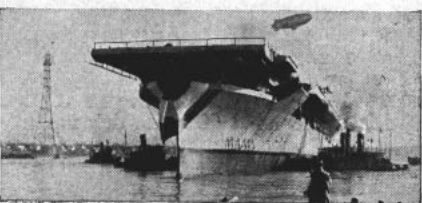
Robbins, Jr., USN, Washington, D. C. were her successive COs for the period covered.

Another gallant ship to be commended was the USS *Bunker Hill* for taking part in every major invasion in the Pacific war from the Marshalls and Gilberts to Okinawa from 11 Nov 1943 to 11 May 1945. She delivered severe blows against the enemy. Her COs were Rear Admiral John J. Ballentine, USN, Hillsboro, Ohio; Capt. Thomas P. Jeter, USN, Hyattsville, Md.; Rear Admiral Marshall R. Greer, USN, Pikeville, Ky.; and Capt. George A. Seitz, USN, Coronado, Calif.

The USS *Yorktown* was given the PUC for inflicting heavy losses and damage on the Japs during the period from 31 Aug 1943 to 15 Aug 1945. She took part in 38 separate actions beginning with the air strike on Marcus Island on 4 Apr 1943 and continued through the occupation of Japan. Rear Admiral Joseph J. Clark, USN, Chelsea, Okla.; Rear Admiral Ralph E. Jennings, USN, Hershey, Pa.; Rear Admiral Thomas S. Combs, USN, Lamar, Mo.; and Capt. Walter F. Boone, USN, Palo Alto, Calif., commanded the ship during the time mentioned in the citation.

"For heroism in action" the officers and men of the USS *San Jacinto* were given the PUC. The period covered in the citation—19 May 1944 to 15 Aug 1945—includes all operations in the Pacific from the air attacks on Wake and Marcus Islands through the assault and invasion of Okinawa, in all of which the carrier participated. Rear Admiral H. M. Martin, USN, Cairo, Ill., and Capt. M. H. Kernodle, USN, Graham, N. C., were the commanding officers at the time.

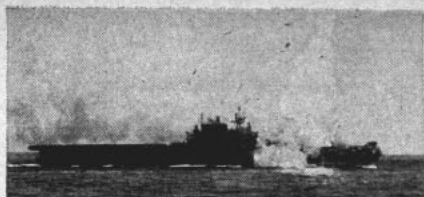
For the actions in which she took part the USS *Cabot* was awarded the PUC. From 29 Jan 1944 to 8 Apr 1945 the carrier struck again and



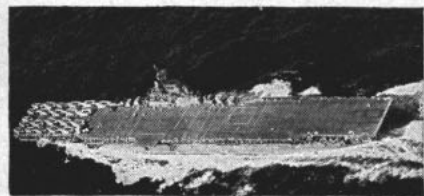
Bunker Hill



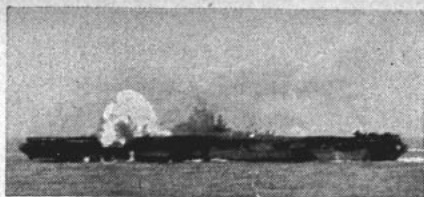
Yorktown



Enterprise



Wasp



Hancock

Her COs were Rear Admiral C. A. Sprague, USN, Haverford, Pa. and Milton, Mass.; Capt. O. A. Weller, USN, Coronado, Calif.; and Capt. W. G. Switzer, USN, Pensacola, Fla.

The *Hancock* and her fighter, bomber, and torpedo planes also received the NUC for outstanding heroism in action against Jap air, sea and land forces from 10 Oct 1944 to V-J day. Capt. F. C. Dickey, USN, Coronado, Calif., and Capt. R. F. Hickey, USN, commanded the ship.

Another ship awarded the NUC—the *Langley*—likewise served brilliantly, providing coverage for amphibious forces, countering aerial attacks and inflicting damage on Jap naval and merchant shipping during the period from 29 Jan 1944 to 11 May 1945. Her COs were as follows: Commodore W. M. Dillon, USN, Birmingham, Ala., and Capt. J. F. Wegforth, USN, Honolulu.

The USS *Cowpens*, light aircraft carrier which participated in more than 30 Pacific engagements, also received the NUC for her actions from 5 Oct to the cessation of hostilities. During the period of commendation Capt. R. P. McConnell, USN, Coronado, Calif. and Alexandria, Va.; Capt. H. W. Taylor, USN, Pensacola, Fla., and Capt. George H. DeBaun, USN, Coronado, Calif., were in command.

Hero Gave Life To Guard Plans

For sacrificing himself abroad the sinking USS *Sculpin* as she plunged to her own death, rather than risk capture and subsequent danger of revealing plans under Japanese torture or use of drugs, Capt. John Philip Cromwell, USN, Palo Alto, Calif., was posthumously awarded the Medal of Honor.

As commander of a submarine coordinated attack group with flag in the *Sculpin* during her ninth war patrol of Truk, 19 Nov 1943, Capt. Cromwell was the only member of the task group in possession of secret intelligence information of our submarine strategy and tactics, scheduled Fleet movements and specific attack plans. Constantly vigilant and precise in carrying out his secret orders, he moved his submarine flotillas forward despite opposition and established a line of submarines to southeastward of the Jap stronghold.

As the *Sculpin*, rocked and battered by enemy depth-charges, sank to an excessive depth, he ordered the submarine to surface and engage the enemy in a gun-fight, thus providing the crew a chance to abandon ship without taking advantage of the opportunity himself and preserving the security of his mission while gallantly giving his life.

Transport Squadron Gets Navy Citation

For meritorious service in support of military operations at Okinawa from 8 Apr to 23 June 1945, Transport Squadron (VR 12), NATS Detachment Okinawa was cited by the Navy.

Efficient and dependable in carrying out a dangerous and difficult mission, the squadron made possible the evacuation of thousands of casualties during this campaign. Despite severe weather and persistent enemy air attacks and artillery fire they managed to deliver vital replacement troops and war cargo to the fighting forces. By their outstanding performance of duty, the personnel of this detachment helped save many lives, stimulated general morale and provided critical medical and ordnance supplies. They contributed materially to the success of our forces in the Okinawa campaign. During this time, Lt. Comdr. Marion L. Hoblit, USN, Parkville, Mo., and Lt. Comdr. Walter E. Fallon, USN, Alameda, Calif., were the successive squadron COs.

Action At Okinawa Wins Top Award

For valor and unwavering devotion to duty in the face of tremendous odds, William D. Halyburton, Jr., PHM2c, USNR, Miami, Fla., was posthumously awarded the nation's highest tribute—the Medal of Honor. He gave his life gallantly while serving with a Marine Rifle Company in the 2d Battalion, 5th Marines, 1st MarDiv during action against enemy forces on Okinawa, 10 May 1945.

Undaunted by the deadly accuracy of Jap counterfire as his unit pushed the attack through an important draw, Halyburton dashed across the draw and up a hill into an open field where the company advance squad was suddenly pinned down by a concentration of mortar, machine gun and sniper fire with resultant severe casualties. Moving steadily forward despite the enemy's merciless barrage, he reached the wounded marine who lay farthest away and was rendering first aid when his patient was struck for a second time. Placing himself in the direct line of fire, he shielded his comrade with his own body and continued to administer aid. Completely unselfish, he persevered in his efforts until he himself sustained mortal wounds and collapsed, heroically giving his life for that of another.

again inflicting terrific losses upon the foe. Successive COs were Rear Admiral Malcolm F. Schoeffel, USN, Washington, D. C.; Commodore Stanley J. Michael, USN, Washington, D. C.; and Commodore W. W. Smith, USN, Commerce, Ga.

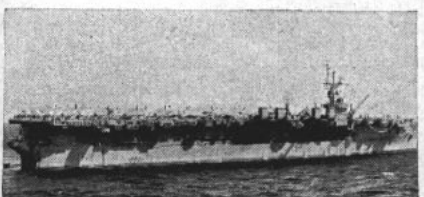
The *Belleau Wood* was cited for the period from 18 Sept 1943 to the end of the war for her role in the Pacific engagements. Her brave officers and men were instrumental in achieving the ultimate defeat of the Japanese Empire. Commanding officers were as follows: Rear Admiral Alfred M. Pride, USN, Somerville, Mass.; Rear Admiral John Perry, USN, Coronado, Calif.; and Rear Admiral William G. Tomlinson, USN, Washington, D. C.

The Navy Unit Commendation was awarded five other carriers for their participation in Pacific engagements. One of these, the USS *Enterprise*, was previously awarded the PUC and was the first capital ship so honored. The *Enterprise* received the NUC for the period covering the 19 Nov 1943 to 14 May 1945. Her commanding officers for the time were Rear Admiral M. B. Gardner, USN, State College, Pa.; Capt. T. J. Hamilton, USN, Columbus, Ohio; Capt. C. D. Glover, Jr., USN, Camden, S. C.; and Capt. G. B. H. Hall, USN, Boise, Idaho.

The officers and men of the USS *Wasp* were also commended for delivering severe losses upon the Japs from 19 May 1944 to 15 Aug 1945.



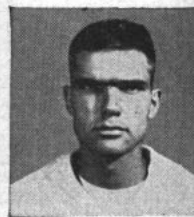
Cowpens



Langley



Capt. Cromwell



PHM2c Halyburton

PatBomRons 71, 111 Receive Awards

Two patrol bombing squadrons, 71 and 111, recently were awarded the Navy Unit Commendation for outstanding heroic action against Japanese forces.

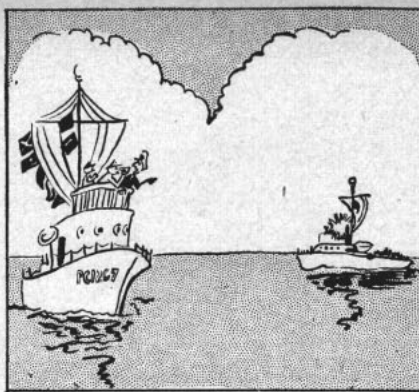
During numerous offensive missions from 24 Nov 1944 to 16 Mar 1945, the pilots and aircrewmembers of PatBomRon 71 operated from advanced bases in the Netherlands East Indies and the Philippines. They overcame serious maintenance difficulties, withstood perilous weather and determined enemy air opposition to serve courageously in a series of highly successful air-sea rescues, reconnaissance and convoy screening operations and single-plane low-level bombing attacks. Aggressive in the execution of assignments, units worked as a superbly coordinated team, providing valuable military information, saving the lives of 13 friendly aviators and destroying many thousands of tons of hostile shipping and several shore installations. The squadron CO at the time cited was Comdr. Norman C. Gillette, Jr., USN, Chicago.

Another group of pilots and aircrewmembers—those of PatBomRon 111—also were commended by the Navy for their brilliant record of service and achievement during numerous offensive search missions from 2 Dec 1944 through 31 July 1945. Operating from the bases of Tinian, Morotai, Tacloban and Palawan, they withstood typhoon weather and mental fatigue to penetrate tenaciously defended enemy territory and to provide thorough interdiction coverage and valuable weather information for important Fleet movements. By ferreting out hostile forces in a series of devastating attacks, the individually heroic and aggressive squadron units dealt crippling blows against the enemy, sinking or damaging seriously 544 vessels, destroying 25 aircraft and demolishing numerous land installations. Successive COs during this period were Lt. Comdr. James V. Barry, USNR, Webster, S. D., and Lt. Comdr. Gordon L. Egbert, USN, Everett, Wash.

NAVY CROSS

Gold star in lieu of second award:

★ DOYLE, Austin K., Rear Admiral (then Capt.), USN, Pensacola, Fla.: As CO of an aircraft carrier from 10 Feb to 19 May 1945, while subjected to enemy air attacks, Admiral Doyle maneuvered his ship to bring all guns to bear and shot down several planes without damage to his ship. He directed his ship and air group in an outstanding manner against the enemy, accounting for 297 of their planes shot down or destroyed, damage to important units of the Jap fleet and shore installations and destruction of enemy shipping. By inspiring leadership he maintained the fighting efficiency of his ship at high peak and made possible its out-



Navalog (NTS Newport, R. I.)

"No wonder they got under way so fast—he says they just painted the bunks."

standing record of destruction wrought upon the enemy.

★ KAUFFMAN, Draper L., Comdr. (then Lt. Comdr.), USNR, Bethesda, Md.: While commander of a UDT on 14 June 1944, Comdr. Kauffman led his demolition team in a daylight reconnaissance as close as 30 yards to enemy-held Saipan and made a thorough survey of the beaches and water approaches to locate and destroy obstacles that might endanger the assault landings. On 10 and 11 July 1944, he led his group in night reconnaissance of the well-patrolled landing beaches on Tinian, then held by the Japs. His personal leadership and unusual ability were singularly outstanding.

First award:

★ BOWNIK, Arthur D., HA1c USNR, Minneapolis (posthumously): While serving as a medical corpsman with the 1st Battalion, 5th Marines, 1st MarDiv, on Okinawa in May 1945, Bownik fearlessly disregarded a barrage of Jap bullets to advance to where two wounded marines lay helpless. Working quickly, he dressed their wounds despite repeated shellbursts, and although seriously wounded himself remained with them until their safe evacuation. Thus, he saved the lives of both marines and sacrificed himself.

★ BRADLEY, Thomas W., PhM2c, USN, Sparta, Tenn. (posthumously): Attached to the 1st Battalion, 27th Marines, 5th MarDiv on 4 Mar 1945, at Iwo Jima, Bradley advanced under hostile fire to administer first aid and initiate rescue attempts. After carrying several wounded men to safety, he immediately returned for other men and although outflanked he hurled one grenade after another to disrupt the Jap advance, simultaneously ministering to the helpless men until he was mortally wounded.

★ CURTS, Maurice E., Rear Admiral (then Capt.), USN, Flint, Mich.: While CO of the USS *Columbia* from 17 to 29 Oct 1944, Admiral Curts directed skillfully and capably his vessel's support of the landing of our forces on Homonhon and Leyte Islands, and on 24 October participated in the defense of Leyte Gulf which resulted in the sinking of at least one enemy battleship, a cruiser and six destroyers.

★ GRABOWSKY, Leon, Lt. Comdr. (then Lt.), USN, Paterson, N. J.: While acting CO of the USS *Leutze* at Okinawa on 6 Apr 1945, Lt. Comdr. Grabowsky went to the rescue of the USS *Newcomb*, fired and damaged by several enemy planes. Directing his batteries against the aircraft, he blasted one of them out of the sky and organized fire and rescue parties among his crew as he ranged the *Leutze* alongside the burning and exploding ship until a suicide plane plunged into the stern of his ship. He succeeded in extinguishing

all fires and in controlling the flooding of the after compartments.

★ HARRIS, J. D. Jr., PhM2c, USNR, Chattanooga, Tenn. (posthumously): While attached to the 1st Battalion, 5th Marines, 1st MarDiv on Okinawa, 3 May 1945, Harris, although critically wounded, continued his vital service of caring for and evacuating casualties. Realizing the condition of one of the marines made removing him impossible, he faced certain death to remain with his patient and administer blood plasma and had completed his mission when he was struck by a sniper, thus giving his life for that of another.

★ HARRIS, William H. Jr., Lt., USNR, Baltimore (posthumously): As pilot and section leader attached to BomFitRon 83, USS *Essex*, during action at Yokosuka on 18 July 1945, Lt. Harris pressed home boldly a bombing attack against an enemy battleship and plunged through intense anti-aircraft fire to score a direct hit upon the assigned target. By his skill and daring he rendered vital service throughout an important mission and contributed materially to the damaging of a powerful enemy warship.

★ MAHER, Joseph B., Comdr., USN, Bethesda, Md.: As OTC of a radar picket station unit during action against the enemy off Okinawa from 11 May to 21 June 1945, Comdr. Maher deployed the ships under his command to fight off Jap aircraft and suicide bombers which flew in over the task group in overwhelming numbers and launched their devastating attacks. He continued his tactics throughout 28 days of combat and by constant vigilance contributed to the success of his unit and cooperating CAP in accounting for 31 enemy aircraft and in holding damage and casualties to our own forces to a minimum.

★ MUELLER, Carl D., PhM3c, USNR, LaGrange, Ill. (posthumously): When attached to a Marine rifle platoon, 2nd Battalion, 29th Marines, 6th MarDiv, 15 May 1945 on Okinawa, Mueller although wounded, refused evacuation and disregarding his own critical condition administered first aid to all wounded and directed their evacuation. Mortally wounded, he completed his mission and valiantly gave his life for the lives of many of his comrades.

★ PHILIP, George Jr., Comdr., USN, Wash-

—HOW DID IT START?—

Medals on Left

The custom of wearing medals on the left breast is one that dates back to the days of the Crusaders, who made it a practice to wear the badge of honor of their order near their heart to denote the high reverence in which it was held.



In the days of the Crusades, a man's left side was the shield side—for the large shield was carried on the left arm, protecting both the badge of honor and the heart. The custom of giving precedence to the left side has been handed down to us, any new-fangled modern styles notwithstanding.

On only one occasion in the Navy is a decoration worn on the right side. When in "full formal dress," and when decorations are worn, the Presidential Unit Citation is worn on the right side, all others on the left breast. Reason is, this award is presented in the form of a ribbon only, not a medal.

16 HEROES WIN NAVY CROSS

ington, D. C. (posthumously): As CO of the *USS Twiggs* near Okinawa from 25 Mar to 16 June 1945, Comdr. Philip directed his command with aggressive determination which enabled the *Twiggs* to inflict heavy and costly damage upon Jap aircraft and shore installations. Dependable and coolly efficient in the face of danger, Comdr. Philip weathered a damaging kamikaze attack and in minimum time returned the *Twiggs* to full combat readiness to continue her fight until she was sunk.

★RING, Stanhope C., Capt. (then Comdr.), USN, Alpine, Calif.: As commander *USS Hornet* air group in the Battle of Midway on 6 June 1942, Capt. Ring led his group in bombing and strafing attacks on fleeing enemy cruisers and destroyers. In the face of heavy antiaircraft fire he coolly and methodically attacked the enemy and obtained a hit on an enemy cruiser.

★ROSS, Robert P., Lt. Comdr., USNR, Corpus Christi, Tex.: As the leader of 12 carrier-based fighters he scored a direct hit on an enemy battleship at the Kure Naval Base on 24 July 1945, pressing home an attack in face of heavy antiaircraft fire from battleships, cruisers, carriers and shore establishments. On retirement, he encountered approximately 20 enemy planes. He alerted the striking force and with his own fighter team fought off and prevented any of the enemy fighters from reaching the bomber formation he was escorting.

★RUBEL, David M., Lt. Comdr. (then Lt.), USN, San Diego, Calif.: While gunnery officer of a minelayer during action at Okinawa, 3 May 1945, Lt. Comdr. Rubel directed his five-inch gun crews in sending up antiaircraft shells when his ship was subjected to a series of Jap suicide attacks so that he succeeded in shooting down four of the enemy and damaging many more. He met every threat to his vessel with unflinching aggressiveness and led his men in disrupting repeated attacks and in addition organized and directed fire-fighting activities, extinguishing a fire which endangered the magazines.

★TWEED, James F., HA1c, USNR, Nevada, Iowa (posthumously): As corpsman serving with the 1st Battalion, 26th Marines, 5th MarDiv, 19 Feb 1945 on Iwo Jima, Tweed, though wounded and weak from the loss of blood, disregarded his own serious condition to assist a wounded comrade. He remained calm and efficient and administered aid to his patient and it was not until he was assured another corpsman was on his way to render assistance that he turned to care for his own wounds. Subsequently succumbing, he saved the life of a wounded man.

★WIEBER, Carlos W., Capt., USN, San Diego, Calif.: As CO of the *USS Essex* in an attack on units of the Jap fleet 24 Oct 1944, Capt. Wieber skillfully directed an attack on the enemy battleship *Mushashi* inflicting heavy damage. As a result, together with damage inflicted by accompanying carriers, the *Musashi* was sunk. These attacks coupled with those continuing the next day prevented the enemy from putting to sea with an effective naval force.



HA1c Bownik

PHM2c Bradley

Rear Admiral Doyle

PHM2c Harris

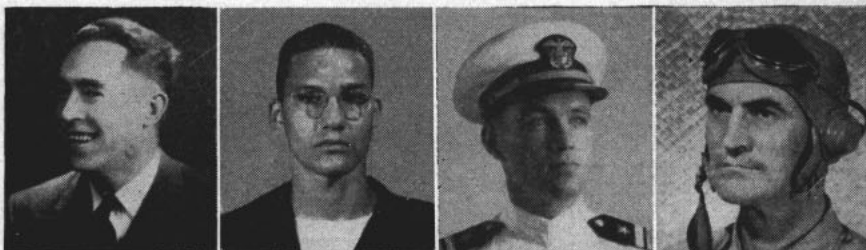


Lt. Harris

Ens. Henkel

Capt. Johnson

Comdr. Kauffman



Comdr. Maher

PHM3c Mueller

Comdr. Philip

Capt. Ring



Lt. Comdr. Ross

Lt. Comdr. Rubel

HA1c Tweed

Capt. Wieber

Photos of Rear Admiral Curtis and Lt. Comdr. Grabowsky not available. Citations for Capt. Johnson and Ens. Henkel appeared in June ALL HANDS, p.58.

completed the logistic support of all U. S. naval forces under his command. In his distinguished service Admiral Ingram displayed qualities of broad vision and superior professional knowledge.

Gold star in lieu of second award:

★RODGERS, Bertram J., Rear Admiral, USN, Los Angeles: While ComPhibGrp11 during the assault and conquest of Iwo Jima, Volcano Is., from 16 Feb to 7 March and Okinawa and other islands of the Ryukyus from 7 Mar to 1 May 1945, Rear Admiral Rodgers demonstrated superb tactical and professional ability. Despite repeated attempts by hostile suicide boats to strike our ships and incessant attacks by enemy aircraft, he expertly directed the units under his command in supporting minesweeping and underwater demolition operations in preparation for the main assaults on objectives; supported landings and subsequent advances of our

troops; and provided scheduled bombardments in support of our daily attacks against each Jap stronghold in turn. He thus contributed materially in the conquest of these vital hostile strongholds.

First award:

★CARTER, William J., Rear Admiral, (SC), USN, Washington, D. C.: As assistant chief of BuSandA from 1 June 1942 to 8 Mar 1945, and chief of BuSandA and paymaster general of the Navy from 8 Mar 1945 to the cessation of hostilities, Admiral Carter established and directed the enormous program of procurement, storage and distribution of supplies for the support of the Fleet. Resourceful and vigilant in his supervision of all affairs under his cognizance, he showed marked ability to handle urgent matters with efficiency and dispatch.

★DYER, Thomas H., Capt., USN, Honolulu,

DISTINGUISHED SERVICE MEDAL

Gold star in lieu of third award:

★INGRAM, Jonas H., Admiral, USN, Coronado, Calif.: As CincLant from November 1944 to September 1945, Admiral Ingram took a major part in the flow of U. S. troops and their supplies across the Atlantic during the latter phases of World War II. With sound decisions and driving energy, he directed the forces of the Atlantic Fleet in combating the German submarine menace, established and operated the numerous training activities within his command, and successfully ac-

★ DECORATIONS

D.S.M. (Cont.)

T. H.: While attached to the division of naval communications from 7 Dec 1941 to 2 Sept 1945, Capt. Dyer rendered invaluable assistance in directing and carrying out the vital work of key activities of the communications organization.

★ **HOLMES, Wilfred J., Capt., USN (Ret.)**, Honolulu, T. H.: While attached to the division of naval communications from 7 Dec 1941 to 16 Apr 1945, Capt. Holmes rendered invaluable assistance in directing and carrying out the vital work of key activities of the Communications intelligence organization. By his judgment, planning and devotion to his exacting assignment, he contributed to the effectiveness of important operations.

★ **MUNROE, William R., Vice Admiral, USN**, Waco, Tex.: As commander South Atlantic Force from November 1944 to August 1945, Vice Admiral Munroe directed 4thFlt operations during the closing months of the antisubmarine campaign in the South Atlantic. Immediately following the capitulation of Germany, he launched and supervised a program to end the use of many shore facilities of the Navy in South America. By his tact and leadership he contributed to the successful prosecution of the war and also strengthened bonds of unity among the nations of the Western Hemisphere.

SILVER STAR MEDAL

Gold star in lieu of second award:

★ **MCHALE, Oliver, A. PhM3c, USN**, Los Angeles (posthumously): Corpsman, 4th MarDiv, Iwo Jima, 19 Feb 1945.

First award:

★ **AARANT, Loyd L., HA1c, USNR**, Dexter, Mo. (posthumously): Corpsman, 5th MarDiv, Iwo Jima, 21 Feb 1945.

★ **ALMOND, William F., PhM2c, USNR**, Sublett, Idaho (posthumously): Corpsman, 1st MarDiv, Okinawa, 5 May 1945.

★ **ANDREASON, Grant G., Lt., USNR**, Shoshone, Idaho: Executive officer, NavUnit 6, Southern Fukien Province, China, 29 June to 21 July 1945.

★ **AUSTIN, Jason L., Jr., PhM2c, USNR**, Pasadena, Calif. (posthumously): Serving on aircraft carrier off Philippines.

★ **BAILEY, John D., PhM2c, USNR**, Kelso, Wash. (posthumously): Corpsman, 5th MarDiv, Iwo Jima, 19 Feb 1945.

