

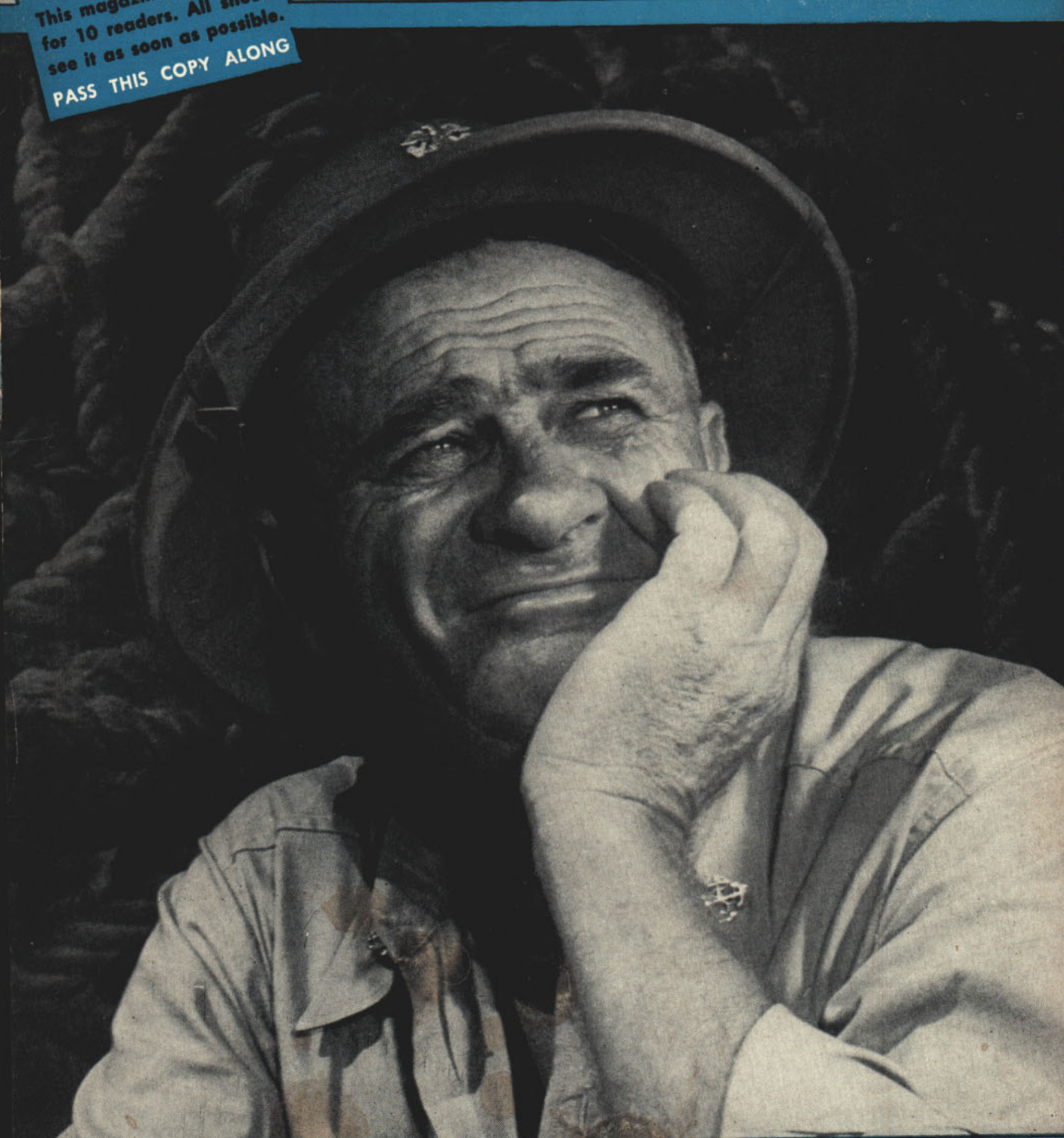
ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