★ **BALDAUF, Laurence C., Capt., USN**, Arlington, Va.: CO, *uss Hull*, Okinawa, 25 Mar to 28 May 1945.

★ **BARNETTE, Paul M., S1c, USNR**, Richmond, Va. (posthumously): Gunner, 20 mm battery *uss Yorktown*, forward Pacific area, 18 Mar 1945.

★ **BARTA, Fern J., CRM, USN**, San Diego: Serving with naval communication center, Monkey Island, Fort Mills, Corregidor, 22 Mar to 5 May 1942.

★ **BIDDLE, Earle H., Jr., PhM2c, USNR**, Cincinnati (posthumously): Corpsman, 1st MarDiv, Okinawa, 14 May 1945.

★ **BLOOMER, John F., Lt. (jg), USNR**, Portland, Ore. (posthumously): Pilot torpedo bomber, *uss Sumner Bay*, Iwo Jima, 24 Feb 1945.

★ **BUCKNER, Thomas W., Lt. (jg), USNR**, Nashville, Tenn. (posthumously): Torpedo data computer operator, *uss Harder*, 5th war patrol, Sulu Sea.

★ **BUNT, Lee E., PhM3c, USNR**, Colchester, Ill. (posthumously): Corpsman, 5th MarDiv, Iwo Jima, 19-26 Feb 1945.

★ **CAMPBELL, John D., PhM2c, USNR**, Ogden, Utah: Corpsman, 2d MarDiv, Tarawa, Gilbert Islands, 20 Nov 1943.

★ **CARRANO, Anthony E., S2c, USNR**, Hartford, Conn.: Member of crew, LST 605,

THESE OFFICERS AWARDED D. S. M.



Rear Admiral
Carter

Capt.
Dyer



Admiral
Ingram

Vice Admiral
Munroe



Rear Admiral
Rodgers

Capt.
Voge

Photo of Capt. Holmes not available. Citation for Capt. Voge appeared in April ALL HANDS, p.58.

beachhead, Mindoro, 16 Dec 1944.

★ **CARROLL, Harold C., CMM, USNR**, Cleveland (posthumously): In charge of engine room, *uss Isherwood*, Ryukyus, 22 Apr 1945.

★ **COCHRAN, Darrel C., S2c, USNR**, Shelby, Ohio (posthumously): Sky lookout, *uss Louisville*, Luzon, 5-6 Jan 1945.

★ **DAVIDSON, Hjalmer M., AMM2c, USNR**, Edinburg, N. D. (posthumously): Crew leader and control operator, aircraft carrier off coast of Philippines.

★ **DEAN, Joseph T., PhM2c, USNR**, Tallahassee, Fla. (posthumously): Corpsman, 1st MarDiv, Okinawa, 7 May 1945.

★ **DEETS, Virgil D., PhM2c, USNR**, Nora Springs, Iowa (posthumously): Corpsman, 4th MarDiv, Iwo Jima, 1 Mar 1945.

★ **DELOACH, Walter A., GM2c, USNR**, Savannah, Ga. (posthumously): Mount captain, 40 mm gun aboard *uss Haynsworth*, Okinawa, 6 Apr 1945.

★ **DOODY, Edward F., PhM2c, USNR**, Woodbridge, N. J. (posthumously): Corpsman, 1st MarDiv, Okinawa, 7-12 May 1945.

★ **ECKER, Clarence O., CEM, USN**, Philadelphia (posthumously): Petty officer in charge repair party, *uss Callaghan*, Okinawa, 29 July 1945.

★ **FEATHER, Jennings H., PhM3c, USNR**, Morgantown, W. Va. (posthumously): Corpsman, 5th MarDiv, Iwo Jima, 20 Feb 1945.

★ **FOLDESSY, Glenn A., F1c, USNR**, Brooklyn Village, Ohio (posthumously): Member

gun crew on LCI(L)466, Iwo Jima 17 Feb 1945.

★ **FULLER, Robert M., PhM3c, USNR**, San Diego (posthumously): Corpsman, rifle company, 1st MarDiv, Okinawa, 2 May 1945.

★ **GRAHAM, William J., Jr., RM3c, USN**, Oklahoma City (posthumously): With Naval communication center, Monkey Island, Fort Mills, Corregidor, 22 Mar to 5 May 1942.

★ **GRASSIE, Herbert J., Capt., USN**, Cohasset, Mass.: CO, *uss Idaho*, Okinawa Gunto, 22 Mar to 20 Apr 1945.

★ **GROOM, John W., HA1c, USNR**, Pilot Mound, Idaho (posthumously): Platoon corpsman, 4th MarDiv, Iwo Jima, 2 Mar 1945.

★ **HALPERIN, Robert, Lt., USNR**, Chicago: CO, Naval Unit 6, Southern Fukien Province, China, 29 June to 21 July 1945.

★ **HAND, Sammy HA1c, USN**, Herington, Kans. (posthumously): Attached to 5th MarDiv, Iwo Jima, 7 Mar 1945.

★ **HANEY, William S., SK1c, USNR**, Great Falls, Mont. (posthumously): Member gun crew on *uss Leray Wilson*, Philippine area, 10 Jan 1945.

★ **HARE, John A., B1c, USN**, Minneapolis (posthumously): Member engineer's force, *uss Colhoun*, Okinawa, 6 Apr 1945.

★ **HARTMAN, Charles R., AMM3c, USNR**, Kingsport, Tenn. (posthumously): Gun mount director operator, *uss Louisville*, Luzon, 5-6 Jan 1945.

★ **HELMS, Wade L., S2c, USNR**, High Point, N. C. (posthumously): Member crew of LST 605, off beachhead, Mindoro, 16 Dec 1944.

★ **HUMBERT, John E., S1c, USN**, Chicago (posthumously): Gunner, *uss Leray Wilson*, Philippine area, 10 Jan 1945.

★ **JEKSL, Elmer, S1c, USNR**, Windsor, Colo. (posthumously): Loader on 20 mm battery, *uss Yorktown*, forward Pacific area, 13 Mar 1945.

★ **JOHNSON, Calvin H., PhM2c, USN**, San Diego (posthumously): Corpsman, 5th MarDiv, Iwo Jima, 19 Mar 1945.

★ **JOHNSON, Warren G., PhM3c, USNR**, Boskoshe, Okla. (posthumously): Corpsman, 1st MarDiv, Okinawa, 17 May 1945.

★ **KATZ, Myron, HA1c, USNR**, New Britain, Conn. (posthumously): Corpsman, assault rifle company, 1st MarDiv, Okinawa, 18 May 1945.

★ **KOAPKE, Lorrin R., S1c, USNR**, Minot, N. D. (posthumously): Gunner, *uss Leray Wilson*, Philippine area, 10 Jan 1945.

★ **LARD, William C., MM1c, USN**, Graham, Tex. (posthumously): Member after repair party, *uss Morrison*, Okinawa, 4 May 1945.

★ **LA PORTE, Sam, PhM3c, USNR**, Milwaukee (posthumously): Serving with rifle company, 5th MarDiv, Iwo Jima, 1 Mar 1945.

★ **LEHTONEN, William L., Jr., GM1c, USNR**, Baltimore (posthumously): Petty officer in charge 20mm guns, *uss Laffey*, acting as picket ship, Okinawa, 16 Apr 1945.

★ **LYNN, Robert B., HA2c, USN**, Studio City, North Hollywood, Calif. (posthumously): Aid man, 5th MarDiv, Iwo Jima, 16 Apr 1945.

★ **MACLEAN, Henry F., Lt., USNR**, Milton, Mass.: CO, attached to Chinese third column guerrillas, South Kwangsi Province, 30 July 1945.

★ **MARQUEZ, Anthony F., HA1c, USNR**, Omaha (posthumously): Corpsman, 5th MarDiv, Iwo Jima, 21 Feb 1945.

★ **MATTMILLER, John N., Ens., USNR**, Kellogg, Idaho: CO, demolition party, NavUnit 6, Amoy harbor, 10-11 May 1945.

★ **MCCLELLAND, Frank K., Lt. (jg), USNR**, Teaneck, N. J. (posthumously): Director 40 mm gun aboard *uss Hughes*, on picket duty in Philippines, 10 Dec. 1944.

★ **MCCORKLE, James E., PhM3c, USNR**, Buena Vista, Ga. (posthumously): Aid man, 26th Marines, Iwo Jima, 19 Mar 1945.

★ **MCCOTTER, Roy W., RdElec., USN**, (then RM1c), Yakima, Wash.: With Naval communication center, Monkey Island, Fort

Mills, Corridor, 22 Mar to 5 May 1942.
 ★ **MONAHAN**, Robert J., Lt. Comdr., USN, Milwaukee: Plane commander, land-based patrol bomber, Yangtze river, China, 1 July 1945.
 ★ **MOORE**, Harry G., Comdr., USN, Statesboro, Ga.: CO, U. S. destroyer Western Pacific, 11 Apr 1945.
 ★ **MUIR**, Charles, R., CTM, USN, Fall River, Mass. (posthumously): Assistant to diving officer, USS *Amberjack*, first war patrol, Solomons, 3 Sept to 30 Oct 1942.
 ★ **RAMSAUR**, Ernest E. Jr., Lt., USNR, Mahwah, N. J.: Duty with British forces, Niseros, Dodecanese Islands, 7 Mar 1944.
 ★ **SMITH**, Paul C., Comdr., USNR, (then 2d Lt. USMCR), San Francisco: CO, rifle platoon, 2d MarDiv, Guam, 26 July 1944.

LEGION OF MERIT

Gold star in lieu of third award:

★ **STUMP**, Felix B., Rear Admiral, USN, Clarksburg, W. Va.: As ComCortCarDiv, served as ComCortCarTaskUnit during operations at Saipan, Guam, Palau, Leyte, Mindoro, Lingayen Gulf, Zambales (Luzon), and Okinawa Gunto, September 1944 to May 1945.

Gold star in lieu of second award:

★ **BEARY**, Donald B., Rear Admiral, USN, Coronado, Calif.: Commander logistic support group for 3dFleet, in strikes against Japan, 28 May to 19 Sept 1945.
 ★ **CARSON**, Harry R. Jr., Capt., USN, Kaufman, Tex.: ComLSTGrp, 65 SoWesPac area, November 1944 to July 1945.
 ★ **CORN**, William A., Capt., USN, Ogden, Utah: OinC of the progress section, Office of AstCNO for Material, 6 June 1944 to 31 Aug 1945.
 ★ **KAPLAN**, Leonard, Capt., USN, Weston, W. Va.: Production Officer, Industrial Command, NavRepBase, San Diego, 20 Dec 1943 to 14 Aug 1945.
 ★ **MUNROE**, William R., Vice Admiral (then Rear Admiral), USN, Waco, Tex.: Com 7 and ComGulfSeaFron, April 1943 to April 1944.
 ★ **RAMSEY**, Logan C., Comdr., USN, E. Falls

Church, Va.: Chief of staff and operations officer on staff ComPatWing 2, Oahu, prior to 7 Dec 1941 and until 29 July 1942.
 ★ **REED**, Howard A., Lt., USNR, Pomona, Calif.: Intelligence and liaison officer, Joint Intelligence Collection Agency, Middle East, Cairo, Egypt, November 1943 until cessation of hostilities.

First award:

★ **AMBROSE**, Homer, Capt., USN, Alexandria, Va.: Machinery superintendent and later production officer, NavShipYd, Portsmouth, N. H.
 ★ **ANDERSON**, Bern, Capt., USN, Newport, R. I.: Control officer during amphibious land operations, Netherlands New Guinea; Humboldt Bay, and Wakde, Biak and Noemfoor Islands, on 22 April, 17 and 27 May, and 2 July 1944.
 ★ **AVIRETT**, John W. II, Capt., USNR, Baltimore: Assistant Counsel for BuSandA; Executive officer, Office of the General Counsel; Executive Secretary and Coordinator of the Secretary's Committee of Research on Reorganization, and special assistant and aide to AstSecNav, 15 Feb 1943 to 1 May 1946.
 ★ **BARLEON**, John S., Capt., USN, Cambridge, Mass.: Chief of staff and aide to Com 1, 7 Dec 1941 to 31 Aug 1945.
 ★ **BARRINGER**, Victor C. Jr., Capt., USN, Washington, D. C.: OinC amphibious warfare section, fleet maintenance division, CNO, 10 May 1943 until cessation of hostilities.
 ★ **BARTER**, Herman, Comdr., USN, (Ret), Arlington, Va.: Amphibious section, fleet maintenance division, CNO, during World War II.
 ★ **BLACK**, Max I., Comdr., USN (Ret), San Diego: ComAirConCen and deputy commander, aircraft southern sector, WesSeaFron.
 ★ **BLACKLEDGE**, Allan D., Capt., USN, Washington, D. C.: Attached to BuOrd, 7 Dec 1941 to 26 July 1943.
 ★ **CHAPIN**, Nealy A., Capt., USN, Santa Barbara, Calif.: Chief of staff of a ComPhibGrp, February 1944 to July 1945.
 ★ **CHRISTENSEN**, Harold, Comdr., USNR, Boonton, N. J.: OinC Special project unit "C," Army Air Field, Bedford, Mass., May 1943 until the cessation of hostilities.
 ★ **COLEMAN**, Ernest H., Lt. Comdr., (MC), USNR, State College, Pa.: Medical officer, Unit 6, NavGrp, China, September 1944 until the cessation of hostilities.
 ★ **CURRIER**, Prescott H., Comdr., USNR, Bethesda, Md.: Attached to division of naval communications, 7 Dec 1941 to 2 Sept 1945.
 ★ **DENNIS**, Jefferson R., Capt. (then Comdr.), USN, San Diego, Calif.: Attached to division of naval communications, 18 May 1942 to 2 Sept 1945.
 ★ **DOLAN**, William A. Jr., Capt., USN, Belle Haven, Va.: Head of battleship and cruiser ship type section, Shipbuilding division, BuShips, March 1942 to June 1945.
 ★ **DUNNING**, Allan L., Capt., USN, Wellesley, Mass.: New construction assistant to hull superintendent, hull superintendent for new construction, and new construction superintendent, NavShipYd, Philadelphia, 7 Dec 1941 to 25 Sept 1945.
 ★ **EPPLEY**, James E., Lt. Comdr. (then Lt. (jg)), (MC), USN, Huntington Park, Calif.: Physician and surgeon, Ohasi Prison Camp and Morioka Hospital Camp, Japan, March 1943 to August 1945.
 ★ **EPPLEY**, Marion, Capt., USNR, Portsmouth, R. I.: Operations and security officer, NOB, Newport, R. I., and later, Chief of staff, Narragansett Group, EastSeaFron, 7 Dec 1941 to July 1944.
 ★ **FABIAN**, Rudolph J., Comdr., USN, Arlington, Va.: Attached to division of naval communications, 7 Dec 1941 to 2 Sept 1945.
 ★ **FAHY**, Edward J., Comdr., USN, Arlington, Va.: Electronics officer, Staff ComSubTrainPac, October 1944 to September 1945.
 ★ **FINNEGAN**, Joseph, Capt., USN, Dorchester, Mass.: Attached to division of naval



First Separate Dispatch (1st Sep. Eng. Bn., Tientsin, China.)

"Why don't we just say the hell with it, colonel, and get a new jeep?"

communications, 7 Dec 1941 to 2 Sept 1945.
 ★ **Fogg**, Alden K., Capt. (CEC), USN, San Diego: OinC BuDocks construction, 11th ND, 30 Oct 1942 to 15 Oct 1945.
 ★ **FORSTER**, Kenneth L., Capt., USN, Milwaukee: District communication officer and CO, Naval Radio Stations, 12th ND, September 1943 to April 1945.
 ★ **GILLIAN**, Charles H., Capt., (SC), USN, San Francisco, Calif.: Supply officer in command, NSD, San Pedro, Calif., 3 June 1944 to 31 Aug 1945.
 ★ **Goss**, Nelson H., Capt., USN (Ret), Washington, D. C.: CO NAD, Mare Island, Calif., 7 Dec 1941 to 14 Aug 1945.
 ★ **GRAY**, Howard K., Capt., (MC), USNR, Rochester, Minn.: NavHosp, Corona, Calif.; Chief of surgical divisions, USS *Solace*; NavHosp, Aiea Heights, T. H.; NavHosp, San Diego, December 1941 to June 1942 and from August 1943 until cessation of hostilities.
 ★ **GRIMES**, Clifton G., Capt., USN, Marshalltown, Iowa: Head of interior communications and fire control section, BuShips, December 1941 to June 1945.
 ★ **HALLAND**, Herman E., Comdr., USN (Ret), Fargo, N. D.: Assistant air officer, WesSeaFron, and Aviation officer, 12th ND.
 ★ **HARTUNG**, Theron A., Capt., (CEC), USN, Catusuqa, Pa.: Senior assistant district public works officer and assistant to OinC, construction, and later, district public works officer and OinC construction, 14th ND; district public works officer and OinC construction, 12th ND, and service with ComNavEu, and CTF-124, France and Germany, 7 Dec 1941 to 15 July 1945.
 ★ **HAYNSWORTH**, Hugh C. Jr., Capt. (then Comdr.), (SC), USN, Arlington, Va.: OinC Advanced base section, planning division, and later, OinC Logistics planning division, BuSandA, 3 Aug 1942 to 16 Aug 1945.
 ★ **HEIBERG**, Walter L., Capt., USN (Ret), Washington, D. C.: Naval attache and Naval attache for air, Stockholm, Sweden, August 1940 to August 1945.
 ★ **HEIN**, Herbert R., Capt., USN, Coronado, Calif.: Chief of staff 12th ND, 13 Dec 1943 to 31 Aug 1945.
 ★ **HENNING**, Elmer R., Capt., USN, Washington, D. C.: Director advance base office, Atlantic, under CNO, 6 Oct 1943 to 21 Feb 1945.
 ★ **HOLSINGER**, Raymond W., Capt., USN, Arlington, Va.: Chief ammunition section, BuOrd, December 1941 to September 1942; director production division, BuOrd, December 1943 to April 1945.
 ★ **HOLTWICK**, Jack S. Jr., Capt., USN, Honolulu, T. H.: Attached to division of naval communications, 7 Dec 1941 to 2 Sept 1945.
 ★ **HONAKER**, Walter W., Capt., (SC), USN, Shaker Heights, Ohio: Field branch, BuSandA, September 1942 to November 1945.
 ★ **HULL**, David R., Capt., USN, Arlington,

WHAT'S IN A NAME?

Forecastle

Although we pronounce this term "focul" and spell it forecastle, actually it is a contraction of the two words forward castle.

In the 12th century, huge wooden castles to fight from, similar to those towers of wood used ashore by the feudal lords to defend their castles, were placed fore and aft on Norman ships. These soon came to be called the forecastle and aftercastle.

In the days of Columbus, ships continued to be fitted with these emplacements at both ends. The crew in general lived in the forecastle while the officers were quartered in the aftercastle. While the aftercastle has disappeared from use, the forecastle has survived. Today it refers to the same general part of the ship as the original "forward castle" and in merchant vessels it is the forward part of the ship where the seamen live either below the deck or in a compartment above the deck.



★ DECORATIONS

Legion of Merit (Cont.)

Va.: Head design branch, electronics division, BuShips, March 1943 to February 1945.

★ HUNTINGTON, Everett S., Capt. (then Comdr.), (CEC), USNR, Evanston, Ill.: Assistant to War Plans Officer and later head advance base division, BuDocks, 6 July 1940 to 2 Jan 1943; OinC AdvBase-Div, Chicago, 6 Jan 1943 to 10 July 1944.

★ IGNATIUS, William R., Capt., USN, Ardmore, Pa.: Senior assistant, SupShip, Manitowoc, Wis., December 1941 to September 1943.

★ JOHNSON, Arnold M., Lt. Comdr., USNR, Chicago, Ill.: Chief staff officer on staff of the commander of a transport division, initial assaults, Kwajalein, Emirau, Saipan, Anguar, and Luzon Islands and the Okinawa Gunto, and reinforcement echelons to Leyte and Okinawa.

★ JOHNSON, Felix L., Rear Admiral, USN, Leonardtown, Md.: Assistant chief of staff and liaison officer, ComSoPac and SoPac-Area, 27 Nov 1943 to 15 May 1944.

★ JOHNSTON, Charles S., Comdr., USNR, Brooklyn: CO NavUnit 9, NavGrp, China, 1 Mar 1943 to 1 Oct 1945.

★ JONES, Winston J., Comdr., USNR, Seattle, Wash.: Assistant port director, 13th ND, December 1941 to August 1945.

★ KAUFFMAN, Draper L., Comdr., USNR, Bethesda, Md.: Chief staff officer, commander underwater demolition teams, assaults on Iwo Jima and Okinawa Gunto, November 1944 to June 1945.

★ KENNEDY, William F., Capt. (MC), USN, Norfolk, Va.: Medical OinC Neuro-Psychiatry division, BuMed, during the national emergency and World War II until 23 Mar 1945.

★ KIRKHAM, Harold L.D., Capt. (MC), USNR, Houston, Tex.: Head plastic surgery department, NavHosp, San Diego, 20 July 1943 to 3 Mar 1945.

★ KLEIN, Grover C., Capt., USN, Mare Island, Calif.: Production officer, NavShipYd, New York, 7 Dec 1941 to 29 Jan 1944.

★ LEAHY, William H., Capt., USN, Washington, D. C.: Senior design officer, landing craft construction, and later head landing craft section, BuShips, November 1942 to October 1945.

★ LEAHY, William L., Capt., USN, Hartford, Conn.: Executive officer, USS *Denver*, Northern Solomon Islands area, 30 Oct to 1 Nov 1943.

★ LEVIT, Robert J., Lt., USNR, Washington, D. C.: Security section, division of naval communications, CNO, 12 Oct 1942 to 14 Aug 1945.

★ LEWIS, John W., Capt., USN, Stockton, Calif.: Convoy commander, movement

large troop convoys to Southwestern Pacific, February 1942 to September 1945.

★ LINKE, Gerald D., Capt., USN, Washington, D. C.: Chief of production for armor, projectiles, bombs and rockets, BuOrd, May 1943 to August 1945.

★ LOWRY, George M., Capt., USNR, Burlingame, Calif.: Operations officer and administrative head, Joint Operations Center, WesSeaFron, throughout World War II.

★ MAGATH, Thomas B., Capt., (MC), USNR, Rochester, Minn.: Investigator for, and adviser to, Surgeon General of the Navy on matters of sanitation and tropical medicine; Navy representative on Interdepartmental Quarantine Commission, and Navy Quarantine Officer.

★ MALLOY, William E., Capt., USN, Evanston, Ill.: InsMat, Chicago, February 1944 to October 1945.

★ McEATHRON, Ellsworth D., Comdr., USN, Chevy Chase, Md.: ComMinRon 10, landing at Ormoc, 6-8 Dec 1944, and during the Mindoro campaign, 12-19 Dec 1944.

★ McGUIGAN, Joseph L., Capt., USN, Tacoma, Wash.: OinC shipbuilding and conversion of vessels, and later, SupShip, Todd Pacific Shipyards, Inc., Tacoma, Wash., July 1942 to September 1945.

★ MILES, Milton E., Rear Admiral, USN, Chevy Chase, Md.: Deputy director Loyal Patriotic Army in China, July to August 1945.

★ MOORE, French R., Capt. (then Comdr.), (MC), USN, Seattle, Wash.: Attached to 2dMarDiv, action at Tarawa, Gilbert Islands, 20-28 Nov 1943.

★ MORGAN, Armand M., Capt., USN, Washington, D. C.: Head of submarine design and construction section, BuShips, 7 Dec 1941 to February 1942; from May to August 1942, and from October 1943 to January 1945; hull assistant, submarine design and construction section, BuShips, February to May 1942, and August 1942 to October 1943.

★ MURRELL, Thomas G., Capt. (then Comdr.), USNR, Arlington, Va.: Head acquisition and conversion branch, shipbuilding division, and later, head auxiliary type section, shipbuilding division, BuShips, November 1940 to February 1943.

★ MYHRE, Floyd B.T., Comdr., USN, Chevy Chase, Md.: CO, USS *Buchanan*, probable destruction of Japanese submarine in Pacific, 22 Jan 1944.

★ NIBBECKER, Paul B., Capt., USN, Los Angeles: Production officer, NavShipYd, Puget Sound, March 1943 to October 1945.

★ OLSON, Melvin A., Lt. Comdr. (then Lt.), USNR, Rockport, Mass.: ComLCTGrp 28, prior to and during advanced landings in Anzio-Nettuno area, Italy, January and February 1944.

★ POWNALL, Charles A., Rear Admiral, USN, Tyrone, Pa.: CNATra, 9 Sept 1944 to 31 Aug 1945.

★ RAVENSCROFT, George M., Capt., USN, Rocky River, Ohio: Chief of staff, 11th ND; Chief of staff, TaskSurfaceGroup, WesSeaFron; and later, Assistant commandant and Assistant commandant for logistics, 11th ND, December 1941 to August 1945.

★ REED, Howard A., Lt. (then Lt. (jg)), USNR, Pomona, Calif.: Naval liaison officer for Jicame, Aegean area, 10 Oct to 28 Nov 1943; service aboard British cruiser HMS *Sirius* in the Aegean, 17 Oct 1943; later, by means of small craft, supplied and evacuated British garrison on Leros Island in the Aegean.

★ RICKOVER, Hyman G., Capt., USN, Chicago: Head electrical section, BuShips, January 1941 to 15 Oct 1945.

★ ROCHEFORT, Joseph J., Capt., USN, Pasadena, Calif.: Attached to division of naval communications, 7 Dec 1941 to 2 Sept 1945.

★ ROEDER, Bernard F., Comdr., USN, Arlington, Va.: Attached to division of naval communications, 12 Dec 1943 to 6 Aug 1945.

★ ROGERS, Fred F., Capt., USN (Ret), Newport, R. I.: CO Naval Construction Train-



The Bluejacket (USNTC, Memphis)

"Boy, I'm really in the groove tonight!"

ing Center, Camp Endicott, R. I., July 1942 to September 1945.

★ ROTH, Edward E., Capt., USN, Arlington, Va.: Head Navy Department continuing board for development of the LVT; head design branch, and director administration, BuShips, for duration of World War II.

★ SARTIN, Lea B., Capt. (MC), USN, Brookhaven, Miss.: Senior American medical officer and Japanese-recognized CO of Billid Prison Hospital while interned as a POW, 30 May 1942 to 26 Sept 1943.

★ SAUNDERS, William V., Capt., USN, Washington, D. C.: Task group commander and CO U. S. warship, operations in the Pacific Area, 22 May 1944 to 28 Oct 1944.

★ SCHRADER, Albert E., Capt., USN, Batesville, Ind.: Acting commander, U. S. ports and bases, Germany, October 1944 to March 1945, and later, Chief of staff, Commander U. S. Naval ports and bases, Germany, March to October 1945.

★ SEABRING, Cornelius S., Capt. (then Comdr.), USN, Falls Church, Va.: Head of internal combustion engine section, BuShips, July 1942 to January 1945.

★ SHEPHEARD, Halert C., Commodore, USCGR, Washington, D. C.: Chief of merchant marine inspection division, Office of Operations, USCG, March 1942 to June 1945.

★ SHIPP, Earl R., Capt., USN (Ret), San Francisco: Assistant commandant (Logistics), 12th ND, 18 Jan 1943 to 31 Aug 1945.

★ SIDES, John H., Capt., USN, Arlington, Va.: Chief ammunition and explosives section, research and development division, BuOrd, 7 Mar 1942 to 1 Oct 1944.

★ SMITH, Basil B., Comdr., USNR, Seattle, Wash.: CO, NAS, Pasco, Washington, July 1942 to December 1943.

★ SMITH, Carey M., Lt. Comdr. (MC), USN, Mt. Carmel, Ill.: As a POW at Moji, Japan, and a hospital patient who had survived ship sinking and subsequent sinking of prison ship, cared for his fellow prisoners, 30 Jan to 26 Feb 1945.

★ SMITH, Geoffrey S., Capt., USNR, Fort Washington, Pa.: Head materials and resources branch, BuAer, May 1942 to June 1944, and director procurement division, June 1944 to December 1945.

★ SMITH, Lybrand P., Capt., USN (Ret), Decatur, Ill.: Assistant coordinator of research and development, July 1941 to February 1945.

★ SPILLER, John H., Capt., USN, Marion, Ill.: Hull superintendent, NavShipYd, Portsmouth, N. H., 1941 to 1944.

★ TAYLOR, Conant, Capt., USN (Ret), Westley, R. I.: Chief of staff, NOB, Newport, R. I., 7 Dec 1941 to November 1942.

★ TYLER, Carroll L., Capt., USN, Staunton, Va.: Assistant director, and later, director of research and development division, BuOrd, and special assistant to the director of the office of research and development.

★ WAGNER, Frank D., Rear Admiral, USN,



Jax Air News (NAS Jacksonville)

"The idea came to me while I was in Australia."

Coronado, Calif.: AstDCNO (Air), 18 Aug 1943 to 6 April 1944.

★ WALSTROM, John A., Comdr. (SC), USNR, Bronxville, N. Y.: OinC Navy and lend-lease petroleum requirements; OinC theater requirements and supply division, ANPB, and Executive secretary, ANPB, 7 Dec 1941 to 31 Aug 1945.

★ WARNER, Spencer H., Capt., USN (Ret), Washington, D. C.: Head of flight statistics and flight safety sections, flight division, DCNO (Air), 1 May 1942 to November 1945.

★ WEAVER, George C., Capt., USN, Washington, D. C.: SupShip, Manitowoc Shipbuilding Co., Manitowoc, Wis., December 1941 to December 1944.

★ WHEELLOCK, Charles D., Capt., USN, Washington, D. C.: Assistant to head contract design section and head of that section, 7 Dec 1941 to April 1943, and later, head design branch, BuShips, April 1943 to June 1944.

★ WOODRUFF, John W., Capt., USN (Ret), San Francisco, (posthumously): Senior construction member, Board of Inspection and Survey (Pacific Coast section), 7 Dec 1941 to 25 July 1944.

★ WRIGHT, Wesley A., Capt. (then Comdr.), USN, Washington, D. C.: Attached to division of naval communications, 7 Dec 1941 to 2 Sept 1945.

DISTINGUISHED FLYING CROSS

Gold star in lieu of third award:

★ RAMSEY, John E., Lt., USNR, Bryn Mawr, Pa. (MIA): Commander patrol bomber, west coast of Korea, 24 July 1945.

Gold star in lieu of second award:

★ CAMPBELL, Carroll R., Lt., USN, Wichita Falls, Tex. (posthumously): Commander Torp Ron 40 USS *Suwannee* Ryukyus, 1 to 24 Apr 1945.

★ HARRIS, William H. Jr., Lt. (then Lt. jg), USNR, Baltimore (posthumously): Bomber-fighter pilot, USS *Essex*, vicinity of Ryukyus, Kyushu, Japan, 18 Mar to 28 May 1945.

★ KESSELS, Edward J., ARM1c, USNR, Denver: Aircrewman, PatBomRon 117, Pacific, 20 Apr to 24 June 1945.

★ RAMSEY, John E., Lt. USNR, Bryn Mawr, Pa. (MIA): Commander patrol bomber, east coast of Korea, 14 July 1945.

First award:

★ AMBROGI, Joseph N. Jr., Lt. (jg), USNR, Lansdowne, Pa.: Technical observer, gunner, and radioman, torpedo bomber, off Kyushu, 7 Apr 1945.

★ ANSON, John H., AMM3c, USNR, Redondo Beach, Calif. (MIA): Gunner and aircrewman, patrol bomber, vicinity of Korea, 23 June to 24 July 1945.

★ ARNETT, Charles J., AOM3c, USNR, Sioux City, Iowa (posthumously): Aircrewman, bombing plane, PatRon 104, Pacific area, 27 Feb to 15 May 1945.

★ BABINEAU, Leo J., AMM2c, USNR, Washington, D.C. (MIA): Aircrewman, PatBomRon 106, off Borneo, Celebes, Malaya, Indo China, 27 Apr to 24 May 1945.

★ BANDO, Livio J., AMM3c, USNR, Camden, N. J. (MIA): Aircrewman, to PatBomRon 119, Pacific area.

★ BANKS, Auckland M., AOM3c, USN, Tampa, Fla. (posthumously): Turret gunner, PatBomRon 130, Pacific area, 11 Nov 1944 to 30 Jan 1945.

★ BATERS, Norman E., Sic, USNR, Akron, Ohio (posthumously): Aircrewman, PatBomRon 119, Pacific combat area, 7 Mar to 15 May 1945.

★ BLAKESLEY, Gordon F., ARM3c, USNR, Suffield, Conn. (MIA): Aircrewman, PatBomRon 106, Ryukyus area, Band-

Jermasin, Borneo, Honshu and Shikoku, Japan, 15 Apr to 14 May 1945.

★ BOLTON, Vergil T. Jr., ARM2c, USN, San Diego (posthumously): Gunner, PatBomRon 117, Pacific area, 10 Dec 1944.

★ BROWN, Leo E., AMM1c, USNR, Concord, N.C. (MIA): Aircrewman, Pat Bom Ron 106, off Borneo, Celebes, Malaya, Indo China, 27 Apr to 24 May 1945.

★ BROWN, Walter E., ARM1c, USNR, Arlington, N.J. (posthumously): Aircrewman, PatBomRon 63, Bay of Biscay, Western approaches to United Kingdom, 20 July to 15 Dec 1943.

★ BURTON, Luther L., AOM3c, USN, Cambridge, Md. (posthumously): Turret gunner, torpedo bomber, USS *Belleau Wood*, Kure Harbor, Japan, Ryukyu, east China Sea, 19, 23 and 24 Mar 1945.

★ BUSCHER, Robert D., Sic, USNR, Oneida, N.Y. (MIA): Aircrewman, PatBomRon 106, off Borneo, Celebes, Malaya, Indo China, 27 Apr to 24 May 1945.

★ DAY, Edmund J. Jr., AMM3c, USNR, Philadelphia (posthumously): Flight engineer of PBM, Tsushima Straits area, Japan, 15 May 1945.

★ DEVASIER, Henry L., AMM2c, USN, Locksburg, Ark. (posthumously): Aircrewman, PatBomRon 106, Ryukyu Islands, Bandjermasin, Honshu, Shikoku coasts, Japan, 15 Apr to 15 May 1945.

★ DINGLE, John A., Lt. (then Lt. (jg)), USN, Anaheim, Calif.: Pilot, patrol bomber, PatBomRon 136, vicinity Paramushiro Straits, 26 Aug 1944.

★ DODSWORTH, Willard S., AMM3c, USNR, Franklin, Ill. (posthumously): Aircrewman, PatBomRon 104, Pacific, 27 Feb to 15 May 1945.

★ DUMAS, Robert T., ARM2c, USNR, Worcester, Mass. (MIA): Radioman and radar operator of patrol bomber, vicinity of Korea, 23 June to 24 July 1945.

★ GERICKE, Herbert J., AOM2c, USNR, Staten Island, N.Y. (MIA): Aircrewman, torpedo bomber, USS *Shamrock Bay*, Okinawa, Sakishima area, 25 Mar to 22 June 1945.

★ GREENWOOD, Gerald G., AMM3c, USNR, Los Angeles (MIA): Aircrewman, PatBomRon 106, Ryukyus, Bandjermasin, Honshu and Shikoku coasts, Japan, 15 Apr to 14 May 1945.

★ HAMLETT, Hoyt H., AOM3c, Kingston, Tenn. (MIA): Gunner and aircrewman, patrol bomber, vicinity of Korea, 23 June to 24 July 1945.

★ HARMAN, Melvin E., AMM3c, USN, Bloomfield, Iowa (posthumously): Aircrewman, PatBomRon 71, Pacific combat area, 18 Dec 1944 to 3 Feb 1945.

★ HARRIS, William H. Jr., Lt., USNR, Baltimore (posthumously): Pilot and section leader, USS *Essex*, vicinity of Okinawa Gunto, 4 May 1945.

★ HAUPT, Charles H., ARM1c, USN, Elizabeth, N.J. (posthumously): Aircrewman, PatBomRon 63, Bay of Biscay, western approaches to United Kingdom, 20 July to 15 Dec 1943.

★ HENDERSON, Ralph J., AOM2c, USNR, Alachua, Fla. (posthumously): Aircrewman, PatBomRon 119, Pacific, 3 Mar to 15 May 1945.

★ HOLLIGAN, William M., Ens., USNR, Amsterdam, Ohio: Co-pilot, PatBomRon 29, Okinawa, Yellow Sea, China coast, 29 Mar to 21 June 1945.

★ HULICK, Donald C., ARM2c, USNR, Hempstead, N. Y. (MIA): Aircrewman, PatBomRon 119, forward Pacific area, 2 Mar to 4 May 1945.

★ KEITMAN, John J., CAP, USNR, Bellevue, Iowa (posthumously): Aircrewman, PatBomRon 63, Bay of Biscay, western approaches to United Kingdom, 20 July to 15 Dec 1943.

★ KEOGH, William J., ARM1c, USNR, Anacortes, Wash. (posthumously): Aircrewman, PatBomRon 106, Borneo, Celebes, Malaya, Indo China, 27 Apr to 24 May 1945.

★ KESSELS, Edward J., ARM1c, USNR, Denver: Aircrewman, PatBomRon 117, Pacific, 28 Jan to 18 Apr 1945.

★ LINHART, John D., AMM3c, USNR, Hayti,



Memfite (NAS Memphis)

"We gain a greater speed from a higher altitude."

Mo. (posthumously): Aircrewman, PatBomRon 63, Bay of Biscay, western approaches to United Kingdom, 17 Aug 1943 to 26 June 1944.

★ LONG, Melvin P., AMM3c, USNR, Macon, Ga. (posthumously): Gunner, PatBomRon 117, Pacific, 10 Dec 1944.

★ LONG, Walter T., AOM2c, USNR, Baltimore (MIA): Aircrewman, PatBomRon 119, Pacific, 2 Mar to 4 May 1945.

★ LOUGHBRIDGE, John R., AMM1c, USNR, Dunkirk, N.Y. (posthumously): Turret gunner, torpedo plane, USS *Suwannee*, operating against Japanese, 1 to 25 Apr 1945.

★ MADISON, William T., ARM3c, USNR, Marshalltown, Iowa (posthumously): Aircrewman, PatBomRon 71, Pacific combat area, 18 Dec 1944 to 3 Feb 1945.

★ MANNING, James O., AMM2c, USNR, Houston, Tex. (posthumously): Aircrewman, PatBomRon 63, Bay of Biscay, western approaches to United Kingdom, 29 July to 15 Dec 1943.

★ McCABE, Raymond B., AMM1c, USN, Jersey City (MIA): Aircrewman, PatBomRon 106, off both Borneo coasts, Celebes, Malaya, Indo-China coasts, 26 Apr to 1 June 1945.

★ MCCASLIN, James W., Ens., USNR, Chillicothe, Tex.: Co-pilot, PatBomRon 130, Pacific, 7 Nov 1944 to 2 Feb 1945.

★ McDAVID, Theodore F. Jr., ARM3c, USN, Petal, Miss. (posthumously): Radioman-gunner, USS *Belleau Wood*, Kure Harbor, Japan, Ryukyu, east China Sea areas, 19, 23 and 24 Mar 1945.

★ MENENDEZ, Raymond R., AOM3c, USNR, Loretto, Tenn. (MIA): Aircrewman, PatBomRon 106, off Borneo, Celebes, Malaya Indo-China, 27 Apr to 24 May 1945.

★ MOLTER, Robert C., Sic, USNR, Cincinnati (MIA): Aircrewman, PatBomRon 119, Pacific, 2 Mar to 4 May 1945.

★ NEWBURN, Columbus L. Jr., USNR, Jacksonville, Tex.: Fighter pilot, USS *Hoggatt Bay*, Luzon area, 8 Jan 1945.

★ RAMSEY, John E., Lt., USNR, Bryn Mawr, Pa. (MIA): Commander patrol bomber, near Saishu To, south of Korea, 6 July 1945.

★ SAWERS, Charles N., Lt. Comdr., USN, Memphis, Tenn.: Dive bomber pilot, near Kure, Honshu, 24 July 1945.

★ SHAFER, Kenneth E. Jr., Lt. (jg), USNR, Richmond, Calif. (posthumously): Attached to a PatBomRon, Pacific combat area, 7 Mar to 15 May 1945.

★ SHEFLOE, Allyn C., Lt. USNR, Whitefish, Mont. (MIA): Fighter-bomber pilot, USS *Yorktown*, Hokkaido, Japan, 14 July 1945.

★ SMITH, Norman S., Ens., USNR, East Chelmsford, Mass.: Co-Pilot, PatBomRon 106, Ryukyu, Bandjermasin, Borneo, Honshu, Shikoku coasts, Japan, 15 Apr to 14 May 1945.

★ DECORATIONS

NAVY AND MARINE CORPS MEDAL

First award:

- ★ CONGER, Charles L., MM2c, USNR, Overton, Nev.: Aboard *uss Rowe*, rescue mission Pacific, 17 May 1945.
- ★ DUNKERLEY, Robert, Lt., USNR, Nashville, Tenn.: Assistant OinC, LCT 217, rescue operations, Anzio-Nettuno area, 29 Jan 1944.
- ★ DUNNE, Robert J., EM2c, USCGR, Newton-Mass.: Crewman aboard an LST, Anzio, Italy, 26 Jan 1944.
- ★ HANDLEY, Raymond E., EM2c, USNR, Everett, Wash. (posthumously): Aboard *uss Bismarck Sea*, Iwo Jima, 21 Feb 1945.
- ★ McDONNELL, Lee R., Ens., USN, San Diego (MIA): Aboard LCS (L) (3) #7, Mariveles Bay, Luzon, 16 Feb 1945.
- ★ PATTERSON, John E., S1c, USCGR, Pittsburgh: Crewman on an LST, Anzio, Italy, 26 Jan 1944.
- ★ PERRY, Johnny L., AMM1c, USNR, Edenton, N. C. (posthumously): Aboard *uss Monterey*, off Philippines, 18 Dec 1944.
- ★ RIGGIO, Jimmie J., MM3c, USCGR, Los Angeles: Member fire-fighting crew of assistant captain of port unit, during fire, Portland, Ore., 30 Aug 1945.
- ★ SAGAS, Robert, S1c, USCGR, Detroit: Crewman on an LST, Anzio, Italy, 26 Jan 1944.
- ★ UNDERWOOD, Murray S., Lt. (then Lt. (jg)), USNR, Peterson, Iowa: Aboard *uss Evans*, Okinawa, 11 May 1945.
- ★ WARDELL, Edward, S1c, USCGR, Arlington, Wash.: Member of fire-fighting crew of assistant captain of port unit, during fire, Portland, Ore., 30 Aug 1945.

BRONZE STAR MEDAL

Gold star in lieu of second award:

- ★ CHRISTIE, Gerald L., Comdr. (then Lt. Comdr.), USN, Oakland, Calif.: Executive officer and navigator, *uss Fullam*, Solomons area, 1 Nov to 31 Dec 1943.
- ★ CONWAY, William R., PhM2c, USNR, Hornell, N. Y. (posthumously): Medical corpsman, 3d MarDiv, Iwo Jima, 25 Feb 1945.
- ★ HALPERIN, Robert, Lt. Comdr., USNR, Chicago: CO of U. S. Naval Unit 6, Nav-Group China, 1 Feb to 1 Sept 1945.
- ★ HEDE, Adolph, Comdr. (then Lt. Comdr.), USN, Long Beach, Calif. (posthumously): For service while interned in Bilibid Hospital, Military Prison Camps, Manila.
- ★ KELLY, William D., Comdr., USN, Coronado, Calif.: CO of *uss Fullam*, Solomons area, 1 Nov to 31 Dec 1943.
- ★ LAMBERT, Gordon K., Lt. (MC), USN, Mobile (posthumously): For services when Jap prison ship on which he was held was bombed, Formosa, 9 Jan 1945.
- ★ MURPHY, John E., Capt. (then Comdr.), USN, Swissvale, Pa.: Engineering officer, *uss Washington*, April to July 1942.
- ★ SHIVELY, Joshua C., Comdr., USN, New York City: In command of the First Mindoro Resupply Echelon, December 1944.
- ★ SOLIER, Robert H., Comdr., USN, Bryan, Ohio: Gunnery officer, *uss Wisconsin*, 15-18 July 1945.
- ★ YOUNG, Andrew L., Comdr., USN, Washington, D. C.: CO, *uss Rowe*, Okinawa, 2 June to 2 Sept 1945.

First award:

- ★ ADAMS, William D., Lt. Comdr. (then Lt.), USN, Lynchburg, Va.: Executive officer and navigator, *uss Bennett*, Solomons, 1 Nov to 31 Dec 1943.
- ★ ALBIN, Thomas B., Comdr., USNR, Mer-

cer Island, Wash. First Lt. and First Lt., *uss Massachusetts*, 12 May 1942 to end of hostilities.

- ★ ALEXANDER, William P. Jr., Lt. (then Lt. (jg)), USNR, Dysersburg, Tenn.: CO, YMS 70, Arawe, New Britain, 31 Dec 1943.
- ★ ALLEN, Kermit, BM2c, USN, Corbin, Ky. (posthumously): Member UDT, Iwo Jima, 17 Feb 1945.
- ★ ALLMON, Mervin W., MoMM1c, USN, Groton, Conn. (posthumously): Attached to *uss Amberjack*, first war patrol, Solomons area, 3 Sept to 30 Oct 1942.
- ★ ALNWICK, Richard W., PhM2c, USNR, Queens Village, L. I., N. Y. (posthumously): Hospital corpsman, 4th MarDiv, Iwo Jima, February 1945.
- ★ ANDERSON, Edward W., CM1c, USNR, Minneapolis (posthumously): Member of UDT, Iwo Jima, 17 Feb 1945.
- ★ ANDREASEN, Grant G., Lt., USNR, Shoshone, Idaho: OinC reconnaissance team in China, executive and operations officer, Naval Unit 6, U. S. Naval Group, China, 14 Feb to 1 Sept 1945.
- ★ ARCANGELETTI, Joseph, F1c, USNR, Scranton, Pa. (posthumously): Member damage control party, *uss Isherwood*, Kerama Rhetto, 22 Apr 1945.
- ★ ATKINS, Alfred W., Capt., USN, (Ret), Charleston, S. C.: Convoy commodore, EastSeaFron, Sept 1942 to April 1944.
- ★ BAKER, Glen O., CGM, USN, San Diego (posthumously): CGM in charge, *uss Runner*, first war patrol, Palau, 18 Jan to 7 Mar 1943.
- ★ BALDRIDGE, Edward F., Lt. Comdr. (then Lt.), USN, Annapolis, Md.: Executive officer and navigator, *uss Terry*, Solomons area, November to 31 Dec 1943.
- ★ BALL, Phillip W., PhM2c, USN, Harrison, N. Y. (posthumously): Hospital corpsman, 4th MarDiv, Iwo Jima, 15 Mar 1945.
- ★ BALON, William F., S1c, USNR, Burlington, N. J. (posthumously): Pointer in crew of gun mount, *uss Kimberly*, Okinawa area, 26 Mar 1945.
- ★ BARRETT, Edwin T., Lt., USN, Bellevue, Pa.: Executive officer and navigator, *uss Renshaw*, Solomons area, 1 Nov to 31 Dec 1943.
- ★ BEAM, Ernest G., SoM3c, USNR, Lorain, Ohio (posthumously): Passer in crew of gun mount, *uss Kimberly*, Okinawa area, 26 Mar 1945.
- ★ BEARY, Donald B., Rear Admiral (then Capt.), USN, Coronado, Calif.: CO, *uss Mount Vernon*, Singapore, 7 Dec 1941 to 11 June 1942.
- ★ BIRTLEY, Thomas B. Jr., Capt., USN, Honolulu, T. H.: Attached to naval communications division, 7 Dec 1941 to 2 Sept 1945.
- ★ BLANOT, Harry T., CM1c, USNR, Boulder, Colo. (posthumously): Member of UDT, Iwo Jima, 17 Feb 1945.
- ★ BLINN, Welford C., Capt., USN, Colton, Calif.: POW in Jap naval interrogation camp, Ofuna, 6 May 1942 to 3 Dec 1943 and in Omori Camp at Tokyo, 3 Dec 1943 to 1 Mar 1945.
- ★ BOGESS, William W. Jr., S2c, USNR, Spencer, W. Va. (posthumously): Member gun crew, *uss Leray Wilson*, Philippines area, 10 Jan 1945.
- ★ BOLDT, Carl B., MoMM3c, USNR, Los Angeles (posthumously): Second loader of 40 mm gun, *uss Gladiator*, Okinawa, April 1945.
- ★ BOWEN, Harold G. Jr., Comdr. (then Lt. Comdr.), USN, Eastport, Md.: CO, *uss Conway*, Solomons area, 1 Nov to 31 Dec 1943.
- ★ BRANHAM, Hugh M., Capt., USN (Ret), Chesterton, Md.: Convoy commodore, East-SeaFron, August 1942 to May 1943.
- ★ BRIDGES, George W., PhM2c, USN, Romeo, Fla. (posthumously): Medical corpsman, 1st MarDiv, Okinawa, 14 May 1945.
- ★ BRIGHAM, Nelson A., Lt. Comdr. (then Lt.), USNR, Arlington, N. J.: Attached to naval communications division, January 1942 to September 1945.
- ★ BURTON, William J., Cox., USN, Crosby,



Great Lakes Bulletin (USNTC, Great Lakes, Ill.)

"Well, didja think ya were gettin' this pay raise fer nothin'?"