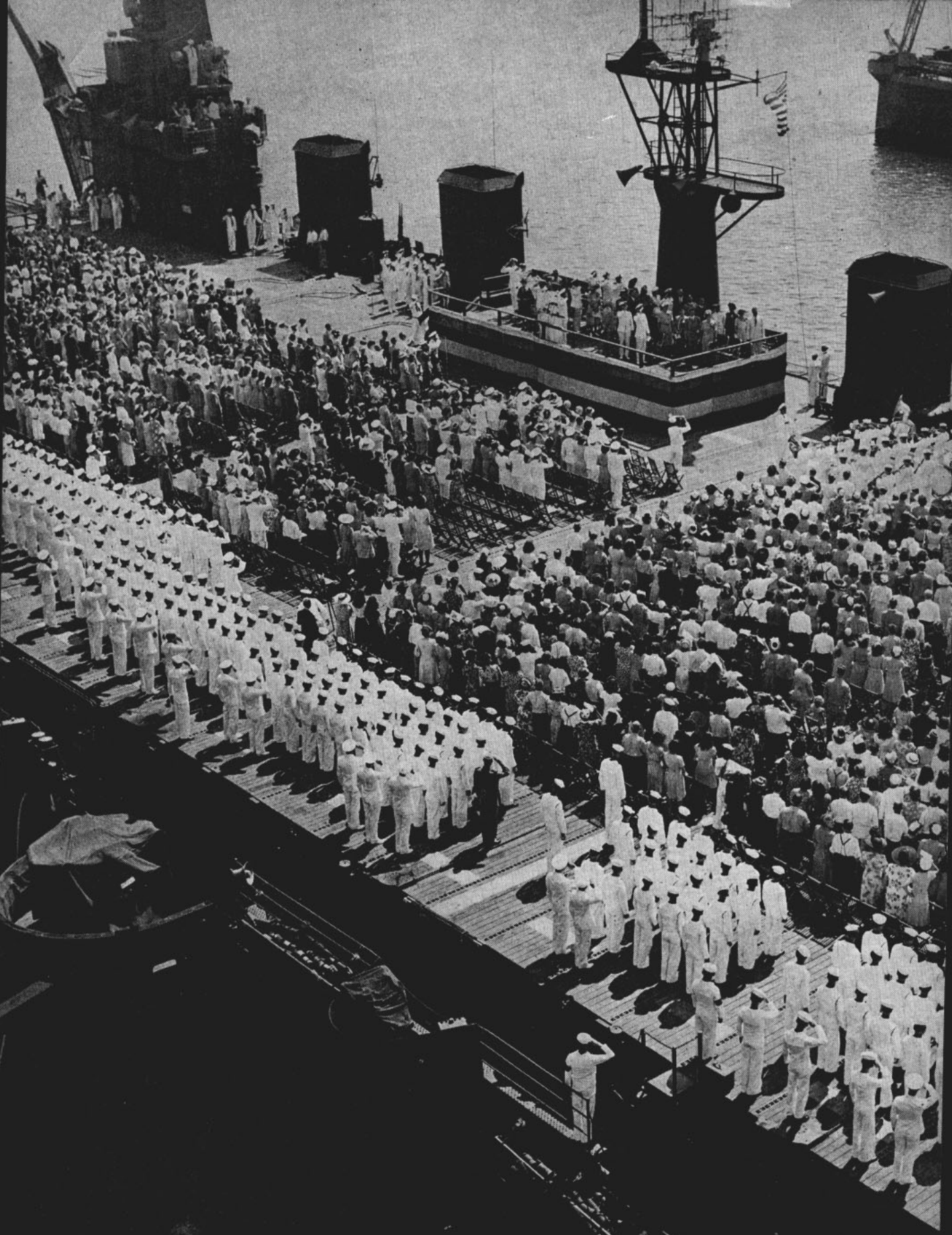
NAVPER5-0

SEPTEMBER 1946

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for 10 readers. All should
see it as soon as possible.
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33-YEAR MAN



COMMISSIONING



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

SEPTEMBER 1946

NAVPERS-O

NUMBER 355

VICE ADMIRAL LOUIS E. DENFELD, USN
The Chief of Naval Personnel
REAR ADMIRAL THOMAS L. SPRAGUE, USN
The Deputy Chief of Naval Personnel

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● **FRONT COVER:** A real old salt with plenty of sea stories is Chief Boatswain Albert H. Reymann. Known to everyone as "Boats," he first enlisted on 22 Sept 1913.