- Tex. (posthumously): Gunner, *uss Keokuk*, southeast Iwo Jima, 21 Feb 1945.
- ★ CALLAHAN, Fort H., Lt. Comdr., USN, Alhambra, Calif.: Communications, 16th ND, during operations against Jap forces in Philippines.
- ★ CANFIELD, Kenneth T., MoMM2c, USNR, Grand Rapids, Mich. (MIA): Auxiliary man in charge, *uss Bonefish*, 8th war patrol, Japan Sea.
- ★ CARRINGTON, Walter S., Comdr., USN (Ret), Asheville, N. C.: Convoy commodore, EastSeaFron, August 1942 to July 1944.
- ★ CARSTENSEN, Earl H., Lt. (then Lt. (jg)), USNR, North Platte, Neb.: CO, LCT-5, Arawe, New Britain, 31 Dec 1943.
- ★ CARTER, Iverson A., GM3c, USN, New Haven, Conn. (posthumously): Gunner, *uss Newcomb*, 6 Apr 1945.
- ★ CREDILLO, Luis Z., S1c, USNR, Uvalde, Tex. (posthumously): Member gun crew, *uss Maryland*, Okinawa, 7 Apr 1945.
- ★ CLAUSEN, Russel E., PhM1c, USNR, Clinton, Iowa (posthumously): Hospital corpsman, 3d MarDiv, Iwo Jima, March 1945.
- ★ CLINGER, Thomas B., AM2c, USNR, Clarion, Pa. (posthumously): Aboard *uss Hancock*, Ryukyus, 7 Apr 1945.
- ★ COHEN, David B., Comdr. (then Lt.), USNR, San Diego: Executive officer and navigator, *uss Anthony*, Solomons area, 1 Nov to 31 Dec 1943.
- ★ COLE, Allyn C. Jr., Comdr., USN, Glenwood Springs, Colo.: Attached to naval communications division, 7 Dec 1941 to 2 Sept 1945.
- ★ Coy, Peter M., Lt. Comdr. (then Lt.), USNR, Brookville, Md.: Executive officer and navigator, *uss Conway*, Solomons area, 1 Nov to 31 Dec 1943.
- ★ CRAPANZANO, Angelo C., MoMM1c, USNR, Union City, N. J.: Rescue while attached to LST 507, when torpedoed 28 Apr 1944.
- ★ CRUSE, Sidney L., S1c, USNR, Charlotte, N. C. (posthumously): Loader in crew of gun mount, *uss Kimberly*, Okinawa area, 26 Mar 1945.
- ★ CURRIER, James C., PhM3c, USNR, St. Clair, Mich. (posthumously): Hospital corpsman, 4th MarDiv, Iwo Jima, 19 and 28 Feb 1945.
- ★ DARLEY, John F. Jr., HA1c, USNR, Statesboro, Ga. (posthumously): Hospital corpsman, 4th MarDiv, Iwo Jima, 19 Feb 1945.
- ★ DAUGHERTY, Glen L., PhM3c, USNR, Elwood, Ind. (posthumously): Hospital corpsman, 5th MarDiv, Iwo Jima, 26 Feb 1945.
- ★ D'AVI, Joseph A., Comdr. (then Lt. Comdr.), USNR, Mt. Vernon, N. Y.: Repair officer aboard *uss Vulcan*, prior to and during Sicilian invasions, July 1943 and Italian invasion, September 1943.
- ★ DAWES, Robert A. Jr., Comdr. (then Lt. Comdr.), USN, Island Creek, Mass.: CO, *uss Warrington*, with DesRon 45, Solomons, 8 Nov 1943.
- ★ DECESARE, Felice P. Jr., CRM, USN, Bridgeport, Conn. (posthumously): Sound operator, *uss Trout*, third war patrol,

Shiono-Ashizuri Saki area, 24 Mar to 17 May 1942.

★ DECKER, Francis J., CMO MM, USN, Cincinnati (posthumously): Auxiliaryman-in-charge, *uss Trout*, third war patrol, Shiono-Ashizuri Saki area, 24 Mar to 17 May 1942.

★ DELMEZ, Marcel A., Lt. (jg), USNR, Pittsburg, Kans. (posthumously): Assistant fighter director officer and intercept officer, *uss Bryant*, Okinawa, 15-16 Apr 1945.

★ DEMLER, Arthur M., Lt. (jg) (then Ens.), USN, Hartford, Conn. (posthumously): While attached to *uss Amberjack*, first war patrol, Solomons, 3 Sept to 30 Oct 1942.

★ DIVELEISS, Carl W., Lt., USNR, Phoenix, Ariz.: CO, intelligence units, south coast of China, 15 Sept 1944 to 15 Feb 1945.

★ ERLEWINE, Richard H., Lt., USNR, Marion, Ind.: Combat information center officer, *uss Quincy*, ETO and Japanese waters, 6 June 1944 to 27 May 1945.

★ FILADORO, Luciano J., BM2c, USNR, Everett, Mass. (posthumously): Member of damage control party, *uss Isherwood*, Kerma Rhetto, 22 Apr 1945.

★ FINN, Charles R., Lt. Comdr. (then Lt. (jg)), USNR, Milwaukee, Wis.: Prisoner administrative officer, Tokyo area POW camp No. 3, January 1943 to April 1945.

★ FISCHER, Thomas P., S1c, USNR, San Diego (posthumously): Passer in crew on 40mm gun, *uss Kimberly*, Okinawa, 26 Mar 1945.

★ FISHER, Edwin, Comdr., USN, (Ret), San Diego: Convoy Commander, EastSea-Fron, September 1942 to September 1944.

★ FITZPATRICK, Walter F. Jr., Comdr. (then Lt.), (MC), USN, Providence, R. I.: Medical officer, *uss Cole*, Safi harbor, French Morocco, 8-5 Nov 1942.

★ FITZWILLIAM, Albert E., Comdr., USN, Champaign, Ill.: ComLSTGrp 43 SoWest-Pac, 1 Oct 1944 to 1 July 1945.

★ FOLTZ, Erna M., MoMM1c, USN, New London, Conn. (posthumously): MoMM in charge, *uss Runner*, first war patrol, Palau, 19 Jan to 7 Mar 1943.

★ FOSTER, Don A., Lt. Comdr. (then Lt.), USNR, Des Moines, Iowa: Group commander of a convoy of LCTs, New Britain, 21 Dec 1943.

★ FOWLER, Conley E. Jr., F1c, USNR, Cleveland (posthumously): Loader on 20mm gun, *uss Laffey*, Okinawa, 16 Apr 1945.

★ FRAZIER, Percy L., MoMM1c, USNR, Sweatman, Miss. (posthumously): Service aboard *uss Newcomb*, subduing fire in engine room, 6 Apr 1945.

★ FRIEDMAN, William M., PhM1c, USNR, Reading, Pa. (posthumously): Stretcher bearer with 4th MarDiv, Iwo Jima, 20 Feb 1945.

★ FRYER, James W. Jr., Lt. Comdr. (then Lt.), USNR, Independence, Ky.: Executive officer and navigator, *uss Guest*, DesRon-45, Solomons, 1 Nov to 31 Dec 1943.

★ FULTON, Robert B., Lt. Comdr., USN, Washington, D. C.: While POW at Zentsuji camp in Japan, October 1942 to June 1945.

★ GABBERT, John S., Comdr., USN, Owensborough, Ky.: CO, *uss Bell*, operating as a screening unit, probable destruction of enemy submarine, 31 Jan 1945.

★ GANTHER, John R., Lt. Comdr. (then Ens.), USNR, Auburn, N. Y.: OinC, mine disposal party, October 1943.

★ GATES, Eugene W., S1c, USN, Trinity, Tex. (posthumously): Member of 20mm gun crew, *uss Maryland*, Okinawa, 7 Apr 1945.

★ GAYLER, Noel A. M., Comdr., USN, Washington D. C.: Assistant operations officer on staff 2ndCarTaskForPac, 8 May to 2 Sept 1945.

★ GILES, Donald T., Capt. (then Comdr.), USN, Annapolis, Md.: Executive officer, NavStaGuam, and POW 10 Dec 1941 until cessation of hostilities.

★ GINNARD, Francis W., Cox, USNR, Everett, Wash.: Member of landing craft crew, New Guinea area.

★ GIST, James W., S1c, USNR, Clarksville,

Tex. (posthumously): Member 20mm gun crew, *uss Maryland*, Okinawa, 7 Apr 1945.

★ GRAFF, John P., Comdr., USN (Ret.), Greenville, Pa.: Group beachmaster, Parrang, Mindanao, 17 Apr 1945, and Balikpapan, Borneo, 1-3 July 1945.

★ GRANDFIELD, Francis J., Capt. (then Comdr.), USN, Bridgeport, Conn.: Damage control officer, *uss Denver*, Empress Augusta Bay, 2 Nov 1943.

★ GROSS, Webster, Capt. (then Comdr.), (SC), USN, Atlanta: Supply officer in command under a Task Force Commander.

★ HADLEY, William T., CPHM, USN, Pampa, Tex. (posthumously): CPHM, *uss Seawolf*, Formosa and East China Sea area, 17 May to 12 July 1943.

★ HAMILTON, George H., Comdr., USNR, Crown Point, Ind.: On staff ComServPac, July 1944 to September 1945.

★ HAMLIN, Harold S. Jr., Lt. Comdr. (then Lt.), USN, Orlando, Fla.: OinC turret No. 1, *uss Houston*, Java Sea, 27-28 Feb 1942.

★ HAMMOND, Paul L., Capt., USNR, Long Island, N. Y.: Asst. combat readiness officer, staff of CincPac/Poa, January to June 1944.

★ HANLY, John H., Lt. Comdr., USNR, New York City: Senior intelligence officer PT advance operating base, Saidor, New Guinea, April to July 1944.

★ HARGROVE, Roy P. Jr., S1c, USNR, Madison, Ala. (posthumously): Member 20mm gun crew, *uss Maryland*, Okinawa, 7 Apr 1945.

★ HATCH, William G. B., Capt., USN, New York City: Operations officer, ComCarib-SeaFron, 8 Apr 1943 to cessation of hostilities.

★ HAUCK, Philip F., Comdr. (then Lt. Comdr.), USN, Washington, D. C.: CO, *uss Bennett*, DesRon 45, Solomons, 1 Nov to 31 Dec 1943.

★ HAUGEN, Kenneth B., Comdr., USNR, Oakland, Calif.: ComNavAirTransRons 4 and 5, Pacific, June 1944 to December 1945.

★ HAUKEBAHL, Russell R., GM3c, USNR, Detroit (posthumously): Gun captain, *uss Haggard*, Ryukyu Islands, 29 Apr 1945.

★ HAZEN, Laverne G., MM3c, USNR, Alton, Ill. (posthumously): Loader 20mm gun, *uss Laffey*, acting as radar picket ship, off Okinawa, 16 Apr 1945.

★ HENNICK, Harold R., GM3c, USNR, Columbus, Ohio (posthumously): Meritorious service, *uss Goodhue*, Naneel Islands, 2 Apr 1945.

★ HERMAN, Randolph, Lt. (then Ens.), USNR, Highland Park, Ill.: Assistant beachmaster, Salerno, 9 to 26 Sept 1943.

★ HILL, Lawrence L., S1c, USNR, Taft, Ore. (posthumously): Member 20mm gun crew, *uss Maryland*, Okinawa, 7 Apr 1945.

★ HOLLENBECK, Henry C., Comdr., USNR, Glenham, S. D.: ComNavAirTransRons 4, 5 and 13, Pacific, March 1943 to November 1945.

★ HOLSHOUSE, James R., CTM, USN, Orchard, Wash. (posthumously): Crew member, *uss Kete*, second war patrol, Ryukyus, March 1945.

★ HOPKINS, David J., Lt. Comdr., USNR, Beverly Hills, Calif.: Photographic services in office SecNav, and advanced hdqtrs, CincPac.

★ HOTTEL, Martin P., Capt. (then Comdr.), USN, Annapolis, Md.: CO, *uss Grouper* during a war patrol.

★ HOUGHTON, Wilbur S., TM1c, USN, (MIA), Merino, Colo.: Torpedoman's mate in charge, forward torpedo room *uss Bonefish*, eighth war patrol, Sea of Japan.

★ HUBINGER, Robert C., HA1c, USNR, Clifton, N. J.: Corpsman with 4th MarDiv, Iwo Jima, February 1945.

★ HUCKINS, Thomas A., Capt., USN, Pasadena, Calif.: Division of naval communications, 7 Dec 1941 to 2 Sept 1945.

★ HUDSON, Roy C., Capt., USN, South Pasadena, Calif.: Intelligence officer and assistant chief of staff, Com7th Fleet, 11 Feb 1942 to 6 July 1944.

★ HUFFMAN, Chester L., MM2c, USNR, Caruthersville, Mo. (posthumously): During kamikaze attacks on *uss Newcomb*, 6 Apr 1945.

★ HUGHES, Robert L., CEM, USN, Honolulu, T. H. (posthumously): CEM in charge, *uss Trout*, third war patrol, Shiono-

WAY BACK WHEN

Luck of the Seven Seas

Literature abounds in superstitions and explanations that the early mariners gave to the phenomena of the sea. Some of the superstitions of the sea arose from the natural love of travelers to exaggerate in relating their adventures in strange lands, but more often than not they are based on ancient religious customs of the sailors who had one purpose in mind—to propitiate the gods of the sea. Today, the seafaring man cheerfully subscribes to superstition, thus maintaining many ancient traditions



that have no particular bearing on modern sea life.

For example, the poop-deck (the ship's after deck) receives its name from the old Roman custom of carrying pupi—small images of their gods—in the stern of their ships for luck. And the practice of saluting the quarter-deck is generally attributed to their habit of paying respect and obeisance to these pagan shrines.

Placing coins under the step of a mast when building a vessel dates from antiquity. It is a survival of the old Roman custom of placing coins in the mouths of the dead to pay their way to Charon for

transportation across the River Styx. If the ship met with disaster, this ensured that the way of all was paid. Some years ago the officers of the *USS New Orleans* placed during construction 10 pennies beneath the foremast, and three nickles, two dimes and 28 pennies at the heel of the mainmast of the gunboat, thus carrying on the old superstition of placing coins at the step of mast.

Sailors to a great extent still believe in omens and prognostics. The "Friday superstition" still exists among seamen. There is an old proverb, "Friday's noon, come when it will, it comes too soon." The reluctance of seamen to sail on a Friday reached such proportions that many years ago the British government decided to take strong measures to prove it fallacious. Thus, they laid the keel of a new vessel on Friday, launched her on a Friday, named her *HMS Friday*, and sent her to sea on Friday. The scheme worked well. It had only one drawback—neither ship nor crew were ever heard of again.

Other superstitions continue to prevail today. It is considered by many bad luck to whistle aboard ship, to have women aboard a ship before she is commissioned, to write the port of destination in a log book until reached, to kill sea gulls.

Of course you are not superstitious, but . . .

★ DECORATIONS

Bronze Star (Cont.)

Ashzuri Saki area, 24 Mar to 17 May 1942.

★ IRWIN, Henry T. Jr., Lt. Comdr. (then Lt.), USNR, Wilmington, Del. (MIA): Torpedo data computer and communications officer, *uss Tullibee*, second war patrol, Northern Taiwan area, 28 Sept to 19 Nov 1943.

★ JENKINS, Millard T., F1c, USNR, Princeton, W. Va. (posthumously): Member of gun crew, *uss Oberrender*, Okinawa, 9 May 1945.

★ JENNINGS, Ralph E., Rear Admiral, USN, Washington, D. C.: ComCarTrainRon, ComCarDiv 11, ComCarDiv 12, PacFlt, 14 Jan to October 1945.

★ JOHNSON, John H. Jr., HA1c, USNR, Boston, Mass. (posthumously): Corpsman with 4th MarDiv, Iwo Jima, 24 Feb 1945.

★ JOHNSON, Lowell D., S1c, USNR, Ruse, N. D. (posthumously): Director range setter on 40mm gun, *uss Newcomb*, 6 Apr 1945.

★ JUEL, Kenneth L., F1c, USNR, St. Cloud, Minn. (posthumously): Member damage control party, *uss Isherwood*, Kerama Rhetto, 22 Apr 1945.

★ KALMAN, Louis E., GM2c, USNR, Whitney Point, N. Y. (posthumously): Member underwater demolition team, Iwo Jima, 17 Feb 1945.

★ KANAGY, John T., EM1c, USNR, San Diego (posthumously): While attached to *uss Tunny*, second war patrol, Wake, Truk and Western Carolines, 18 Mar to 23 Apr 1943.

★ Kern, George T. Jr., Lt. (Jg), USNR, Oakland, Calif.: Naval liaison officer, joint assault signal company, Okinawa, 1-15 April and 9-19 May 1945.

★ KISNER, Homer L., Lt., USN, National City, Calif.: Division of naval communications, 7 Dec 1941 to 2 Sept 1945.

★ KLOCHKOFF, Walter K., F2c, USN, San Francisco (posthumously): Passer in 40mm gun crew, *uss Kimberly*, Okinawa, 26 Mar 1945.

★ KNOTT, John F., S1c, USNR, Thurmont, Md. (posthumously): Pointer on 40mm gun, *uss Haynsworth*, Okinawa, 6 Apr 1945.

★ KOSKI, Henry W., Ens., USNR, Ashtabula, Ohio: CO, U. S. group with Chinese guerrillas, French Indo China, 28 May to 21 Aug 1945.

★ KUBENA, William R., S1c, USNR, Cokesburg, Pa. (posthumously): First loader on 40mm gun, *uss Haynsworth*, Okinawa, 6 Apr 1945.

★ LAND, Arnold L., S2c, USNR, Leoma, Tenn. (posthumously): Member 20mm gun crew, *uss Maryland*, Okinawa, 7 Apr 1945.

★ LANNING, Harold M., S2c, USNR, Chicago (posthumously): Member 20mm gun crew, *uss Maryland*, near Okinawa, 7 Apr 1945.

★ LAVINE, Leroy A., HA1c, USNR, Los Angeles (posthumously): Corpsman with rifle company, 1st MarDiv, Okinawa, 29 May 1945.

★ LEAVELL, Billie L., HA1c, USNR, Junction City, Kans. (posthumously): Corpsman with rifle company, 4th MarDiv, Iwo Jima, 8 Mar 1945.

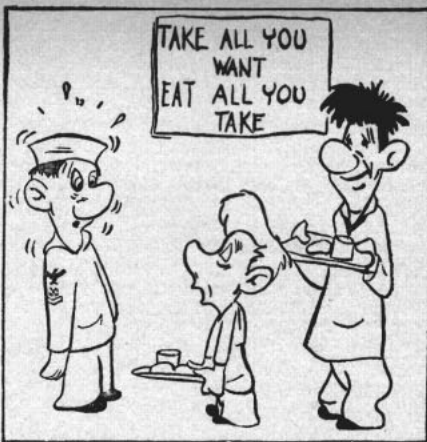
★ LEE, John, Comdr. (then Lt. Comdr.), USN, Long Beach, Calif.: Executive officer and navigator, *uss Wadsworth* with DesRon 45, Solomons, 1 Nov to 31 Dec 1943.

★ LEECY, Raymond A., CTM, USN, Pasadena, Calif. (posthumously): Torpedoman's mate in charge forward torpedo room, *uss Shark* during war patrol in Pacific area.

★ LEIGH, Phillip P., Comdr., USNR, Honolulu, T. H.: Division of naval communications, 7 Dec 1941 to 2 Sept 1945.

★ LESSMEIER, Frank A., PHM3c, USNR, Storm Lake, Iowa (posthumously): Corpsman with Hdqtrs Co, 5th MarDiv, Iwo Jima, 20 Feb 1945.

★ LEVESQUE, Raymond A., EM2c, USN,



Jax Air News (NAS Jacksonville)

"Table for two, please."

Salem, Mass. (posthumously): With *uss Amberjack*, first war patrol, Solomons, 3 Sept to 30 Oct 1942.

★ LEWIS, John W., Capt., USN, Stockton, Calif.: Convoy commander, February 1942 to September 1945.

★ LIGHTNER, William H., Lt. (then Ens.), USNR, St. Paul: Assistant OinC LCT 237 and beach and port liaison officer, Anzio-Nettuno area, Italy, January and February 1944.

★ LINEBERRY, William T., Capt. (MC), USN, Colerain, N. C.: SMO, Naval Hospital, Guam, 10 Dec 1941, and senior U. S. Officer, POW camp, Zentsuji, Japan, until released September 1945.

★ LONG, Luther J., GM3c, USNR, Auburn, Pa. (posthumously): Mount captain on 40mm gun, *uss Aaron Ward*, off Okinawa, 3 May 1945.

★ LORD, Henry S. Jr., Lt. (Jg), USNR, Davenport, Iowa (posthumously): Plotting officer, *uss Amberjack*, first war patrol, Solomons, 3 Sept to 30 Oct 1942.

★ LOUTHEN, Willard V., Lt., USNR, Washington, D. C.: Aerologist, aircraft carrier in Western Pacific, 24 Apr to 15 Aug 1945.

★ LUNDEBERG, Phillip K., Ens., USNR, Durham, N. C.: Taking charge of repair party, *uss Frederick C. Davis*, 24 Apr 1945.

★ MACCROTH, John R., Comdr. (then Lt. Comdr.), USN, Pittsburgh: ComAirTransRon 10, Pacific, 18 Dec 1944 to 1 Sept 1945.

★ MANNING, Robert P., Lt. Comdr., USNR, Alhambra, Calif.: Maintenance and repair officer, NOB Casablanca, French Morocco, 11 Nov 1942 to 31 Mar 1944.

★ MANOWN, Edward S., Lt. Comdr., USN, Lands, Wyo.: Gunnery officer, *uss San Francisco*, POA, 19 Sept 1944 to 1 June 1945.

★ MARTIN, Charles M., CEM, USN, Fairfax, Mo. (posthumously): Member of gun crew, *uss Runner*, first war patrol, Palau, 18 Jan to 7 Mar 1943.

★ MATSCHAT, Robert D., S1c, USNR, Hicksville, N. Y. (posthumously): First loader on 40mm gun, *uss Haynsworth*, Okinawa, 6 Apr 1945.

★ MCCLEIN, John W., Lt. Comdr., USNR, Marion, Ohio: Photographic services office of SecNav, and advanced Hdqtrs, CincPac. ★ McGRATH, Harry L., PhoM3c, USNR, Antioch, Calif. (posthumously): Combat photographer, PIO, Administrative Division, CincPac/Poa 15 Dec 1944 to 17 Feb 1945.

★ McGRATH, James M., Lt. (Jg) (then Ens.), USNR, Santa Barbara, Calif.: Engineer and armed guard officer, *ss Yu Sang* of USATS, Philippines, 5 Feb to 8 Apr 1942.

★ MCLAREN, Early K., Comdr. (then Lt. Comdr.), USN, Menlo Park, Calif.: CO, *uss Guest*, Empress Augusta Bay, 1 Nov to 31 Dec 1943.

★ MECALE, John, BM2c, USNR, Wilmington, Del. (posthumously): Member underwater

demolition team, Iwo Jima, 17 Feb 1940.

★ MEYERS, Adolph W., Lt. (Jg) (then CPhM) (HC), USN, Los Angeles: As CPhM in POW camp at Umeda Sub-Camp, 16 May 1942 to 30 Mar 1945.

★ MICHAEL, William H., Capt. (MC), USN, Bel Air, Md.: Staff medical officer on ServForPacFleet, 7 Dec 1941.

★ MILLER, Victor A., Lt. (Jg), USNR, Whittier, Calif.: Senior military assistant to civilian scientist in forward Pacific area, June and August 1945.

★ MILLER, Warren G., RM3c, USN, St. George, W. Va. (posthumously): Loader on 40mm gun, *uss Kimberly*, Okinawa, 26 Mar 1945.

★ MIMS, Jack H., CMM, USN, Petersburg, Va. (posthumously): Firefighter on *uss Newcomb*, during suicide attack, 6 Apr 1945.

★ MONA, Stanley P., S2c, USNR, Omaha (posthumously): Passer on crew of 40mm gun, *uss Kimberly*, Okinawa, 26 Mar 1945.

★ MOORE, Benjamin E., Jr., Capt., USN, Alexandria, Va.: CO, *uss Thetis Bay*, 21 Jan 1945 to 2 Sept 1945.

★ MOORE, Huron C., Capt., USNR, Honolulu, T. H.: Division of naval communications, 7 Dec 1941 to 2 Sept 1945.

★ MORTON, Robert C., Comdr. (then Lt. Comdr.), USN, Arlington, Mass.: Executive officer, *uss Braine* with DesRon 45, Solomons, 1 Nov to 31 Dec 1943.

★ MUNDORFF, George T. Jr., Capt., USN, New York City: CO, *uss Windham Bay*, 19 Dec 1944 to 16 Feb 1945 and 10 June to 2 Sept 1945.

★ MURPHY, Robert B., S1c, USNR, Lawton, Okla. (posthumously): Member armed guard crew, *ss Logan Victory*, Okinawa, 6 Apr 1945.

★ NEE, Maurice L., Lt. (SC), USNR, Washington, D. C.: Supply officer, naval group, China, 31 Jan 1944 to 20 Oct 1945.

★ NEWMAN, John F., Jr., Capt., USN, Washington, D. C.: CO, *uss Braine* with DesRon 45, Solomons, 1 Nov 1943 to 31 Mar 1944.

★ NICHEL, Harry C., MoMM1c, USNR, Hutchinson, Kans. (posthumously): Battle stations stern planes operator, *uss Gudgeon*, ninth war patrol, Marianas area, 1 Sept to 6 Oct 1943.

★ NOEL, William O., Cox, USN, Everett, Wash. (posthumously): Member gun crew, *uss Maryland*, near Okinawa, 7 Apr 1945.

★ O'BRIEN, Joseph A., CBM, USN, Winfield, Kans. (posthumously): Crew member, *uss Kete*, 2nd war patrol, Ryukyus, March 1945.

★ O'MEARA, William A., FC3c, USN, Dorchester, Mass. (posthumously): Crew member, *uss Runner*, first war patrol, Toagel Miungui Passage, Palau, 18 Jan to 7 Mar 1943.

★ ONDRACEK, Jack H., TM3c, USNR, Seattle (posthumously): Gun loader, *uss Laffey*, Okinawa, 16 Apr 1945.

★ PALUMBO, Sunda, S1c, USNR, Waltham, Mass. (posthumously): Attached to *uss Frederick C. Davis*, when torpedoed by German sub, 24 Apr 1945.

★ PARKER, Jefferson D., Lt. Comdr., USN, Grand View, Tex.: Executive officer, *uss Boyd*, vicinity of Nauru Island, 8 Dec 1945.

★ PARTRIDGE, Raymond E., F1c, USNR, Spokane (posthumously): Passer in gun crew, *uss Kimberly*, Okinawa area, 26 Mar 1945.

★ PAULMAN, Henry S., EM2c, USNR, Glastonbury, Conn. (posthumously): Member repair party, *uss Mannert L. Abele*, Ryukyus, 12 Apr 1945.

★ PETERS, William F., S1c, USNR, Jerome, Idaho (posthumously): Member gun crew, *uss West Virginia*, Okinawa, 1 Apr 1945.

★ PETERSON, John E., MM1c, USNR, New Haven, Conn. (posthumously): Member damage control party, *uss Isherwood*, vicinity of Kerama Rhetto, 22 Apr 1945.

★ PITTO, John, PHM3c, USNR, Erie, Pa. (posthumously): Hospital corpsman, 5th MarCorps, Iwo Jima, 13 Mar 1945.

★ PLUM, William, F1c, USNR, Newark, N. J. (posthumously): Attached to *uss*

Frederick C. Davis when torpedoed by a German sub, 24 Apr 1945.

★ POOLE, Walker P., WT1c, USN, Brooklyn (posthumously): Attached to USS *Benham*, during typhoon, Pacific, 18 Dec 1944.

★ PRATT, Richard R., Comdr. (then Lt. Comdr.), USN, La Jolla, Calif.: Executive officer and navigator, USS *Hudson*, Solomons, 1 Nov to 31 Dec 1943.

★ PRIMAVERA, Louis J., MoMM1c, USNR, Pennsgrove, N. J. (MIA): MoMM in charge, forward engine room, USS *Bonefish*, during eighth war patrol, Sea of Japan.

★ RAFFERTY, William H., Capt. (ChC), USN, Arlington, Va.: Force and area chaplain, SoPac force and SoPac area, April 1943 to June 1944.

★ RICE, Jack E., PhM3c, USNR, Pollock, Idaho (posthumously): Hospital corpsman, 4th MarDiv, Iwo Jima, 27 Feb 1945.

★ RICHARDSON, Gill M., Capt., USN, Washington, D. C.: Attached to naval communications division, 7 Dec 1941 to 2 Sept 1945.

★ ROTHGEB, James T., F1c, USNR, Huntington, W. Va. (posthumously): Trunnion operator, USS *Laffey*, Okinawa, 16 Apr 1945.

★ ROUESBUSH, Jack, Comdr., USN, Washington, D. C.: Executive officer, USS *Nehenta Bay*, Saipan, Tinian, Guam, 29 Jan to 27 Dec 1944.

★ ROUGEUX, Walter L., RM1c, USNR, Clearfield, Pa. (posthumously): Attached to 5th Fleet radio intelligence unit, Pacific, 9 Mar to 12 May 1945.

★ RUTAN, Howard E., S1c, USN, Washington, Pa. (posthumously): Gun trainer, USS *Kimberly*, Okinawa, 26 Mar 1945.

★ RUTTER, James B. Jr., Comdr. (then Lt. Comdr.), USN, Vallejo, Calif.: Executive officer and navigator, USS *Sigourney*, Solomons, 1 Nov to 31 Dec 1943.

★ SAINT, James W., MoMM1c, USNR, Mountaintain, N. M. (posthumously): Crew member, USS *Seewolf*, 12th war patrol, east China Sea, 22 Dec 1943 to 27 Jan 1944.

★ SATTERLY, Ernest W., S1c, USNR, Meadowbrook, N. Y. (posthumously): Gun trainer, USS *Haynsworth*, Okinawa, 6 Apr 1945.

★ SCHMID, Edward H., MoMM1c, USNR, Maplewood, Mo. (posthumously): Attached to USS *Newcomb*, action against Japanese, 6 Apr 1945.

★ SEAKS, Robert G., Lt. Comdr., USNR, Harrisburg, Pa.: Attached to naval communications division, 30 May 1942 to 2 Sept 1945.

★ SEMMES, Benedict J. Jr., Comdr., USN, Memphis, Tenn.: CO, USS *Picking*, Mariaves, Corregidor, 14 to 16 Feb 1945.

★ SEYLLER, Guy L., HA1c, USNR, New York City (posthumously): Hospital corps-

man, 5th MarDiv, Iwo Jima, 24 Mar 1945.

★ SHIVELY, Joshua C., Comdr., USN, New York City: Comdr., LST Group 46, invasion of Ormoc, 7 Dec 1944.

★ SKILLMAN, Robert E., RdM3c, USNR, Baltimore (MIA): Gun director, operator, USS *Kimberly*, Okinawa, 26 Mar 1945.

★ SMITH, Chester M., SC1c, USN, Oakland, Calif.: While interned as POW, Makassar, Celebes, 5 Mar 1942 to September 1945.

★ SNELL, Walter M. Jr., ACMM, USNR, St. Helena, Calif.: Line maintenance chief, USS *Anzio*, operations against Japanese, 21 Mar to 22 Aug 1945.

★ SNODGRASS, Roger L., Y1c, USNR, Austin, Tex. (MIA): Member of fire control party, USS *Bonefish*, during eighth war patrol, Japan Sea.

★ SOBEL, Herbert R., Capt. (then Comdr.), USN (Ret.), Philadelphia: Convoy commodore, EastSeaFron, November 1942 to September 1943.

★ SOUTHERN, Charles E., Lt. Comdr. (then Lt. (jg)), USNR, Nashville, Tenn.: CO of armed guard, attached to ss *Edgar Allen Poe*, en route New Caledonia, Espiritu Santo, 8 Nov 1942.

★ SOUTHWICK, Edward P., Capt. (then Comdr.), USN, Alexandria, Va.: Executive officer, USS *Springfield*, operations against enemy, 15 Mar to 21 Aug 1945.

★ STANFORD, William W., CMO, USN, Richmond, Va. (posthumously): Crew member, USS *Trout*, Shiono-Ashizuri Saki Area, 24 Mar to 17 May 1942.

★ STEIMAN, Edward S., PhM2c, USNR, Brooklyn (posthumously): Hospital corpsman, 4th MarDiv, Iwo Jima, 19 Feb 1945.

★ STEVENS, John R., Lt., USNR, Chicago: Attached naval communications division, 30 Mar to 2 Sept 1945.

★ STEVENSON, Edward C., Lt. Comdr., USNR, Richmond, Va.: While serving with A-Bomb Project, in support of operations against Japanese, July and August 1945.

★ TERRELL, William R., Capt. (then Comdr.), USN, Washington, D. C.: OinC, combat information center, USS *Mobile*, Bougainville, 8-9 Nov 1943.

★ ST. JOHN, Francis T., Y1c, USN, New Britain, Conn. (posthumously): Attached to USS *Amberjack*, first war patrol, Solomons, 3 Sept to 30 Oct 1942.

★ STRIBLING, J. W., FC3c, USNR, Houlika, Miss. (posthumously): Radar operator, USS *Heworth*, Okinawa, 6 Apr 1945.

★ TACEY, Richard C., MM1c, USNR, Malden, Mass. (posthumously): Attached to USS *Newcomb*, action against Japanese, 6 Apr 1945.

★ TERISAVAGE, John C., GM3c, USNR, Hartford, Conn. (posthumously): Aboard USS *Newcomb*, action against Japanese, 6 Apr 1945.

★ THOMSON, Hugh P., Capt. (then Lt. Comdr.), USN, Norfolk, Va.: CO, USS *Lark*, Surabaya, Java, 8 and 21 Feb 1942.

★ TURNER, Robert W., Lt., USNR, Omaha: Attached to naval communications division, 22 Jan 1943 to 2 Sept 1945.

★ VAN HORN, Charles W., Comdr., USN (Ret.), San Francisco: Convoy commodore, EastSeaFron, Mar 1943 to Feb 1944.

★ VAN HORN, Edward, EM1c, USN, San Diego: POW, while interned at Makassar, Celebes, 2 Oct 1943 to 25 July 1945.

★ VEHORN, James B., Y1c, USN, Inman, S. C. (posthumously): Member gun crew, USS *Leroy Wilson*, Philippines, 10 Jan 1945.

★ VELIE, Russell C., TME2c, USNR, Springfield, Ill. (MIA): Torpedoman, USS *Bonefish*, during eighth war patrol, Japan Sea.

★ VILES, Keith L., HA2c, USNR, San Bernardino, Calif. (posthumously): Corpsman, 3d MarDiv, Iwo Jima, 22 Feb 1945.

★ WARREN, Henry O., Lt. Comdr. (then Lt.), USN, Norfolk, Va.: Flight deck officer, USS *Yorktown*, POA, August 1943 to June 1944.

★ WEEDON, William S., Lt. Comdr., USNR, Charlottesville, Va.: Naval communications division, 10 July 1942 to 2 Sept 1945.

★ WHITE, Roydel K., S1c, USNR, Los Angeles (posthumously): Aboard USS *Fred-*

ODDITIES

Tree Men

If you found seafaring Navy men wandering around trees down in Ecuador, you might legitimately think there'd been a little case of misplacement somewhere. Actually, they're there for a real purpose.

Navy mattresses and life preservers are stuffed with kapok. When the Navy wanted to make extensive purchases of this fiber, it became BuPers' job to find two "kapok inspectors." The wheels ground . . . the right qualifications came up . . . the men were called in for duty . . . and Equadorean natives started adjusting themselves to a new sight: American sailors wandering about among their kapok trees.

erick C. Davis, rendered harmless several depth charges, 24 Apr 1945.

★ WHITLOCK, Duane L., Lt. (jg), USN, Washington, D. C.: Naval communications division, 7 Dec 1941 to 2 Sept 1945.

★ WILSON, Julian D., Capt., USN, Washington, D. C.: CO, USS *Maryland*, Okinawa, 25 Mar to 14 Apr 1945.

★ WINN, Loris A., Lt. (then Lt. (jg)), USNR, Pullman, Wash.: Navy beachmaster, Salerno, 9-26 Sept 1943.

★ WOODRING, Earle D., Lt., USNR, Springfield, N. J.: CO, armed guard crew, ss *Benjamin Ide Wheeler*, Leyte, 24 Oct 1944 to 7 Jan 1945.

★ WRIGHT, Harold R., Capt., USNR, Whiteville, Conn.: Convoy commodore, EastSeaFron, September 1942 to October 1944.

★ YOSHA, Albert, S1c USNR, Indianapolis: Member of landing craft crew in the New Guinea area.

★ WRIGHT, Jerauld, Rear Admiral, USN, Washington, D. C.: ComAmphibGroup, Okinawa, December 1944 to August 1945.

★ YOUNG, Horace, Lt. Comdr., USNR, Providence, R. I.: Assistant electronics officer on the Staff, ComTraCom, SubPac, July 1944 to June 1945.

★ YOUNG, Wallace K., HA1c, USNR, Merriam, Kan. (posthumously): Corpsman, 4th MarDiv, Iwo Jima, 1 Mar 1945.

★ YUZAKIEWICH, Alfred J., Lt., USN., (then Carpenter), Vallejo, Calif.: Carpenter, USS *Chester*, Coral Sea, 20 Oct 1942.

★ ZALOGA, Joseph E., Mn2c, USNR, Albany, N. Y. (posthumously): Depth charge man, USS *Aaron Ward*, Okinawa, 3 May 1945.

★ ZITNIK, Leonard C., Lt., USNR, Oak Park, Ill.: Special shore party officer, Sicily, 9-13 July 1943; wave guide officer, Salerno, 9-10 Sept 1943; debarkation officer, Leyte, Lingayen, 15 June 1944 to 10 Jan 1945.

Bronze Star Medal (Army):

★ STEVENS, Leslie C., Capt., USN, Lincoln, Neb.: Head of Logistic Section, staff of Commander, Shore Based Air Force, CentPac, 5 May to 1 Nov 1944.

Legion of Honor, rank of Chevalier and Croix de Guerre with Palm (by France):

★ DURGIN, Calvin T., Rear Admiral, USN, Palmyra, N. J.: CO of a carrier group during landings in southern France, at Provence, August 1944.

The Cravate Blue of the Order of "Yun Hwei" with Border of Red and White (no. 912) (by China):

★ METZEL, Jeffrey C., Capt., USN, Elgin, Ill.: Project officer, staff of Cominch, organized and directed planning and logistic support of Friendship Project in U. S. and guidance to its commanders in China, 15 May 1942 to 31 Aug 1945.

FIGURE IT OUT

NICKEL MYSTERY

Sk1c Jones and Sk2c Smith, both on Guam, each had 30 mangoes for sale. Sk2c Smith sold his at the rate of three for a nickel, while Sk1c Jones disposed of his for two for a nickel. At the end of the day their respective receipts were 50 cents and 75 cents, or \$1.25 in all. The next day the storekeepers decided to do business together so they pooled 60 more mangoes and sold them at the rate of 5 for a dime (2 for a nickel plus 3 for a nickel). In the evening they counted their joint receipts and were dismayed to discover they had only \$1.20. After a thorough search and no nickel, they bitterly accused one another of petty theft. What happened to the missing nickel?

ANSWER ON PAGE 72

THE BULLETIN BOARD

POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO ALL HANDS

New Base Pay Increases Now In Effect

Pay increases on a sliding scale, from 50 per cent for apprentice seamen to 10 per cent for lieutenant commanders and above, now are in effect throughout the Navy.

The pay bill, designed to meet rising living costs and give added impetus to recruiting, fixes new rates of pay for all members of the armed forces as of 1 July.

The measure, Public Law 474, was signed by President Truman on 29 June, effective 1 July. It amends the

Pay Readjustment Act of 1942 as amended.

Under the act, increases are added to base pay, with allowances unchanged. In addition to the base pay boosts, the total monthly limitation on pay and allowances of commissioned warrant officers has been increased.

SecNav Forrestal previously had asked for a flat 20 per cent raise for all officers and men (ALL HANDS, April, p. 8).

(See pp. 75-77 for complete pay tables.)

Temporary USN Officers May End Appointments, Reenlist, Get Transfer

Temporary USN officers who choose to terminate their appointments are privileged to reenlist on board at the same station within 24 hours following discharge, according to Alnav 350-46 (NDB, 15 July).

Men so reenlisting shall be granted reenlistment leave in accordance with Alnav 360-45 (NDB, 31 October) and BuPers Circ. Ltr. 308-45 (NDB, 15 October), with orders to report upon expiration to the RecSta nearest their leave address for general detail (BuPers assignment).

Alnav 350-46 states that in the interest of morale, BuPers will not authorize retention of enlisted personnel at the same duty station at which they served in an officer status. Men still may reenlist at recruiting stations in accordance with current instructions.

ETMs, Men with Previous Naval Service May Enlist For 2, 3, 4 or 6 Years

New first enlistment and reenlistment regulations were announced in NavAct 58-46 (NDB, 15 July).

A man may now enlist for a minority cruise if 17 years of age, or, if between the ages of 18 and less than 31, he may enlist for four or six years. Men with at least one year active service in either the regular Navy, Naval Reserve, or as USN-I during World War II may enlist or reenlist for two, three, four or six years, at their option.

"World War II" as used herein covers the period from 8 Dec 1941 until official end of the war, the date of which has not been announced.

The only exception to the foregoing regulations are:

- Men in the 17-year age group who apply and are selected for elec-

tronics technician's mate training may enlist for two or three years or minority, at their wish; or

- Men in the 18-31-year age group who are qualified and request electronics technician's mate training may be enlisted for two, three, four or six years, at the option of the applicant.

Before being enlisted in the Navy, applicants are given tests to determine their suitability for ETM training, and, if they pass the tests satisfactorily, are given the option on enlisting.

BuPers Circ. Ltr. 41-46 para. 4A(1), (NDB, 15 February) and BuPers Manual, Arts. D-1002(2) and D-1003 (3) are modified accordingly.

Subsistence, Mileage For Enlisted Personnel Extended to 30 June '47

Two benefits for enlisted personnel have been continued until 30 June 1947 under Alnavs 370-46 and 367-46 (NDB, 15 July).

Under Alnav 370, subsistence allowance for enlisted personnel at the rate of \$2.25 per diem has been extended to 30 June 1947.

Payment in advance or otherwise of three cents per mile to enlisted men traveling at personal expense on orders entitling them to transit regardless of mode of travel has also been extended to 30 June 1947 under Alnav 367.

Films Must Be Returned To Picture Exchanges

Ships and stations still holding 16 mm. gift films, donated by the motion picture industry, must return them immediately to the nearest Navy motion picture exchange.

Alnav 387-46 (NDB, 31 July) directed searches at all ships and stations to insure no supplies of the film remain on board. The films, entertainment features, were loaned free to the armed forces during the war.



AVC Bulletin, American Veterans Committee

"Yeah, but who do I write to for more allowance, my father or the government?"

Airplane Travel for Navy Dependents Authorized In Cases of Necessity

Dependents of naval personnel may travel overseas by air in cases of necessity, such as proceeding to or from otherwise inaccessible locations, under the provisions of Alnav 324-46 (NDB, 30 June).

When entitled to transportation under existing laws and regulations, dependents may travel by NATS to and from overseas areas, provided:

- Other transportation facilities suitable for women and children are not available.

- Such transportation is incident to permanent change of duty orders, or for emergency or humanitarian reasons.

- Such flights are non-stop from point of departure to final destination (or that dependents will remain in the immediate vicinity of the NATS terminal during any necessary intermediate stops).

- No additions to facilities will be required or involved in such transportation.

- Such transportation has full approval of theater or area commanders involved.

This ruling applies only to travel outside continental U. S., i.e., from a port of embarkation to a point overseas, or from a point overseas to a port of entry. No air travel to or from such ports within the U. S. is authorized.

Rules Are Clarified On Reenlistment Leave Due Temporary Officers

New rules regarding past due reenlistment leave in the case of temporary officers reverting to their permanent enlisted status were promulgated in BuPers Circ. Ltr. 149-46 (NDB, 30 June). The letter cancels the previous authority on this subject, paragraph 3 of BuPers Circ. Ltr. 308-45 (NDB, 15 October).

The letter states that reenlistment leave may be granted to temporary officers after they resume their permanent enlisted status in the Navy under the following conditions:

- When accrued or terminal leave totaling 30 days or more is granted immediately prior to revocation of temporary officer appointment, reenlistment leave shall not be granted for a past reenlistment or extension.

- When accrued or terminal leave is less than 30 days, past due reenlistment leave may be granted under conditions outlined in circular letter 308-45, from which shall be deducted the amount of accrued or terminal leave granted immediately prior to revocation of temporary officer appointment. Circular letter 308-45, paragraphs 4 and 5, states the principle that enlisted personnel may claim past due reenlistment leave for two enlistment periods subsequent to 7 Dec 1941, if such leave was not granted upon reenlistment or extension.

- Upon reenlistment in the regular Navy, or extension of enlistment, subsequent to revocation of temporary officer appointment, 30 days reenlistment leave is authorized in accordance with Alnav 360-45 (NDB, 31 October).

Reserve Dental Officer Duty Requirement Reduced

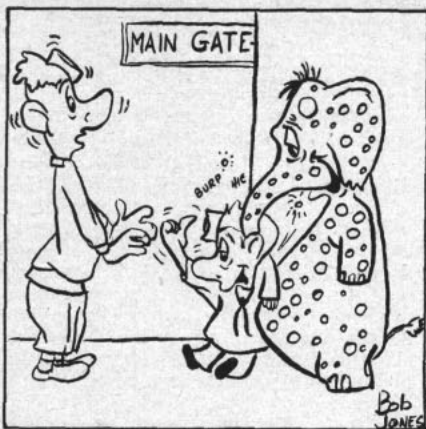
The active duty service requirement for Naval Reserve Dental Corps officers who are being retained on active duty under Alnav 281-46 (NDB, 31 May) has been reduced from 36 to 30 months, effective 1 September.

The reduction, announced by Alnav 379-46 (NDB, 15 July), will affect approximately 1,500 reserve dental officers who were educated wholly or in part as members of either V-12 or the Army specialized training program. Under Alnav 281-46, these officers were required to serve for a period of three years after reporting for active duty as dental officers.

Seek Officer Applicants For Bomb Disposal Course

Applications are desired for a six-months course in ordnance disposal, including bomb and mine disposal, and diving training, beginning 1 October at the Naval Ordnance Laboratory in Washington, D.C.

Officers of the ranks of lieutenant (jg) and ensign, regular Navy, temporary officers or accepted transferees, are eligible, according to Alnav 385-46 (NDB, 15 July). An engineering or ordnance background is desirable but not required. Applications must reach BuPers by 1 September.



Jax Air News (NAS Jacksonville)

"It's all right, he's a friend of mine."

Temporary Appointments Available to Electricians

Temporary appointments as ensigns and lieutenants (jg) are offered to USN and USNR radio electricians and chief radio electricians with electronics experience by Alnav 349-46 (NDB, 15 July). Recommendations of COs in each case must reach BuPers before 15 August.

Warrant officers recommended must submit a signed agreement to remain on active duty until 1 July 1947 if appointed, and a signed statement that they understand they are exempt from provisions of Alnav 161-46 (NDB, 15 April) until the COs' recommendations have been acted upon by BuPers. Alnav 161 promulgated final demobilization of the Navy by 1 September.

Vacancies in the warrant grade of radio electrician resulting from appointments under Alnav 349 will be filled, so far as possible, from personnel (CETM, ACETM, ETM1c and AETM1c) who replied to Alnav 293-46 (NDB, 15 June) but to whom ensign appointments could not be tendered.

Probationers May Obtain Discharge After 6 Months When Otherwise Eligible

Personnel on probation who are otherwise eligible for separation no longer may be held on active duty more than six months past the date on which their probation began.

Alnav 327-46 (NDB, 30 June) changed Alnav 395-45 (NDB, 30 November) para. 16, sentence 2, to read as follows, effective 1 July:

"Enlisted personnel restored to active duty on probation after disciplinary measures shall not be eligible for separation under the provisions of this Alnav, if violation of the probation would result in a bad conduct discharge or a dishonorable discharge, (a) until the expiration of the prescribed probationary period if the probationary period is for less than six months, or (b) until the expiration of six months of the prescribed probationary period if the probationary period is for six months or more."

Gunnery Prize Money Discontinued by CNO

Straight-shooting gun crews no longer will draw prize money for excellence in marksmanship. Prize payments were cancelled by CNO's 202015Z of June, which says in part "payment of prize money for excellence in gunnery will be suspended 1 July pending further orders of Chief of Naval Operations."

It was announced the payments were discontinued because they seemed unfavorable to the development of best overall ship efficiency.

Cash prizes were offered to gun crews for peacetime target sessions. All payments were suspended for the duration of the war in 1942.

There will be extra compensation, however, for qualification in the use of small arms in accordance with current instructions.

NAVY CASUALTIES NOW 186,480

Latest revision of Navy casualty figures shows a total for the Navy, Marine Corps and Coast Guard, from 7 Dec 1941 to 30 June 1946, of 186,480. Of this total, 673 are still carried as missing on the casualty rolls of the three services.

The figure represents the following casualty categories: Killed in action, died of wounds, died of disease, died of other causes, accidental deaths, missing and wounded in action. Earlier casualty figures included only combat cases and casualties acquired

during operational activities in war zones.

The new wounded totals are higher than previous figures. Older figures were based on individuals wounded whose next of kin were officially notified. The new figure reflects personnel wounded more than once and includes many who received minor wounds not requiring hospitalization.

BuMed is still compiling casualty statistics, particularly in wounded figures, and the eventual score probably will be revised.

Summary of the Latest Casualty Statistics

	*KIA	DOW	DD	DOC	AD	M	WIA	TOTAL
USN	34,944	1,812	5,588	1,301	17,531	631	33,670	95,477
USMC	16,361	3,258	1,054	153	3,399	39	63,919	88,183
USCG	572	13	345	91	828	3	968	2,820
TOTALS	51,877	5,083	6,987	1,545	21,758	673	98,557	186,480

* The casualty abbreviations are as follows: KIA, killed in action; DOW, died of wounds; DD, died of disease; DOC,

died of other causes; AD, accidental death; M, missing; WIA, wounded in action.

Temporary Regular, Reserve Officers To Be Offered Permanent USNR Status

Temporary officers of the regular Navy and Naval Reserve may receive permanent appointments or commissions as USNR officers, under BuPers Circ. Ltr. 131-46 (NDB, 15 June), which provides an interpretation of some of the provisions of the new retirement law (Public Law 305).