● **AT LEFT:** One of the Navy's newest, the USS Saipan (CVL 48) is commissioned at Philadelphia. The flag and commissioning pennant were being raised when this photograph was taken.

CREDITS: Front cover, inside front cover and inside back cover, official U. S. Navy photographs. On pp. 32-33, official U. S. Navy photographs.

BLANDY'S BIKINI REPORT

How will the atom bomb tests affect the Navy of the future? Vice Admiral W. H. P. Blandy, USN, Commander of Joint Task Force One, has written an article expressly for ALL HANDS Magazine to report his views on the tests. See page 2.

BLANDY: REPORT ON

'Navies will not be obsolete . . . Alterations in naval design are clearly indicated . . . Radioactivity presents problem . . . Distance is best defense'

By

Vice Admiral W. H. P. Blandy, USN
Commander Joint Task Force One

AMONG THOSE with the greatest interest and concern about the results of the atomic bomb tests at Bikini are, unquestionably, the men in the United States Navy. It is too early to determine, completely, what effect Able and Baker tests will have on naval design and tactics. I am certain, however, that there will be changes.

Already certain basic courses of action are self-evident:

First: Definite steps must be taken to provide personnel with the maximum possible protection from radioactivity.

Post-burst radioactivity presents a dangerous problem, and we must recognize the grave responsibility we now have of devising the most practical solution. The tests just concluded have given us many invaluable ideas on how to proceed.

However, I wish to point out that there may be some misunderstanding of the real dangers inherent in radioactivity. One factor which led to this misunderstanding was the published fact that a great many target ships were so "hot," after the Baker burst, that they were "untouchable" for a very long time.

Actually had many of the ships listed as "hot" been manned, their crews might not have suffered grave danger from radioactivity. Because of the safety precautions which in time of peace must necessarily insure positively that there will be no casualties, no matter how light, from radioactivity, a limit of one-tenth of a Roentgen Unit per 24 hours was set. This limit is lower than that of a simple chest or dental X-ray. But the effects of radioactivity are something that "build up." In wartime, manned ships able to do so might "de-contaminate" themselves and could steam to "safe" waters before any lethal "build up" could take place.

Second: Future tactical dispositions of forces must be made in the light of what we have learned from the Bikini tests. The President's Eval-



Vice Admiral W. H. P. Blandy

uation Commission, in its report to President Truman, expressed its conviction that "distance is the best defense."

Ships in wartime anchorages or tactical formations at sea would never be grouped as densely as they were in the center of the target array at Bikini, but the tests did tell us a great deal on just how widely the ships should be spaced for maximum safety under atomic attack. From that information and our knowledge of the most effective means of accomplishing our objectives with ships in wartime, we must develop tactical plans to meet the dangers of the atomic bomb.

Third: Alterations in naval design and hull structure are now clearly indicated. The tremendous and useless waste of money and strength that might have come from future developments along these lines based purely on theory has now been reduced—perhaps even eliminated—by our knowledge of what the atomic bomb will do to ship superstructures and hulls. It will take some time for all the data we have collected to be assimilated and put to practical use, but a start has already been made.

The atomic bomb has posed many a

problem to the Navy, and the atomic tests are helping to give us many of the answers. I do not subscribe to the belief that the atomic bomb has made navies obsolete. Navies will not be obsolete until the sea is no longer used as a highway in war.

If there is atomic warfare in the future, I do not believe naval warfare will be exempt from it. There are those who visualize future conflict in terms of great guided missiles which will cross the oceans and continents and explode atomic warheads over cities; and that therefore there will be no need for navies. Such weapons may indeed become a reality, but I do not believe they will eliminate all other kinds of warfare. The ships, weapons and tactics of sea fighting may change radically and we should always take the lead in such changes. But I can visualize *traffic* on the sea for a long time to come. No practical substitute for Navy bottoms has yet appeared. And when you have *traffic* on the sea, you must protect that traffic, and therefore you will have *fighting* on the sea.