In recognition of the wartime service of former USN enlisted men who became temporary officers, SecNav has considered it appropriate that those who do not desire to make the regular Navy a career (either in enlisted status or by transferring to USN officer status) be granted a commission or permanent warrant appointment in the USNR in the highest rank in which they served satisfactorily during the war. Accordingly, BuPers announced that former temporary USN officers who do not transfer as officers to USN or reenlist, automatically will be offered permanent appointment in the reserve at the completion of their terminal leave.

A similar procedure was established for former enlisted personnel of the Naval Reserve who held temporary appointments as officers of the Naval Reserve during World War II. Such officers will continue to be separated at an officer separation center, with the added instruction that at the end of their terminal leave their enlisted service records, which will have been retained by the separation center, will be returned to the Bureau with the following entry: "Enlisted status terminated this date. Authority Public Law 305, 79th Congress." As soon as practicable thereafter, and without further action on the part of the officer himself, a confirming commission or warrant appointment will be for-

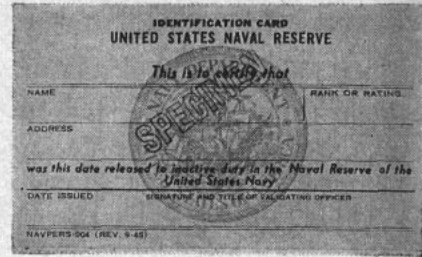
warded to the officer, in the highest rank in which he served satisfactorily.

Acceptance of such an appointment in the Naval Reserve does not, of itself, obligate the officer in time of peace to attend drills or take part in other reserve activity, or accept orders to active duty. It does obligate him to serve in time of war or national emergency, with service beginning in the rank to which appointed. Consequently officers should consider, before accepting appointment, whether the obligation to serve in wartime will conflict with civilian obligations, and decline the appointment if conflict will exist. If civilian obligations which would conflict with military obligations arise at a later date after appointment is accepted the individual may submit a resignation to SecNav via the commandant of his naval district.

Demobilization of Navy Personnel Nears End

All Marine fathers with one or more dependent children became eligible for discharge 1 August, the Marine Corps announced. The Navy demobilization program, except for volunteers remaining on active duty, seemed assured of completion by 20 August, and the Coast Guard was cleaning up the last remnants in its demobilization schedule.

Effective 1 August, Marines with 24 months of active service and fathers with one dependent child, regardless of length of service, were eligible for discharge. Length of service requirements will drop to 18 months on 1 September.



Naval Reserve ID Card

Reserve ID Card Entitles Bearer To Many Privileges

Recognition of the Naval Reserve Identification Card as marking a member of the naval service was directed by BuPers Circ. Ltr. 141-46 (NDB, 30 June). Activities were enjoined to grant all privileges practicable to personnel carrying the card.

Use of the card was emphasized in BuPers Circ. Ltr. 44-46 (NDB, 28 February), which stated the card has the same status for Naval Reserve personnel as the Navy identification card has for personnel of the Regular Navy.

Circular letter 141-46 also called attention to a previous letter, circular letter 21-46 (NDB, 31 January), which stated the policy that, subject to local regulations, memberships in open officers' messes should be extended to retired officers of the Regular Navy, Naval Reserve officers on the honorary retired list with pay, and Naval Reserve officers on the retired list as a result of disability incurred in line of duty; and that associate memberships in the same messes should be extended to Naval Reserve officers on inactive duty.

The letter stated: "The Chief of Naval Personnel extends a warm invitation to all Naval Reserve officers on inactive duty to participate as associate members in the various commissioned officers' messes open." Number of officers for which each mess can provide will be determined by the local commandant or activity commander.

Supply Corps Seeks USN Ensigns Among Civilians

The Navy is screening civilian applicants for 150 billets as ensigns in the Supply Corps, USN. Those selected will be sent to the Navy Supply Corps School, Bayonne, N. J., for four months indoctrination. The first class will convene 11 October and the next in April.

To qualify for commissioning, the applicant must: Be a graduate of an accredited college or university; be a native born or a naturalized citizen of the U. S. for at least 10 years; be not less than 21 or more than 26 years of age; be physically qualified under standards set forth for officers of the staff corps; establish mental, moral and professional fitness, as well as aptitude for the Navy by means of interviews, and college and employment records.

WAVES' HASHMARKS AUTHORIZED

Enlisted Waves who have accumulated four years of service now may adorn their sleeves with hashmarks. SecNav has authorized service stripes for enlisted members of the Women's Reserve who will have been in the Navy four or more years. One stripe shall be worn for each four years of service.

The stripes on a blue service jacket will be red; on a white service jacket and working uniform jacket they will be blue.

The stripes will be worn on the sleeve in a manner similar to enlisted men.

All service in the Naval Reserve may be counted in determining eligibility for hashmarks.

As it happens, however, one such stripe at present will be the limit for the vast majority of feminine personnel, since the Women's Reserve, authorized early in the war, observed its fourth birthday only last month (see p. 47).



"I'm 20 years old, that means five hashmarks."

Penalties for Unofficial Use of Government Cars Outlined in Regulations

Restrictions on unofficial use of government motor vehicles were re-stated last month by Alnav 338-46 (NDB, 30 June), which directed attention to Public Law 334, 79th Congress. The law provides that any officer or employee of the government using a government vehicle for private business shall be liable to suspension from duty without pay for a period of not less than one month or removed from office if circumstances warrant. This suspension covers commissioned and warrant officers, enlisted personnel—and all government employees.

The law further directs that no appropriated funds shall be used for operation and upkeep of vehicles not used exclusively for official business.

Official business shall not include the transportation of officers and employees between their homes and places of employment, except in cases of medical officers on outpatient medical services, and except in cases of officers and employees engaged in field work the character of whose duties makes such transportation necessary, and only then when such cases are approved by the head of the department or establishment concerned.

The only vehicles not included in this category are those assigned for official business for the President, heads of executive departments, ambassadors, ministers, charges d'affaires, principal diplomatic and consular officials, and those assigned to personnel now approved as being in field work.

Merchant Marine Service Button Announced by WSA

Distribution of the Merchant Marine honorable service button, which may be worn by all American merchant seamen who hold certificates of substantially continuous service, has been announced by the War Shipping Administration.

The bronze button, a half-inch in diameter showing a spread eagle over the Merchant Marine service emblem, may be secured by writing the Merchant Marine Decorations and Medals Board, WSA, Washington 25, D. C., stating the date and number of the seaman's certificate of substantially continuous service.

Certificates of substantially continuous service are granted personnel who have completed a minimum of thirty-two months in the Merchant Marine since 1 May 1940 and up to and including 15 Nov 1945, at least 75 per cent of which was aboard ship. They also may be obtained upon application to the WSA.

New Schedule Listed For Shortwave Programs

A new 16-hour-per-day schedule was announced by the Armed Forces Radio Service for its shortwave operation in the Pacific areas, India, China, Japan, Burma, Alaska and the Aleutians. Beginning 12 July, broadcasts were available between 2200 to 1400 daily (Greenwich Mean Time). A full schedule of transmitters, beam areas and frequencies follows:

Station	Time (GMT)	KCS	Beam Area
KCBR	0315-0945	15330	China-Japan
KGEI	0100-0500	15130	S'wst Pac-Mid Pac
	0900-1400	9530	S'wst Pac-Philippines
KGEX	0700-0945	11730	S'wst Pac-Mid Pac
	2200-0645	15210	S'wst Pac-Philippines
KNBA	0115-0500	17770	China-Japan
	0515-0845	17780	Alaska-Ait'ns-China
KNBI	0115-0500	17770	SoPac-Mid Pac
	0515-0845	17780	Alaska-Ait'ns-China
KNBX	0315-0500	15250	China-Japan
KWID	0315-0645	15290	Alaska-Ait'ns
	0700-1130	11900	SoPac-Mid Pac
KWIX	0115-0645	17760	China-Japan
	0700-1400	11890	China-Japan
KRHO	0130-0500	17800	AlPac-China-Japan-India-Burma
	2200-2230	17800	AlPac-China-Japan-India-Burma

AFRS announced a new program schedule would be published as soon as possible. In the interim, the following schedule of news and sports broadcasts was released. It was pointed out that Program Conference Periods cover changes in frequencies, times and programs, and AFRS listeners should monitor the two periods daily:

Daily GMT			
2200-2205	News	0700-0705	News
2205-2230	Dictated news	0705-0800	Dictated news
2305-2315	Program Conference	0800-0805	News
		0805-0815	Program Conference
2400-2415	News	0815-0845	Baseball (Sun, Mon, Thurs, Fri, Sat)
0100-0115	News	0900-0915	News
0200-0205	News	1000-1005	News
0205-0230	Sports	1005-1030	Sports
0300-0315	News	1100-1115	News
0330-0400	Baseball (Sun, Mon, Thurs, Fri, Sat)	1200-1205	News
0400-0405	News	1205-1230	Dictated sports news
0405-0430	Dictated sports	1300-1315	News
0500-0515	News	1315-1345	Baseball (Sun, Mon, Thurs, Fri, Sat)
0600-0605	News		
0605-0630	Sports		

Mariners' Museum Seeks Information on Ships

One of the largest collections of shipping lore in the world is located at the Mariners' Museum, Newport News, Va., which now is in process of adding to its collection complete data on the ships of World War II, both combat and non-combat.

The museum has announced it will welcome receipt of copies of ships' souvenir books, pamphlets, and other papers produced by personnel aboard. Material may be mailed to the museum at the above address. The museum frequently is used by researchers delving into the history of shipping.

Quartermaster General Is Best Source of Word Regarding Overseas Dead

Next-of-kin who have Navy, Marine Corps, Coast Guard, and Army relatives buried in temporary cemeteries overseas have been advised by the War Department to disregard appeals from individuals and groups to join organizations which claim to offer special assistance or information regarding return of overseas dead to the U.S. For further information see ALL HANDS, June, p. 45.

A letter may be addressed to the Office of the Quartermaster General, Washington 25, D.C., requesting information. This is the agency responsible for the return and final burial of World War II dead, and its facilities are available to the relatives of all overseas deceased.

Not only is it unnecessary for any relative to join an organization or to contribute to individuals to obtain information from the official records of the War Department, but many of the proposals which have been suggested for relatives to follow have a tinge of commercialism, and none has official sanction.

As soon as verification of records and final checking of plot maps is completed at cemeteries, the plan to return remains from them will be announced. Return of remains will be at the option of next-of-kin. Nearest relatives will receive letters of inquiry at the earliest possible date, and it is not necessary to initiate their own requests.

Aviation Medicine Courses Will Convene at Pensacola

Three-month courses in aviation medicine at the School of Aviation Medicine in Pensacola have been approved, and the next class will convene 15 September with a quota of 20 students. Subsequent classes are planned with a possible increase in the number of students.

Establishment of the course was announced in Alnav 320-46 (NDB, 30 June). Regular Navy medical officers and reserve transferees with rank of lieutenant (jg), lieutenant and lieutenant commander are eligible to attend the courses. Applicants for the course must have naval experience of at least two years; including internship. No service agreement is required.

Initial Clothing Allowance For Enlisted Men Reduced

Decreased cost of Navy clothing was reflected in a reduction in the clothing allowance last month. The new allowance effective 1 July, announced by BuSandA, will be \$119.95. Formerly the allowance was \$134.20.

The announcement was contained in NavAct 57-46 (NDB, 15 July). The value of the quarterly maintenance allowance was unchanged, and remains \$12 for enlisted men (\$20 for CPOs).



Rhodes Scholarships for 1947 Available To Officers, Enlisted Men, Veterans

The first postwar appointments of Rhodes Scholars to Oxford will be awarded in December of this year, for the school term beginning October 1947. Two types of scholarships were announced, available in varying circumstances to Navy officers and men on active duty, and Navy veterans.

The two types of Rhodes Scholarships offered are:

- Regular scholarship — Candidate must be a male citizen of the U. S., unmarried, between the ages of 19 and 25 on 1 Oct 1947, and have completed his sophomore year in college when he applies.

- War service scholarships—Candidate must be a male citizen of the U. S., may be married or unmarried, between the ages of 19 and 32 on 1 Oct 1947, have completed at least one year of war service as a member of the armed forces or in civilian war work (any civilian war work will be counted as war service if a draft board granted deferment), and have completed one year of college work when he applies.

Any person may compete for the scholarships, but Navy officers on active duty were required to obtain permission to compete by letter to BuPers prior to 1 August, and members of the Naval Academy class which graduated in June of 1946 were to apply via the superintendent. Officers on active duty granted authority to compete will be notified by the Bureau. Officers appointed as Rhodes Scholars will remain on active duty while students at Oxford.

Other naval personnel and veterans may apply on or before 2 November, upon recommendation by their college or university, to the State Committee of the state in which they

reside or in which they have received their college education qualifying them for the scholarships. Nearly every college and university has a local representative of the Rhodes Scholarships, from whom copies of the regulations, application blanks and other information may be obtained.

Enlisted personnel on active duty who might qualify for one of the scholarships are advised that if such scholarship is won by them they may write the Chief of Naval Personnel via their CO, stating the circumstances and requesting such action as will permit them to accept the scholarship.

Expenses incident to travel and subsistence while candidates are being reviewed by state committees must be borne by the individual.

The scholarships were announced in BuPers Circ. Ltr. 133-46 (NDB, 15 June), as amended by Alnav 383-46 (NDB, 15 July).

Non-Appropriated Funds Must Meet Welfare Needs

The Navy's welfare budget is tight, and BuPers has announced that funds available under appropriation "1770443 Welfare and Recreation Navy 1947" are insufficient to permit quarterly and commissioning allotments to ships and stations. See Alnav 329-46 (NDB, 30 June).

Operation of the Navy Motion Picture Service will absorb all but a small portion of these funds, and the remainder will be set aside for essential welfare and recreation projects.

Ships and stations must provide for their welfare and recreation needs from non-appropriated "recreation funds," which replace the terms "welfare funds (non-appropriated)" and "ships' store profits," and are synonymous with them. Ships and stations were prohibited from taking up or expanding quarterly or commissioning allotments under the above appropriation without prior specific approval of BuPers.

Instruction in Ordnance Offered Gunnery Officers

Ordnance instruction is offered to gunnery officers of ships being overhauled or which are otherwise unavailable for general service.

According to Alnav 319-46 (NDB, 30 June), COs may send such officers to the Gunnery Officers Ordnance School, Receiving Station, Washington, D. C. for four to 24 weeks of technical instruction.

NavPers 16048 (a catalogue of courses conducted at the Washington ordnance school) describes the courses and method of selection, qualifications of graduates and convening dates.

When the present personnel shortage becomes less acute, BuPers plans to order sufficient officers to the school to provide qualified gunnery personnel for all combatant ships.

Enlisted Personnel Still May Request Retention

Enlisted personnel, including Waves, still may request retention on active duty until 1947, but not for long, according to BuPers.

Alnav 161-46 (NDB, 15 April), which set up the procedure for final demobilization, is applicable to all naval reserve and USN-I personnel (male, female, and warrant and commissioned officers), and to USN enlisted men whose enlistments or voluntary extensions thereof have expired.

Transfer of personnel to arrive at separation centers prior to 20 August is mandatory for all commands. Only exceptions are personnel within paragraph 6 of Alnav 161-46, as amended by Alnavs 210-46, 231-46, 299-46, 318-46 and 380-46.

Unmarried men 19 to 29 years of age who do not have six months service, or overseas duty, will be subject upon discharge to the recently approved draft extension (see p. 41). They may acquire the necessary service by requesting retention in accordance with Alnav 137-46 (NDB, 31 March).

Enlisted men may initiate their requests up to the time they are discharged, but Waves must have put in their requests in accordance with Alstacon 292349 March prior to receipt of orders transferring them to separation centers.

Officers who applied on or after 10 July for transfer to the regular Navy are not exempt from demobilization and must be included within the quotas unless they come within other provisions of paragraph 6, Alnav 161-46, according to Alnav 376-46 (NDB, 15 July).

Alnav 376-46 states that officers who requested transfer to the regular Navy and who were listed in BuPers Circ. Ltr. 109-46 (applications incomplete) will be considered as having withdrawn their application if required information is not received by BuPers by 1 August. They shall be demobilized in accordance with instructions.

Alnav 376-46 also pointed out that all officers who requested retention under Alnavs 126-46 and 156-46, who did not receive notification of approval of their requests by 15 July, shall be demobilized. Alnav 297-46 was the 14th and final list of officers approved under Alnav 126-46, and Alnav 374-46 was the sixth and final list of aviation officers approved under Alnavs 126-46 and 156-46.

New Films on Typhoons Now Being Distributed

Lessons learned by the fleet during destructive typhoons in the Pacific in 1944 and 1945 graphically are shown in a Navy training film now being distributed to all activities.

Titled, "Typhoons and Hurricanes," the film (MN-1191) gives a number of practical ideas on avoiding these dangerous tropical cyclonic storms.

Scholarships Available For Naval Dependents

Scholarships and financial concessions are offered to the sons and daughters of naval personnel by a large number of colleges and preparatory schools throughout the nation. Such financial assistance is offered in many cases to children of personnel of the regular Navy and Naval Reserve, of the Marine Corps and to children of deceased and retired personnel.

A publication of BuPers (NavPers 15003) lists schools and colleges granting concessions to sons and daughters of officer and enlisted personnel. Personnel having school-age dependents may receive this publication, and determine school opportunities for their children, by addressing an official letter to the Chief of Naval Personnel (Attn: Pers 530), Navy Department, Washington 25, D. C.

Specialist Ratings Opened for Enlistment

Several specialist ratings were opened for enlistment in the regular Navy by Alnav 353-46 (NDB, 15 July), which amended Alnav 51-46 (NDB, 31 January).

Men in the following rates, which were added to Category A of Alnav 51-46, now may be enlisted or reenlisted in the regular Navy: Sp(X) (ED), Sp(X) (CT), Sp(X) (TD), Sp(X) (JO), Sp(X) (PR), and Sp(X) (NC) (this last rating group was to be deleted from Category B and added to Category A).

Men in the rating of Sp(T), qualified as celestial navigation trainer instructors, also will be allowed to enlist in the regular Navy, with the understanding they must qualify for and transfer to a general service rate by 1 Sept 1948. The rating of Sp(T), so far as those qualified as navigation trainer instructors are concerned, was added to Category B of Alnav 51-46.

Enlistments in Category B must be effected on or before 31 August.

14 Rates Are Opened To Transfer, 3 Closed

Fourteen rates were opened to changeover to the regular Navy and three were closed by Alnav 332-46 (NDB, 30 June) last month. The Alnav modified Alnav 112-46 (NDB, 15 March).

Additional rates in which USNR and USN-I personnel may change over to USN-I status are QM2c, FC1c, FC2c, RM2c, CM2c, M2c, MMG1c, MMS1c, AEM1c, PR3c, AerM1c, SKT2c and SKT3c, and PhM2c. Additional rates closed to such changeover, effective 1 July 1946, are WT3c, CMaM, and ACBM(GA).

Officer Uniforms Listed For Regulars, Reserves

All USN officers were reminded that they must provide themselves with a complete outfit of prescribed blue, white and khaki or gray uniforms prior to reporting for duty afloat, to be ready for any occasion.

The directive, contained in Alnav 381-46 (NDB, 15 July), states that reserve officers continuing on duty after 1 September shall provide uniforms adequate for the duty assigned. Uniforms which will impose the least hardship will be prescribed by responsible officers for personnel in this category.

Attention is invited to article 19-1, U. S. Navy Uniform Regulations, 1941, which lists the minimum outfit of articles of uniform prescribed for officers of the regular Navy, and article 16-1 which prescribes the articles of uniform required for naval reserve officers which comprise all uniform now in use. Alnav 93-40 which discontinued the wearing of dress clothes during the present emergency remains in effect.

Series of Professional Films on Navy Life Planned

Shipboard motion picture programs may, in the not-so-distant future, give Navy men a chance to sit back and see what they look like. Plans have been approved for production of the first five of a series of motion pictures on Navy life. The movies will be produced professionally, and according to present plans, they will feature a central group of about five character actors who will appear, from picture to picture, in a variety of situations like those which confront Navy men in real life.

The characters will be placed in situations familiar to all Navy men—at work, on liberty, in bull sessions. Purpose of the film series is to enable Navy personnel to look at themselves objectively, from the spectator standpoint so to speak. Problems arising in the movies will be familiar ones to Navy men; a variety of solutions will be recognized as those chosen in real life by various sorts of people. The problems will be those which arise in connection with such subjects as sportsmanship, liberty in a strange place, personal

honesty and getting along with shipmates.

Actually, the movies will be a practical approach to psychology and philosophy—two weighty subjects if you have to dig them out of books. Plans to produce them were based on the assumption that most Navy men are interested in what makes them "tick," but that few have had a chance to learn. Few persons are aware of the relationships between various agencies and influences, in and out of the service, which make up the environment in which they live and which, to a large extent, determine what sort of persons they are.

The producers will assume that if the average Navy man is given the basic facts in a situation, he can be trusted to make up his own mind about how to apply them to himself.

Plans for the movies approved by BuPers have been worked out in the Chaplains Division in cooperation with many authorities in the fields of psychology and human relations, and the pictures will be produced by professional movie makers.

HERE'S NEW FOUL-WEATHER GEAR

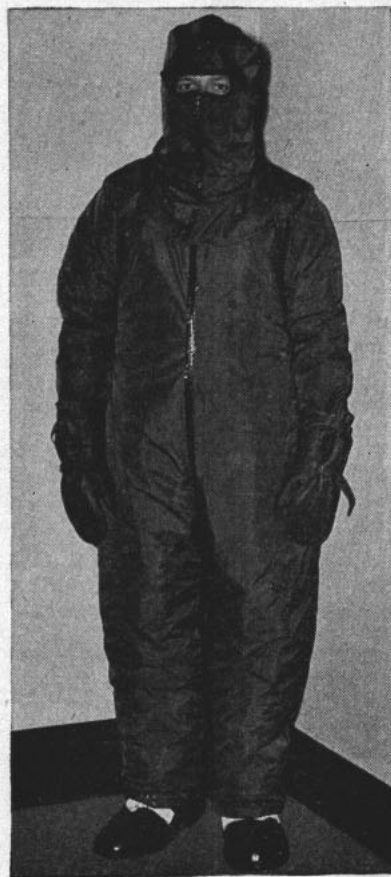
You'll be warmer and drier on that spray-lashed topside watch station when new glass-insulated clothing developed by the Navy reaches the Fleet. But you may have to wait until the winter after next before you get it.

The Navy figures it really has "something" in this new foul-weather gear, but there still are some questions of minor design that have to be ironed out. Moreover, the new gear is going to be put through some rigorous tests, which will not be completed until late fall. It probably will take at least six to eight months more before the new gear is produced in quantities.

The new clothing consists of a helmet, one-piece coverall suit, mittens, and boots. Research projects leading to development of the new gear were instituted at the request of submarine forces. It was designed primarily for the protection of submarine crews and topside personnel on other ships.

The new gear is lined with quilted, spun-glass batting made of thousands of glass fibres, each with a diameter of about four microns or a fraction of a human hair. Laboratory and field tests revealed that the glass fibre lining, covered with rubber-coated nylon, retains more body heat and yet is 25 per cent lighter than present regular issue gear.

The new coverall suit is made of neoprene-coated nylon outer fabric, with a glass fibre batting interlining. The interlining is quilted to the cotton-twill, water-repellent lining of the suit. A skirted hood, interlined in the same manner, is attached to the coverall at the back of the neck.



Official U. S. Navy photograph

GLASS-LINED clothing for cold, wet weather means comfort and efficiency for topside personnel.

If the Navy Owes You Money, Submit Your Claim—But Fill It Out Correctly

To the man sitting on a claims desk in Washington, it appears that everybody wants something. To the man in the field who figures the government owes him something, it appears that a claim is the hardest thing in the world to collect.

In an effort to bring these two schools of thought closer together, BuSandA last month put out some advice to claimants which should result in faster, surer action on claims, and, incidentally, help out BuSandA's clerks. The advice was aimed primarily at veterans.

It appears that many veterans want to collect back pay and other reimbursement, but too often their perfectly just claims are held up simply because some vital information is missing, like, say, a return address.

BuSandA says it'll help a lot if you'll be sure to include the following information when you ask for a check: Surname, given name, middle initial or name, and Jr. or III if applicable; file or service number, organization (USN, USNR and class, USN-1); place and date of enlistment and discharge; last rank or rating, and character of discharge.

And be sure to tell BuSandA what you want, explicitly but briefly. All known facts should be given.

Claims, says BuSandA, ordinarily can be acted upon only if submitted over the veteran's own signature. Use General Accounting Office (Claims Division) Form 2034, obtainable from the GAO, Washington, D. C.

That's the way to seek reimbursement, but if you also lost a seabag on the Sunset Limited when you traveled with a draft back in '43, or you had a broken leg set by a doctor in Cucamonga, Calif., while on leave and he presented you with a bill, don't just add them all as footnotes to the same claim. Claims for different items are settled by different bureaus of the Navy Department, and separate claims should be made for each. Here's a summary of types of claims settled by the various activities and bureaus:

- Pay, commuted rations, quarters and subsistence, aviation or submarine pay, sea and foreign service pay,

Answer to Nickel Mystery (P. 65)

It was a victim of arithmetic. The only way the two men could have "averaged" the same 2¢ price on their mangoes would have been if they had each made the same number of sales. Smith had made only 10 sales (30 mangoes, sold three for a nickel) whereas Jones had made 15 sales (30 mangoes, sold two for a nickel). And since *or* those five extra sales, Jones was selling his mangoes at 2½¢ each instead of the "average" price of 2¢ each, he was picking up ½¢ extra per mango, or 5¢ for those 10 mangoes,

leave rations, allotments and family allowance. Submit to Field Branch, Bureau of Supplies and Accounts, Cleveland 15, Ohio.