It is therefore extremely important that the Navy know as many of the answers to atomic attack as possible. It is my belief that the tests we have already conducted will provide a major portion of the necessary answers.

I would like to give you a general picture of our experience at Bikini as well as some of my views which have resulted from tests Able and Baker.

The atomic bomb was brought into use so near the end of World War II that there was no chance to evaluate its effectiveness against ships. So the Joint Chiefs of Staff, with the President's approval, ordered a special test for this purpose and directed me to form a joint task force of Army and Navy men, and civilian scientists, and to carry it out. I was also directed to expose military ground equipment in the experiment, give further training to the Army Air Forces in handling, carrying and dropping the bomb, and gain information of general scientific value regarding atomic explosions. But the main mission was to test the effect of the bomb against naval vessels. I was particularly enjoined to obtain *graded damage* from maximum to negligible on different types of ships, so as to learn the distances at which various degrees of damage would be inflicted.

I named the project "Operation CROSSROADS" because it was apparent that warfare—perhaps civilization itself—had been brought to a turning point in history by this revolutionary weapon.

Operation CROSSROADS seemed to me at first the most unpopular activity I had ever taken part in. From the outset, voices were raised against it.

CROSSROADS Chieftain Analyzes Epic Naval Experiment for ALL HANDS Readers

When Admiral Blandy returned from Bikini, he was approached by this magazine with the request that he write his own story of Operation CROSSROADS. It was felt that he, as Commander of Joint Task Force One with his finger constantly on the pulse of the giant project, could give a unique picture of a unique undertaking. Admiral Blandy graciously complied with the request. Thus ALL HANDS readers are so fortunate as to have this account of the atom bomb experiment, written by the man who knows more about it than anyone else.

BIKINI

Some of the scientists who had developed the atomic bomb were very outspoken in their opposition. "It won't prove anything," they said. "We have already all the information we need about this terrible weapon, to determine what it will do to ships. Anyway, no enemy is going to use it against a fleet when he can destroy whole cities with it. The test will destroy a few ships only, and thus tend to alleviate the fear in which the bomb is now held, and weaken that resolve which all peoples of the earths must retain, if they are to join together in a plan to keep this monster from destroying them."

These were potent arguments.

Nevertheless the same men have expressed the belief that other nations may have their own bombs in two or three years, while it is quite evident that international control of atomic energy will take *many* years to adopt, establish and develop to the point of effectiveness. Hence the decision of the United States was to learn more about this new and revolutionary weapon *now*, especially as applied to ships, pending agreement of the world as to how it should be outlawed.

Less scientifically inclined citizens drew upon their imaginations, and conjured up all sorts of catastrophies which the bomb would bring forth, especially when it exploded in the sea. It would start an earthquake, a tidal wave; it would push up mountains. It would poison all the fish, and everyone thereafter who ate fish. It would start a chain reaction in the water, converting the ocean to gas; it would blow a hole in the bottom of the sea, letting all the water drain out. Thousands of such protests were received through the President or Congress or directly by the Task Force. Each one received a reply, explaining why we were so sure none of the dire predictions would come true.