- Officers' travel, per diem and transportation of household effects. Submit to Disbursing Division, Bureau of Supplies and Accounts, Navy Department, Washington 25, D. C.

- Transportation of enlisted personnel, transportation of dependents (officer and enlisted), lost articles of clothing and personal effects (including unliquidated balances of claims previously approved), and subsistence of train guards and patrols. Submit to Bureau of Naval Personnel, Navy Department, Washington 25, D. C.

- Reimbursement for medical and hospital expenses of enlisted men and their dependents. Submit to Bureau of Medicine and Surgery, Navy Department, Washington 25, D. C.

Electronics Engineering Course Meets in October

Applications have been opened for a one-year course in electronics engineering at the Warrant Officers Radio Engineering School, Radio Materiel School, Naval Research Laboratory, Washington, D. C. According to NavAct 56-46 (NDB, 30 June) applications are desired from non-aviation USN and USNR chief radio electricians, radio electricians, and temporary officers of the rank of lieutenant commander and below having electronics or communications background, and who have requested transfer to permanent warrant or commissioned status in the regular Navy.

Classes will convene 1 October and each three months thereafter. In his request the applicant should indicate, by date, the specific class he desires. Letter application, via official channels, should be addressed to BuPers (Attn: Pers 4223) 60 days before the convening date of the class desired. CO endorsement should indicate availability and suitability of applicants for the training.

Insurance Correspondence Now Goes to Washington

Forms, remittances and correspondence relating to National Service Life Insurance no longer will be sent to the Veterans Administration office at 346 Broadway, New York City.

BuPers Circ. Ltr. 132-46 (NDB, 15 June) directs that forms, remittances and correspondence, except remittances from separation centers, be forwarded to Veterans Administration, Washington 25, D. C.

VA collection clerks are on duty at separation centers to receive remittances. COs of these activities are directed by the letter to send forms requiring an accompanying remittance to the collection clerk at their respective centers.

Recruit Training Period May Be 8 Weeks Long Beginning 1 September

The Navy's recruit training, generally limited now to six weeks because of the urgent need for men in the Fleet, will be extended again about 1 September to eight weeks, according to present plans in BuPers. Training centers are reflecting wartime experience in the training they offer, and the outlook is for continued thorough and more rigorous training of recruits in the postwar years.

Emphasis will be placed on fundamental Navy indoctrination, physical training, and seamanship.

Plans call for three recruit training centers in the Navy, at Bainbridge, Md.; Great Lakes, Ill.; and San Diego. A year ago the Navy had five such centers, the other two being Camp Peary, Va., and Sampson, N. Y., both of which have been decommissioned. Evidence of the decrease in Navy enlistment is the fact there were 130,000 men going through the five training centers a year ago as compared with approximately 27,000 at present.

Training school attendance also has dropped off considerably, due to the shortage of personnel throughout the Navy. The school program is maintained at the highest level permissible under personal quotas. At present there is a great shortage of electronics technicians' mates, since most of the personnel in this group were in the Naval Reserve or USN-I status and are now demobilized. This training cannot readily be given at sea, and new men who select this training and who meet the rigid qualifications for it are assigned to ETM schools prior to going to sea. Many men from the Fleet also are assigned to these schools.

For the most part, instructors in the schools and in the whole training program for recruits will be men from the Fleet. The Navy believes men with a background of sea experience in World War II have much to offer our present day sailors.

500 Training Films, Strips Released for General Use

More than 500 training films and film strips are being released by the Navy Department for general use by educational institutions, civic groups and manufacturers. The films are expected to be available by early fall.

The films were produced by the Motion Picture Production Section of the U.S. Navy Photographic Service, and represent the largest single collection of training films ever released by the Armed Services. Although security measures still withhold a major portion of Navy training films, additional releases are expected to be made in the future.

The films cover more than 200 subjects, ranging from plastic surgery to diesel engine maintenance.

The U.S. Office of Education, Washington, D.C., will have cognizance of distribution, and inquiries concerning the films should be addressed to them.

Navy Personnel Warned To Keep Sharp Lookout For Counterfeit Bills

Navy money-handlers and all other personnel are warned to keep a lookout for counterfeit \$20 notes of the Federal Reserve Bank of San Francisco and \$50 counterfeit notes of the Federal Reserve Bank of New York.

The easiest way to recognize the counterfeit \$20 bill is that the word "states" is spelled "slates" under the Federal Reserve Seal in the title on the face of the note.

Most noticeable error in the printing on the \$50 counterfeit is that there is a dot missing in the green treasury seal in the center of the right face of the note, which on the genuine bill is found on the right of the key handle. Also on the face of the note, just above former Secretary Morgenthau's signature, the designation "A4" appears. On the back of this bill in the lower right hand corner inside the green border are the numbers "106". The designation A4 on the face of the note and the numbers 106 on the back may appear on some genuine currency, but so far all bogus bills have had these distinguishing marks.

Counterfeits described above have been traced to the China coast, and are of such workmanship they will pass without detection unless placed under utmost detailed scrutiny.

The above information was contained in Alnav 359-46 (NDB, 15 July), which further directs that all San Francisco Federal Reserve notes of \$20 denomination and all New York Federal Reserve notes of \$50 denomination on hand be thoroughly inspected, as well as all future receipts of such notes. Receipt of any bogus bills should be reported by dispatch to ComServPac, information Com7thFleet giving full information. No matter how slight the information relative to counterfeit bills might appear, it should be reported.

COs Must Recommend Divers for Master Rate

Divers, first class, qualified for designation as master divers, must be recommended by their COs for such advancement, and the recommendation must include a statement of duties performed since their designation as first class. BuPers Circ. Ltr. 102-46 (NDB, 15 May) revised paragraph 2 of Art. D-5327, BuPers Manual which did not require the statement of duties performed along with the COs' recommendations, reads as follows:

"Delete the first four lines of the paragraph and substitute,

"(2) Master Divers are the most competent leading divers. They will be designated 'Master Divers' by the Bureau. Commanding officers may recommend any qualified diver, first class, by letter (which shall include a statement showing the duties performed in connection with diving since designation as 'diver, first class') who . . ."

Wearing Army of Occupation Medal Must Be Approved

Regulations governing wearing of the Army of Occupation Medal by naval personnel were published in BuPers Circ. Ltr. 147-46 (NDB, 30 June). Personnel were ordered to discontinue wearing the ribbon until written approval of the War Department is obtained in each case.

Eligibility requirements for the medal, awarded by the War Department, state that personnel must have been assigned or permanently attached to and present for duty with the Army of Occupation in Germany, Austria, Italy (the Venezia Giulia area only), Japan or Korea for a period of 30 consecutive days since 8 May 1945 in the European area and 2 Sept 1945 in the Asiatic area, and prior to a ter-

minal date not yet established. They must also have been awarded the campaign medal for the area, prior to 9 May in the case of European-African-Middle Eastern Theater, and prior to 3 September in the case of the Asiatic-Pacific Theater. Personnel on temporary duty and those who were not assigned or permanently attached to the Army of Occupation are not eligible to wear the ribbon. The award is not made to Navy personnel for duty on the high seas, in China or other liberated or cobelligerent countries, or serving within the occupied zones—nor is it made to personnel assigned to other than Army commands.

VOTING INFORMATION

Elections will be held during September, October and November in the states listed below. Unless otherwise indicated, members of the armed forces, merchant marine, American Red Cross, USO and Society of Friends may vote and may use the post card (USWBC Form No. 1 or Stand-

STATE	ELECTION DAY
Colorado	10 September
Louisiana	10 September (a)
Nevada	3 September

General elections will be held 5 November in all states with the exception of Maine, in which case it will be 9 Septem-

STATE	OFFICERS TO BE ELECTED
Alabama (c)	F, S (d)
Arizona (e)	F, S, L
Arkansas (f)	F
Colorado	F, S, L
Connecticut	F, S, L
Delaware	F, S, L
Idaho	F, S
Illinois	F, S
Kansas	F, S, L
Louisiana	F, L
Maryland (g)	F, S, L
Michigan	F, S, L
Minnesota
Missouri
Montana (h)	F, S
Nebraska	F, S, L
New Hampshire	F, S, L
New Mexico	F
New York	F, S, L
Ohio	F, S, L
Oklahoma	F, S, L
Oregon	F, S, L
South Dakota (i)	F, S, L
Tennessee	F, S, L
Rhode Island	F, S, L
South Carolina	F, S, L
Texas (j)	F, S, L
Utah	F, S, L
Vermont	F, S, L
Virginia	F, S, L
Washington	F, S, L
West Virginia	F, S, L
Wisconsin	F, S, L
Wyoming	F, S, L

(a) Second primary, if necessary.
(b) Blanks (.....) indicate no information received.

(c) Members of armed forces exempt from poll tax.

(d) F-federal, S-state, L-local.

(e) County recorders required to mail ballots to any elector whose registration record shows him to be a member of the armed forces.

(f) Letter from qualified voter in armed forces to county clerk designating voter's choice for or against any proposal or measure, of his choice—first, second, third—for all candidates to be voted on for all offices will be counted as a ballot in the preferential primary and the run-off primary if acknowledged before a com-

ard Form No. 76) as an application for an absentee ballot. These cards may be obtained from the CO or the voting officer.

Primary elections will be held in September and October in the states listed below. Candidates for Congress, state and local offices will be nominated.

EARLIEST DATE BALLOT WILL BE MAILED	LAST DAY BALLOT WILL BE RECEIVED TO BE COUNTED
19 August	7 September
..... (b)	10 September
.....

ber. Information received to date from secretaries of states indicates the following:

EARLIEST DATE BALLOT WILL BE MAILED	LAST DAY BALLOT WILL BE RECEIVED TO BE COUNTED
8 September	5 November
5 September	5 November
.....	5 November
24 September	20 November
5 July	4 November
8 September	5 Nov (noon)
.....	4 November
21 September	5 November
.....	2 November
.....	5 November
.....	5 November
8 August	5 November
.....	5 November
6 September	6 November
.....	5 November
.....
1 September	5 November
.....	4 Nov (noon)
20 September	4 Nov (noon)
6 September	5 November
1 September	5 November
10 September	30 October
.....
30 August	5 November
.....
.....	1 November
.....	5 November
1 September	5 November
17 September	5 November
27 August	5 November
21 September	23 November
.....	5 November
18 September	5 November
.....	5 November

missioned officer and sent 60 days prior to the election.

(g) Any form of application in accordance with any related act of Congress, if signed by the absentee resident, will be counted.

(h) Make written application to county clerk for an approved form of application for absentee voter's ballot if post card form is not available.

(i) Card should be returned to county or city auditor or clerk of town or township of county in which absentee voter resides.

(j) Members of regular forces may not vote in absence; Reserves may vote and are not required to pay poll tax. Ballot must not be received prior to 20 days before date of election.

Navy Revises Range and Target Rules Governing Small Arms Marksmanship

The Navy's "bible" of small arms practice has been revised and is being distributed to ships and stations. Navy marksmen will find many changes in chapter 19, revised 1946, of the U. S. Navy *Landing Force Manual*.

Notable is the course for rifle expert, which will be fired with the M-1 or Garand rifle. Proved an excellent semi-automatic shoulder weapon during the recent hostilities, the M-1 has been adopted as the Navy service rifle in lieu of the Springfield M 1903. Semi-automatic action, less recoil, eight-round clips, a larger rear sight and simpler elevation and windage mechanism are advantages of the M-1. Navy ships and stations are being equipped with this weapon. The qualification, or expert, course has been used successfully by the Marines since 1942. It will include the kneeling position, formerly absent from the old '03 expert course.

Several major changes are included in the new pistol course. Eliminated is the old rifle "B" target, and the 25-yard standard American pistol target will be used instead. Ranges also will be shortened and confined to 15- and 25-yard firings. Five-shot strings will replace the former seven-shot strings in the new course. Moreover, to compensate for a smaller target, qualification score for expert will be 75 per cent rather than 86 per cent required in the old course.

The new .38 cal. revolver expert course embodies the same range and target changes.

No appreciable changes have been made in the submachine gun, automatic rifle, machine gun or boat machine gun courses.

As revised, chapter 19 includes a new list of annual allowances of small arms training ammunition and a section listing available target materials and methods of procuring them.

Requirements for distinguished marksman and distinguished pistol shot will be lessened somewhat to enable more personnel to become eligible for these awards. In the past, all three of the preliminary qualifying awards for the distinguished marksman and distinguished pistol shot medals had to be obtained at the National Matches held annually at Camp Peary. As rewritten, the requirements will specify only one award (or "leg") to be obtained at the National Matches. Medals won at U. S. Fleet Matches may be counted toward the other two awards. The Navy hopes U. S. Fleet Matches can be resumed again in 1947, so that members for the 1947 Navy rifle and pistol teams may be selected and deserving marksmen may get a start on distinguished marksman or distinguished pistol medals.

The old designations of Fleet Rifleman and Fleet Pistol Shot will not be included in the new revision, nor will

requirements for these qualifications be included.

At present funds have been authorized for expert qualification with small arms, although no prize money is authorized for matches. The Navy Department is planning to provide extra compensation for expert rifle, expert pistol and rifle sharpshooter qualifications. This will be announced in the form of an all ships and stations letter.

New Instructions Limit Enrollment of Officers In Intelligence Course

New instructions concerning the correspondence course in Naval Intelligence, established 1 May at the Naval War College, Newport, R. I., were published in BuPers Circ. Ltr. 146-46 (NDB, 30 June), which cancelled BuPers Circ. Ltr. 13-46 (NDB, 31 January).

Enrollment in the course now is limited to:

- Commissioned officers of the regular Navy, Marine Corps and Coast Guard on active duty.
- Commissioned officers of the Naval, Marine Corps and Coast Guard Reserves on active duty.
- Commissioned officers of the Naval Reserve on inactive duty who are classified S(I) or who are in the category of air intelligence officers, and who reside within the limits of U. S. Naval Districts and River Commands.
- Commissioned officers of the Marine Corps Reserve on inactive duty who are classified as intelligence officers, whose applications are approved by the Commandant of the

Marine Corps, and who reside within the limits of U. S. Naval Districts and River Commands.

• Commissioned officers of the Coast Guard Reserve on inactive duty who are prospective intelligence officers, whose applications are approved by the Commandant of the Coast Guard and who reside within the limits of U. S. Naval Districts and River Commands.

• Other officers as dictated by future requirements and for whom eligibility qualifications will be prescribed as necessary.

Officers on active duty will submit their requests for enrollment to the Naval War College via their COs. Naval Reserve officers on inactive duty will submit their requests to the Naval War College via their home district commandants, giving full name, rank, classification and home address. All subsequent correspondence will be via the district commandant, and in most cases completion of assignments will be carried out directly under naval supervision. Marine Corps Reserve officers on inactive duty may submit requests via the district commander of the appropriate Marine Corps Reserve District and via the Commandant of the Marine Corps, with copy to the naval district in which they reside. Coast Guard Reserve officers on inactive duty may submit requests via the Commandant of the Coast Guard, with copy to their naval district commandant. Naval district commandants will extend reserve intelligence facilities to accommodate MarCorps and Coast Guard reservists as necessary.

Officers who previously forwarded their requests direct to the Naval War College under Circ. Ltr. 13-46 (cancelled), and who had not received notification of enrollment by 15 June, were advised to resubmit their requests as prescribed by Circ. Ltr. 146-46.



QUESTIONS:

★ How do you rate your ship's company or outfit? Would you like a transfer?

Most sailors are proud of their outfits, and either would not be interested in a transfer or would transfer only if they could get some specific ship or activity.

About a third of personnel queried were so enthusiastic about their outfits that they said they'd take a poor job if that was the only way they could stay in their present commands,

rather than take a good job in an outfit they knew nothing about.

The poll, conducted at one location, was taken among a representative sample of Navy personnel—ship-based, shore-based, aviation, USN and USNR, in all grades. Questions and answers follow:

How would you rate your ship's company or outfit?

4.0 and proud of it	12%
Pretty good, I like it	34%
It's all right	36%
Not much to be proud of	9%
Poor outfit, and I'm sick of it	9%

If you had a chance would you transfer to some other ship's company or outfit?

Would not transfer	42%
Would transfer only if could pick new outfit	30%
Just as soon stay or go	12%
Willing to transfer to almost any outfit	8%
Any other outfit would be an improvement	8%

TABLE I—MONTHLY PAY AND ALLOWANCES, COMMISSIONED AND WARRANT OFFICERS, NAVY AND NAVAL RESERVE

Rank	Pay (dollars)																Allowances				
	Pay	Personal cash allowance															With dependents		Without dependents		
			Rent-al (3)	Subsist-ence (4)	Rent-al (3)	Subsist-ence (4)	Rent-al (3)	Subsist-ence (4)	Rent-al (3)	Subsist-ence (4)											
Fleet Admiral	733.33	416.67	120	42	105	21															
Admiral	733.33	183.33	120	42	105	21															
Vice Admiral	733.33	41.67	120	42	105	21															
Rear Admiral (upper half)	733.33		120	42	105	21															
Rear Admiral (lower half)	550.00		120	42	105	21															
Service for longevity (1)																					
Rank and service for pay period purposes (2)	Pay period	Base pay (5)															120	42	105	21	
			Over 3 yrs.	Over 5 yrs.	Over 6 yrs.	Over 9 yrs.	Over 10 yrs.	Over 12 yrs.	Over 15 yrs.	Over 17 yrs.	Over 18 yrs.	Over 20 yrs.	Over 21 yrs.	Over 23 yrs.	Over 24 yrs.	Over 27 yrs.					Over 30 yrs.
Commodore & Capt.	6	366.67	385.00	403.33	421.67	440.00	458.33	476.67	495.00	513.33	531.67	550.00	120	42	105	21					
Comdr.: Over 30 yrs. (2)	6	366.67										550.00	120	42	105	21					
Under 30 yrs.	5	320.83	336.87	352.92	368.96	385.00	401.04	417.08	433.12	449.17	465.21	550.00	120	63	105	21					
Lt. Comdr.: Over 23 yrs. (2)	5	320.83								433.12	449.17	465.21	120	63	105	21					
Under 23 yrs.	4	275.00	288.75	302.50	316.25	330.00	343.75	357.50	371.25	385.00	398.75	412.50	105	63	90	21					
Lieut.: Over 17 yrs. (2)	4	275.00								343.75	357.50	371.25	105	63	90	21					
Under 17 yrs.	3	230.00	241.50	253.00	264.50	276.00	287.50	299.00	310.50	322.00	333.50	345.00	90	42	75	21					
Lieut. (jg): Over 10 yrs. (2)	3	230.00				264.50	276.00	287.50	299.00	310.50	322.00	333.50	75	42	60	21					
Under 10 yrs.	2	200.00	210.00	220.00	230.00	240.00	250.00	260.00	270.00	280.00	290.00	300.00	75	42	60	21					
Ensign: Over 5 yrs. (2)	2	200.00	210.00	220.00	230.00	240.00	250.00	260.00	270.00	280.00	290.00	300.00	60	42	45	21					
Under 5 yrs.	1	180.00	189.00																		
C.W.O.: (6) Over 20 yrs., creditable record....	4	275.00							357.50	371.25	385.00	398.75	105	63	90	21					
Over 10 yrs., creditable record....	3	230.00				264.50	276.00	287.50	299.00	310.50	322.00	333.50	90	42	75	21					
Under 10 yrs.	(*)	210.00	220.50	231.00	241.50	252.00	262.50	273.00	283.50	294.00	304.50	315.00	75	42	60	21					
Warrant Off.	1	180.00	189.00	198.00	207.00	216.00	225.00	234.00	243.00	252.00	261.00	270.00	60	42	45	21					

NOTES.—In determining the rate of pay to which an officer is entitled, (a) determine the base pay by reference to rank and service for pay period purposes, (b) then determine the applicable rate of pay according to that base pay increased by 5 percent for each 3 years of service for longevity purposes up to 30 years. These footnotes constitute statements of law. For detailed information, instructions in Bureau of Supplies and Accounts Manual must be consulted.

(1) Service for longevity purposes—

(a) Commissioned officers, except commissioned warrant officers.—In the computation of service for pay purposes, commissioned officers shall be credited with full time (active and inactive) for all periods during which they were enlisted or have held commissions as officers or have held appointments as warrant officers or Army field clerks in the Army, Navy, Marine Corps, Coast Guard, Coast and Geodetic Survey, Public Health Service, Organized Militia prior to 1 July 1916, National Guard, National Guard Reserve, National Guard of the United States, Officers Reserve Corps of the Army, Medical Reserve Corps of the Army, Naval Militia, National Naval Volunteers, Naval Reserve Force, Naval Reserve, Marine Corps Reserve Force, Marine Corps Reserve, Coast Guard Reserve, Reserve Corps of the Public Health Service, Philippine Scouts, Philippine Constabulary, Regular Army Reserve, Medical Reserve Corps of the Navy, Dental Reserve Corps of the Navy, Enlisted Reserve Corps.

In addition to the service specified in the foregoing, officers who were in the regular services on 30

June 1922 and have served continuously as such subsequent thereto, are entitled to count all service which was then counted in computing longevity pay, and service as contract surgeon serving full time. Reserve officers and officers appointed to the regular services pursuant to the Aviation Personnel Act of 1940 are entitled to count prior active service as appointed aviation cadets. Service as an enlisted aviation cadet on and after 4 Aug 1942 is enlisted service and is counted as enlisted service. Retired officers, warrant officers, and enlisted men on active duty are entitled to count inactive service on the retired list in computing their active duty pay. Service in the Coast and Geodetic Survey which may be counted for pay purposes is service in excess of one year as a deck officer or a junior engineer and service in the grade of aide (relative rank of ensign), or in a higher grade. Service in the Public Health Service which may be counted for pay purposes is service in the grades of assistant surgeon, assistant dental surgeon, or assistant sanitary engineer (relative to the rank of lieutenant (junior grade)) or in a higher grade.

(b) Commissioned warrant officers.—In the computation of service for longevity increases in pay, commissioned warrant officers shall be credited with full time (active and inactive) for all periods during which they were enlisted or have held commissions as officers or have held appointments as warrant officers, or Army field clerks in any of the services shown in footnote (1) (a), except in the Medical Reserve Corps of the Army.

(c) Warrant officers.—In the computation of service for longevity increases in pay, warrant officers shall be

credited with full time (active and inactive) for all periods during which they were enlisted or have held commissions as officers or have held appointments as warrant officers, or Army field clerks in any of the services enumerated in footnote (1) (a), except in the Medical Reserve Corps of the Army.

(2) Service for pay period purposes—

(a) Commissioned Officers, except commissioned warrant officers.—For purposes of determining the pay periods of commissioned officers, such service as may be counted in computing longevity pay shall be counted.

(b) Commissioned warrant officers, USN.—For purposes of determining the pay periods of commissioned warrant officers of the Navy with creditable record on the active list, only active commissioned service in the Navy, Marine Corps, and Coast Guard, and the Reserve components thereof shall be counted.

(c) Commissioned warrant officers, USNR.—For purposes of determining the pay periods of commissioned warrant officers of the Naval Reserve with creditable record on the active list, commissioned service, active and inactive, in the Navy, Marine Corps, and the Reserve components thereof shall be counted.

(3) Rental allowance.—An officer without dependents is not entitled to rental allowance under any of the following conditions: (a) while he is on sea duty unless the sea duty is temporary duty not exceeding three months; (b) while he is on field duty unless his commanding officer certifies that he was necessarily required to procure quarters at his own expense; (c) while he occupies (or is assigned) public quarters. An officer

with dependents is not entitled to rental allowance under either of the following conditions: (a) while he is assigned public quarters and his dependents are not prevented by reason of orders of competent authority from dwelling with him; (b) while his dependents occupy public quarters.

(4) Subsistence allowance.—Subsistence allowance on this table is computed on the basis of a 30-day month. For a month of a greater or lesser number of days the amounts should be correspondingly increased or decreased.

(5) Base Pay.—Base pay is payable only to commissioned and warrant officers with less than 3 years of service for longevity purposes. All other officers are entitled to the pay shown in the appropriate columns of the table above, i.e., base pay plus a longevity increase amounting to 5 percent for each 3 years of service (as defined in footnote (1)) up to 30 years.

(6) A warrant officer promoted to commissioned warrant officer may be paid the pay provided for a warrant officer if greater than the pay of a commissioned warrant officer. When the total pay and allowances of a commissioned warrant officer shall exceed the rate of \$550.00 per month, the amount of the rental allowance to which such officer is entitled shall be reduced by the amount above \$550.00.

(*) Commissioned warrant officers during first 10 years of commissioned service are entitled to base pay at the rate of \$2,520 per annum and the allowances of the second pay period; a certificate of creditable record is not required.