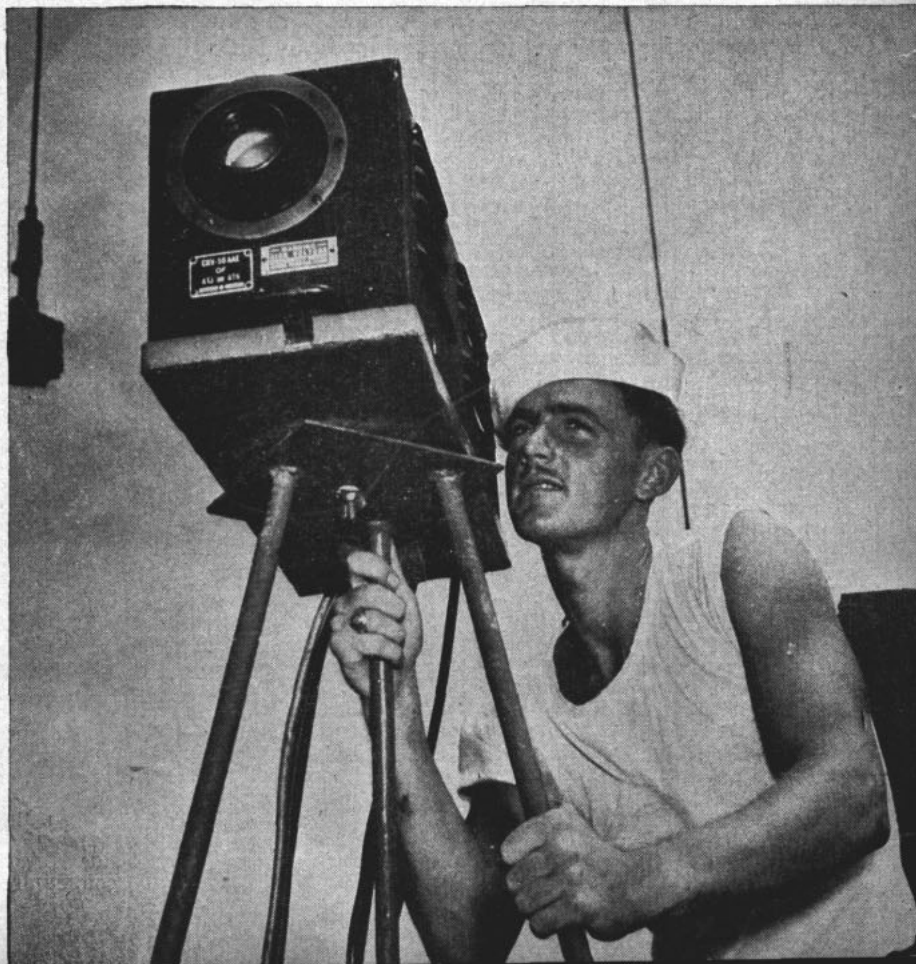
Opposition to the use of animals was the strongest, and this I thoroughly understood. We in the Task Force take no pleasure in torturing animals. But our medical officers felt that they had to learn more about the biological effects of the bomb, and especially the diagnosis and early treatment of "radiation sickness," if they were to discharge their responsibilities to the men of the armed forces in the unfortunate but possible event of atomic war.