TABLE II—MONTHLY PAY OF ENLISTED MEN, NAVY AND NAVAL RESERVE

Pay grade	Classification	Base Pay (2)	Years of service (1)									
			Over 3 yrs.	Over 6 yrs.	Over 9 yrs.	Over 12 yrs.	Over 15 yrs.	Over 18 yrs.	Over 21 yrs.	Over 24 yrs.	Over 27 yrs.	Over 30 yrs.
1	CPO	165	173.25	181.50	189.75	198	206.25	214.50	222.75	231	239.25	247.50
1-A	CPO (AA)	150	157.50	165	172.50	180	187.50	195	202.50	210	217.50	225
2	P01c	135	141.75	148.50	155.25	162	168.75	175.50	182.25	189	195.75	202.50
	St1c											
	Ck1c	115	120.75	126.50	132.25	138	143.75	149.50	155.25	161	166.75	172.50
3	P02c											
	St2c	100	105	110	115	120	125	130	135	140	145	150
4	P03c											
	St3c	90	94.50	99	103.50	108	112.50	117	121.50	126	130.50	135
5	S1c											
	F1c	80	84	88	92	96	100	104	108	112	116	120
6	HA2c											
	Bug2c	75	78.75	82.50	86.25	90	93.75	97.50	101.25	105	108.75	112.50
7	AS											
	StM3c											

(1) For purposes of computing longevity pay of enlisted men, all periods of service (active and inactive) during which they were enlisted in or have held commissions or have held appointments as warrant officers or Army Field Clerks in the Army, Navy, Marine Corps, Coast Guard, Coast and Geodetic Survey, Public Health Service, Organized Militia prior to 1 July 1916,

active National Guard (of the several States, Territories and the District of Columbia), National Guard Reserve, National Guard of the United States, Officers Reserve Corps of the Army, Naval Militia, National Naval Volunteers, Naval Reserve Force, Naval Reserve, Marine Corps Reserve Force, Marine Corps Reserve, Coast Guard Reserve, Reserve Corps of the Public Health Service, Philippine Scouts, and Philippine Constabulary, Regular

Army Reserve, Medical Reserve Corps of the Navy, Dental Reserve Corps of the Navy, Enlisted Reserve Corps, shall be counted.

(2) Base pay is payable only to enlisted men with less than 3 years of service. All other enlisted men are entitled to the pay shown in the appropriate columns, i.e., base pay plus an increase of 5 percent for each 3 years of service up to 30 years.

TABLE III—MONTHLY PAY AND ALLOWANCES, FEMALE NURSES, NAVY AND NAVAL RESERVE UNDER ACT OF 22 DEC 1942 (1), AS AMENDED BY ACT 29 JUNE 1946

Designation	Rank	Pay Period	Base Pay	Years of service (2)										Allowances				
				Over 3 yrs.	Over 6 yrs.	Over 9 yrs.	Over 12 yrs.	Over 15 yrs.	Over 18 yrs.	Over 21 yrs.	Over 24 yrs.	Over 27 yrs.	Over 30 yrs.	With dependents		Without dependents		
															Rental (3)	Subsistence (4)	Rental (3)	Subsistence (4)
Supt.	Capt.	6	366.67	385.00	403.33	421.67	440.00	458.33	476.67	495.00	513.33	531.67	550.00	120	42	105	21	
Asst. Supt. (5)	Comdr.	5	320.83	336.87	352.92	368.95	385.00	401.03	417.07	433.12	449.17	465.20	481.25	120	63	105	21	
Dir.	Lt. Comdr.	4	275.00	288.75	302.50	316.25	330.00	343.75	357.50	371.25	385.00	398.75	412.50	105	63	90	21	
Asst. Supt. }	Lieut.	3	230.00	241.50	253.00	264.50	276.00	287.50	299.00	310.50	322.00	333.50	345.00	90	42	75	21	
Chief Nurse }		Lieut. (jg)	2	200.00	210.00	220.00	230.00	240.00	250.00	260.00	270.00	280.00	290.00	300.00	75	42	60	21
Nurse	Ensign	1	180.00	189.00	198.00	207.00	216.00	225.00	234.00	243.00	252.00	261.00	270.00	60	42	45	21	

(1) From and including 22 Dec 1942, and until 6 months after termination of the present war, members of the Navy Nurse Corps (including Reserves) are

entitled to the pay and allowances shown in the above tables.

(2) For the purpose of determining the length

of service of nurses of the Navy or Naval Reserve, active service in the Army or Navy Nurse Corps, active service as a contract nurse prior to 2 Feb 1901, and active service as a reserve nurse since 2 Feb 1901 shall be counted.

(3) A nurse is not entitled to rental allowance while on sea duty unless the sea duty is temporary duty not exceeding three months, while she is on field duty unless her commanding officer certifies that she was necessarily required to procure quarters at her own expense, or while she occupies or is assigned public quarters without charge.

(4) Subsistence allowance in these tables is computed on the basis of a 30-day month. For a month of a greater or lesser number of days the amounts should be correspondingly increased or decreased.

(5) When designated by the Secretary of the Navy to have the rank of commander.

TABLE IV MONTHLY RATES OF SEA OR FOREIGN SERVICE DUTY PAY

Pay period	Officers		Enlisted personnel		
	Base pay	S & FSD pay	Pay grade	Base pay	S & FSD pay
6	366.67	36.67	1	165	33.00
5	320.83	32.08	1-A	150	30.00
4	275.00	27.50	2	135	27.00
3	230.00	23.00	3	115	23.00
2	200.00	20.00	4	100	20.00
1	180.00	18.00	5	90	18.00
			6	80	16.00
			7	75	15.00

RETIREMENT PAY FOR COMMISSIONED AND WARRANT OFFICERS

	Base Pay	Years														
		3	5	6	9	10	12	15	17	18	21	23	24	27	30	
Admiral, Vice Admiral, Rear Admiral (Upper half)	550.00															
Rear Admiral (Lower half) Commodore	412.50															
Capt.	275.00	288.75	302.50	316.25	330.00	343.75	357.50	371.25	385.00	398.75	412.50	426.25	440.00	453.75	467.50	481.25
Comdr.	240.63	252.66	264.69	276.72	288.75	300.78	312.82	324.85	336.88	348.91	360.94	372.97	385.00	397.03	409.06	421.09
Lt. Comdr.	206.25	216.56	226.88	237.19	247.50	257.81	268.13	278.44	288.75	299.06	309.38	319.69	329.99	340.30	350.61	360.92
Lieut.	172.50	181.13	189.75	198.38	207.00	215.63	224.25	232.88	241.50	250.13	258.75	267.38	276.00	284.63	293.25	301.88
Lieut. (jg)	150.00	157.50	165.00	172.50	180.00	187.50	195.00	202.50	210.00	217.50	225.00	232.50	240.00	247.50	255.00	262.50
Ensign	135.00	141.75	148.50	155.25	162.00	168.75	175.50	182.25	189.00	195.75	202.50	209.25	216.00	222.75	229.50	236.25
C.W.O.—Over 20 years, creditable record	206.25						268.13	278.44								
C.W.O.—Over 10 years, creditable record	172.50				198.38	207.00	215.63									
C.W.O.—Under 10 years	157.50	165.38	173.25	181.13	189.00	196.88	204.75	212.63	220.50	228.38	236.25	244.13	252.00	259.88	267.75	275.63
Warrant Officer	135.00	141.75	148.50	155.25	162.00	168.75	175.50	182.25	189.00	195.75	202.50	209.25	216.00	222.75	229.50	236.25

Retirement of all officers at 75 per cent base pay and longevity for: (A) Physical disability, (B) 30 years or more active duty, (C) Upon reaching the age of 62.

ALNAVS, NAVACTS IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs, not as a basis for action. Personnel interested in specific directives should consult Alnav or NavActs files directly for complete details before taking any action.

Alnavs apply to all Navy, Marine Corps and Coast Guard ships and stations; NavActs apply to all Navy ships and stations.

Alnavs

No. 316—Directs decrease in use of rice, because of critical world food shortages.

No. 317—Third in a series listing officers selected for retention on active duty in the aeronautical organization.

No. 318—States policy concerning applications from officers for transfer to the regular Navy.

No. 319—Announces gunnery officer instruction available in Washington, D. C., on temporary additional duty basis (see p. 70).

No. 320—Requests applications prior 1 August from certain medical officers for three-month course in aviation medicine at Pensacola.

No. 321—Reports effective 1 July government cargo carried in WSA, Maritime Commission, and private commercial ships will be subject to transportation charges in accordance with published rates.

No. 322—States lease of land and buildings required by advanced bases and shore-bases fleet activities will be charged to applicable appropriation.

No. 323—Gives new profit formula for operation of ships' stores.

No. 324—Authorizes NATS travel for Navy dependents to and from overseas areas in certain instances (see p. 66).

No. 325—Designates minimum number of activities which will carry on general NSA accounting.

No. 326—Weekly report of USN enlisted strength.

No. 327—Changes Alnav 395-45 (NDB, 30 November), para. 16, second sentence, to read: "Enlisted personnel restored to active duty on probation after disciplinary measures shall not be eligible for separation" until the end of prescribed probationary period (see p. 67).

No. 328—Requests applications prior 20 July from USN medical officers for certain training in civilian institutions.

No. 329—Notes 1947 welfare and recreation appropriation insufficient to permit quarterly and commissioning allotments (see p. 70).

No. 330—States Navy policy to continue to render assistance in keeping in operation shipping required for relief and rehabilitation in the Far East (see p. 49).

No. 331—Adds personnel in district civil readjustment offices and those attached to Deputy Coal Mines Administrator to those exempted from provisions of Alnav 161-46 (NDB, 15 April), which promulgates final demobilization of the Navy.

No. 332—Deletes three and adds 14 rates to list in Alnav 112-46 (NDB, 15 March) of rates open for changeover to the regular Navy (see p. 71).

No. 333—Promulgates change to accounting under appropriation 17X-1204 Public Works, Bureau of Yards and Docks.

No. 334—Deletes Art. 2510-7 (B), Navy Travel Instructions, and promulgates new instructions for determining fiscal appropriation out of which travel funds may be paid.

No. 335—Suspended, as of 20 July, applications for transfer of chief warrant officers and warrant officers to the regular Navy.

No. 336—Eighth in a series listing officers selected for transfer to the regular Marine Corps.

No. 337—Fourth in a series listing officers of the aeronautical organization selected for retention on active duty.

No. 338—Precludes use of appropriated funds to maintain any government-owned motor vehicle not used exclusively for official purposes, and defines official purposes (see p. 69).

No. 339—Weekly report of USN enlisted strength.

No. 340—Orders resumption of normal naval operations since threatened shipping strike settled.

No. 341—Fourth in a series listing officers selected for transfer to the regular Navy.

No. 342—Directs inventory of Army personnel serving with Navy commands as of 14 June.

No. 343—Announces establishment of a Dental Division in the Bureau of Medicine and Surgery (see p. 77).

No. 344—Directs all activities discontinue submission of war diaries to CNO and echelons of command after 1 Aug 1946; reference Cominch and CNO serial 7152 of 29 Oct 1943 and serial 7425 of 18 Sept 1945.

No. 345—Advises commands that warrant and commissioned officers who requested transfer before 10 July and have not received notice of selection or nonselection, may be excluded from personnel ceilings when in excess of ceilings imposed by CNO personnel allocations serial 012P00 of 1 April not to all.

No. 346—Extends through fiscal 1947 instructions relevant to transportation of dependents from overseas to the U. S., contained in SecNav ltr. 10 Jan 1946, Pers 8110 L 20-4, and Alnavs 119-46 (NDB, 15 March) and 143-46 (NDB, 15 April).

No. 347—States that applications of officers for transfer to the regular Navy, which had been held up pending receipt of fuller information (listed in BuPers Circ. Ltr. 109-46); (NDB, 15 May), would be presumed to have been withdrawn if the information was not received by BuPers by 1 August.

No. 348—Warns that Title B survey reports for materials missing and presumed stolen frequently fail to fix responsibility according to Art. 1916,

Navy Regulations; and such surveys hereafter will be returned for additional action.

No. 349—Announces radio electricians and chief radio electricians are eligible for consideration for temporary appointments as ensigns and lieutenants (jg) (see p. 67).

No. 350—States policy with regard to termination of temporary officer appointments, and reenlistment of personnel in enlisted status (see p. 66).

No. 351—Terminated as of 1 July Navy control of Coast Guard air-sea rescue functions in the Atlantic, CLUSA, Alaska and east of Pearl Harbor (see p. 44).

No. 352—Directed naval vessels in commission not under way to dress ship on 4 July.

No. 353—Amends Alnav 51-46 (NDB, 31 January) regarding transfer of specialist rates to regular Navy (see p. 71).

No. 354—Announces new pay schedules (see pp. 66, 75-77).

No. 355—States new appropriation to which travel allowance of discharged enlisted personnel is to be charged.

No. 356—Announces personnel having completed six months of duty, or any duty overseas, after 16 Sept 1940 are not liable to be drafted upon discharge (see p. 77).

No. 357—Ninth in a series listing officers selected for transfer to the regular Marine Corps.

No. 358—Announces passengers in WSA, Maritime controlled and private commercial ships must pay transportation charges in accordance with published tariff rates.

No. 359—Warns against counterfeit \$20 and \$50 bills (see p. 73).

No. 360—Fifth in a series listing officers of the aeronautical organization selected for retention on active duty (see p. 70).

No. 361—Weekly report of regular Navy enlisted strength.

No. 362—Directs NavSandA Form 604 be submitted by all Naval and MarCorps, both continental and overseas activities having 5,000 or more gross square feet of covered storage space.

No. 363—States rules for exchange of certain French currency of 500 and 1,000-franc denomination no longer legal tender.

No. 364—Modifies Ltr. Instr. 1298 to all MarCorps COs, and gives authority for discharge of temporary officers for convenience of government to accept appointment in regular MarCorps.

No. 365—Announces legislation will be requested to establish Nurse Corps as a staff corps of USN; states Navy policy for commissioning of nurses temporarily (see p. 35).

No. 366—Notes medical and dental stores and hospitalization furnished USCG after 1 July will be on reimbursable basis, and terminates agreement between Public Health Service and Navy Department during war.

No. 367—Authorizes payment of money allowances in advance for transportation at three cents per mile to EM, regardless of mode of travel (see p. 66).

No. 368—Changes educational and

age requirements for officers transferring to regular Navy as law specialists.

No. 369—Directs that to insure applications of all officers desiring transfer to regular Navy be presented to selection board, certain information was to be submitted prior 10 July regarding officers listed as TRA on 1 July roster of officers.

No. 370—Extends per diem allowance to EM at rate of \$2.25 per day until 30 June 1947 (see p. 66).

No. 371—Promotes for temporary service following MarCorps regulars and reserves: All second lieutenants whose number in grade on the combined lineal list of 1 July 1945 is between 6,538 and 7,146 inclusive and all second lieutenants whose number in grade on the combined lineal list of 1 Jan 1946 is between 4,263 and 4,821 inclusive.

No. 372—Rescinds SecNav 261900 June 1942 which directed temporary local burial remains deceased personnel Navy and MarCorps wherever sea transportation required for return to U. S. and further notes proper procedure for transportation to U. S., and other disposition of remains.

No. 373—Directs disbursing officers to exchange foreign currency held by naval personnel prior their return to U. S.

No. 374—Sixth and final in a series listing officers of the aviation branch selected for retention on active duty.

No. 375—Advises that effective 9 July money orders issued at Navy post offices for payment in Canada will be cashed on par with Canadian dollar.

No. 376—Gives information concern-

ing retention of officers beyond the demobilization period (see p. 70).

No. 377—Tenth in a series listing officers selected for transfer to regular MarCorps.

No. 378—States that effective 1 July monthly assessment of three per cent on allowed profits in ships stores no longer required.

No. 379—Reduces service requirements of certain Naval Reserve dental officers being retained on active duty (see p. 67).

No. 380—Modifies Alnavs 161-46 and 331-46, concerning arrival time at separation centers.

No. 381—Informs USN officers of uniforms they must have prior to reporting for duty afloat, and prescribes outfit of uniforms for reserve officers.

No. 382—Fixes ration values for fiscal year 1947.

No. 383—Modifies BuPers Circ. Ltr. 133-46, which concerns applications for Rhodes Scholarships (see p. 70).

No. 384—Establishes facilities for post-demobilization separation of naval personnel.

No. 385—Requests officer applications for six-month course in ordnance disposal (see p. 67).

No. 386—Modifies Alnav 141-46, and grants mustering out pay to certain officers recalled to active duty who were checked MOP and subsequently released to inactive duty or appointed Regular Navy.

No. 387—States that 16 mm. gift film donated by motion picture industry must be returned immediately (see p. 66).

No. 388—Concerns disbursing pro-

cedure in connection with payment of mustering out pay to officers appointed in regular MarCorps.

No. 389—Eleventh in a series listing officers selected for transfer to regular MarCorps.

NavActs

No. 51—Declares military necessity clause may be invoked to retain personnel due for discharge aboard ships arriving in U. S. ports until ship has reached port of destination and been properly secured.

No. 52—Requests applicants (USN, USNR line officers, ranks lieutenant (jg) through commander, remaining on duty until 1 July 1947) for duty in offices of material division in Washington and the field; applications to be forwarded by dispatch to BuPers, Attn: Pers 315.

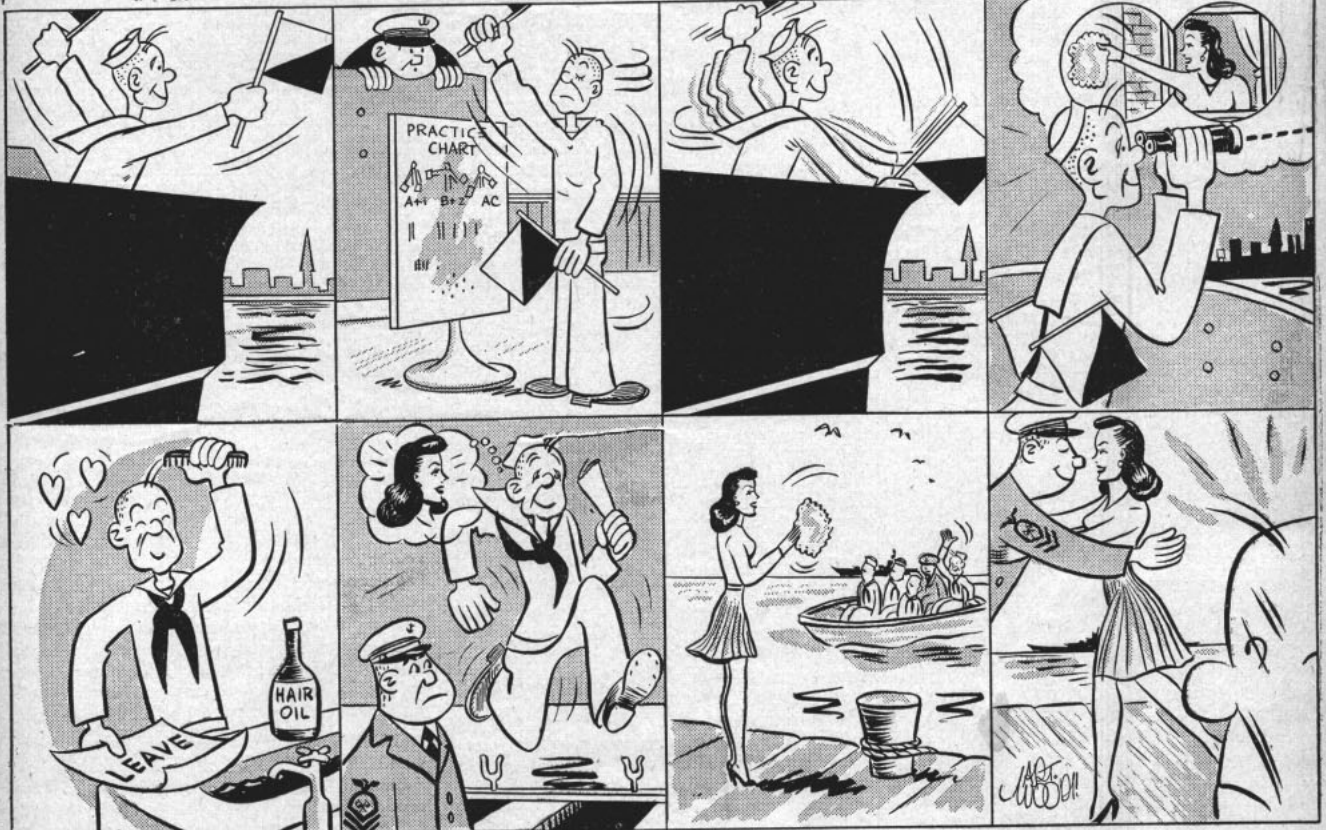
No. 53—Requests applications from Reserve and Temporary USN officers for transfer to the regular Navy as communications specialists.

No. 54—Announces Navy's civil readjustment program will continue on permanent peacetime basis.

No. 55—Requested dispatch applications prior 25 July from officers who had requested transfer to USN, for assignment to School of Naval Administration, Stanford University.

No. 56—Requests applications from non-aviation, USN and USNR chief radio electricians and radio electricians, and temporary commissioned officers of the rank of lieutenant commander and below having communications or electronics experience, for one-year course in electronic engineering.

ALL THUMBS



SIGNAL FLAIR

FANTAIL FORUM

QUESTION: What has been your funniest experience in the Navy?

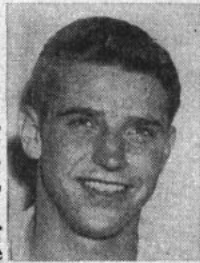
(Interviews on the above question were conducted at NAS, New Orleans, La.)

Wilson S. Lapeze, F1c, New Orleans, La.: One day I was lying in my sack, asleep, with my shoes on. Someone put lighter fluid on the soles of my shoes; then set them afire. When they woke me up, I thought the whole place was a fire. When I realized it was my shoes, I ran to the shower and



put out the blaze. Somebody told me they usually use shoe polish but that's not so hot as lighter fluid!

Bud Berberich, S1c, Chicago: Driving one day, I passed a lieutenant and his girl bicycling. She was pretty tired by then, so I put my arm out the window, grabbed her around the waist, and pulled her to the running board. We drove off, with the lieutenant pumping along behind. We finally stopped and waited for him to catch up. He didn't say anything, but his red face told me it was no fun to have his gal stolen.



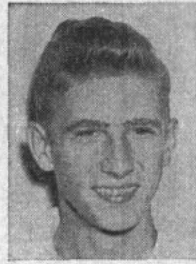
William L. Simmons, Y3c, Scottsville, Ky.: One day at NAS Norman, Okla., I sent a Wave to supply for a bucket of propwash. They said they were out, gave her a bucket, and sent her to the dope shop. She was gone all afternoon. Finally, some chief set her wise. When she came back, I asked if she had gotten it. She said she had—and let me have a bucket of paint right in the face.



Stafford H. Part, Y1c, Harahan, La.: I paid \$35 for a case of beer on Iwo Jima and stored it in a fox hole. I never got to drink it, because the Japs attacked us. All I had left was \$35 worth of glass. Then there was the time I tripped while serving a cup of coffee to an admiral. It all went in his lap. "Best cup of coffee I ever had," he said, and he signed my papers for first class two weeks later.



Howard Campbell, S1c, Milwaukee: On mid-watch in communications, I took a telegram off the machine. It was addressed to the Commanding Officer, and read, "Boots tight, blonde trouble, rovnite." Thinking it was to be treated as a dispatch, I routed it all around the station. Everyone thought it was



very funny—with the exception of the lieutenant who sent the message. He didn't see the joke.

Harold L. Wannack, S1c, (AMM), Ripley, Miss.: There were triple-decker bunks in radio school. One day a bunch of the fellows bet me I couldn't swing from the top bunk to the middle one. It looked easy, so I took them on. Before I knew it I was on the deck—flat on my back. It wasn't 30,000 feet but it sure felt like it. You see, before I showed, they had taken the springs out of the middle bunk.



Hal N. Deaton, CRM, Mooresville, N. C.: I went to sea on the *Altair*, a supply ship. Like everyone else, I was leaning on the rail—watching the ocean go by. Someone came up behind me, turned me around, said, "Hi, Harris," and hit me in the stomach. I went out like a light. This fellow became frantic, I was later told, and he yelled, "They won't send me up the river for murder, will they?"



Francis B. Cozad, BM2c, Missoula, Mont.: I was at Pearl Harbor when the Japs attacked. At 10-10 Dock, at about 1000, I dived under a truck during a strafing attack. At the same time, someone dived under that truck from the other side. We bumped heads, and I was stunned for a while. Finally, I said, "Say, fella, you surely have a hard head." When we crawled out, a four-striper brushed himself off and walked away.



ALL HANDS

THE BUERS INFORMATION BULLETIN

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired. Original articles of general interest may be forwarded to the Editor.

DATES used throughout are local time at scene of action unless otherwise indicated.

SECURITY: Since this magazine is not classified, it sometimes is limited in its reporting and publication of photographs. It therefore cannot always fully record achievements of units or individuals, and may be obliged to omit mention of accomplishments even more noteworthy than those included.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB," used as a reference, indicate the official Navy Department Bulletin.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB, cum. ed., 31 Dec., 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

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Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

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● AT RIGHT: Life aboard a ship in Uncle Sam's Navy has its mellow moments. The picture of this big sailor might be called "Low Notes on the High Seas." ➡



27
Le Regiment de Saumur et de Maine
Grand Orgue avec Basson
A. TRAILLÉ
1872

OOM-PAH

STUDY

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