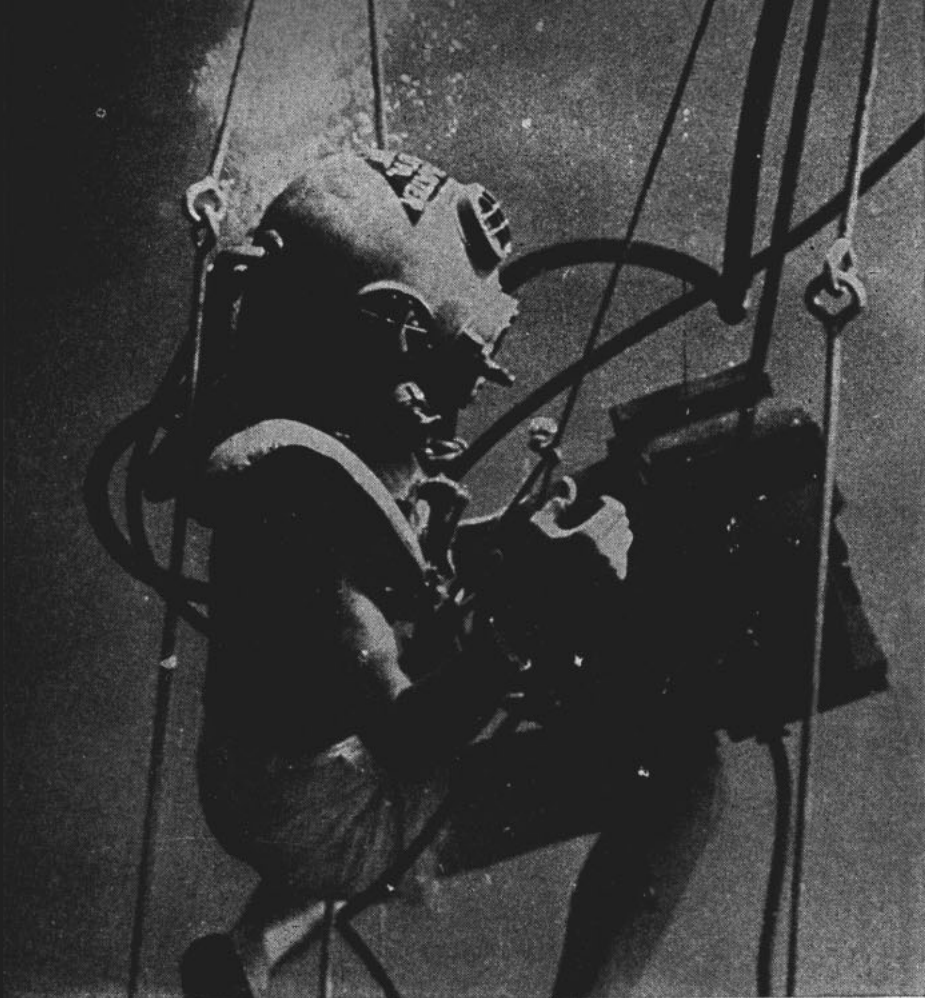
There were other arguments. The tests would be too expensive, since the target ships alone had cost nearly half a billion dollars. Actually, the target ships alone had been declared surplus to the Navy, and their scrap value was less than one per cent of their original cost. The other 99 per cent represents the skill of the designers and builders; and that skill is worth exactly nothing on the scrap heap.

Some people charged that the tests would be looked on by other nations as threat of aggression, a martial ges-



ON HISTORY'S PAGES atomic bomb experiments at Bikini were carefully recorded. Above, photographers take pictures of surging water column resulting from Baker blast; below, radioman unlimbers television equipment.





SUBMARINE SHOTS disclose damage suffered by ships at Crossroads. Underwater photography was largely developed by BuOrd in mine disposal.

ture. Our reply was that the bomb was to be tested against naval vessels; that Great Britain had the only navy besides ours worth attacking with the atomic bomb, and she wasn't worrying. So it was primarily a matter of finding out what other nations' bombs might do in the future to our Navy.

I mention all these heated arguments to emphasize the tremendous public interest in Operation CROSSROADS.

The job of organizing was no mean task in itself. The Force was to include naval surface ships, submarines, carriers and their planes, and Seabees; Army Air Force units for bomb dropping, photography, obtaining technical data, and for transport; Army Ground units for testing ground weapons and equipment on the decks of the target ships; scientists and military personnel from the Manhattan District, to provide, prepare and fire the bombs, and collect scientific information pertaining to them; hydrographic survey parties; oceanographers; aerologists to study and forecast the weather; radiologists to protect us against radiation sickness, or as the Japanese called it, "atomic bomb disease"; engineers from the Navy Department bureaus to study the effects on ships, aircraft, and their ordnance; medical officers and veterinarians to study the effect on animals, and to take care of them; geologists and bi-

ologists to study the structure of Bikini Atoll and its land and marine life, and see what would happen to them. Altogether, the structure of Operation CROSSROADS was complex.

From the beginning, the support received from all branches of the government was magnificent. Some of the finest officers in the armed services were ordered as my deputy commanders, advisors, staff officers, group and unit commanders. Outstanding civilian scientists volunteered to take executive or advisory positions.

It is a tribute to the capacity of Americans to work together toward a common end that in spite of the multiplicity of professions, and the varied and sometimes competitive interests, included in Joint Task Force One, the cooperation of all personnel in it was magnificent. The same fine spirit of helpfulness was displayed in all commands concerned in the Pacific.

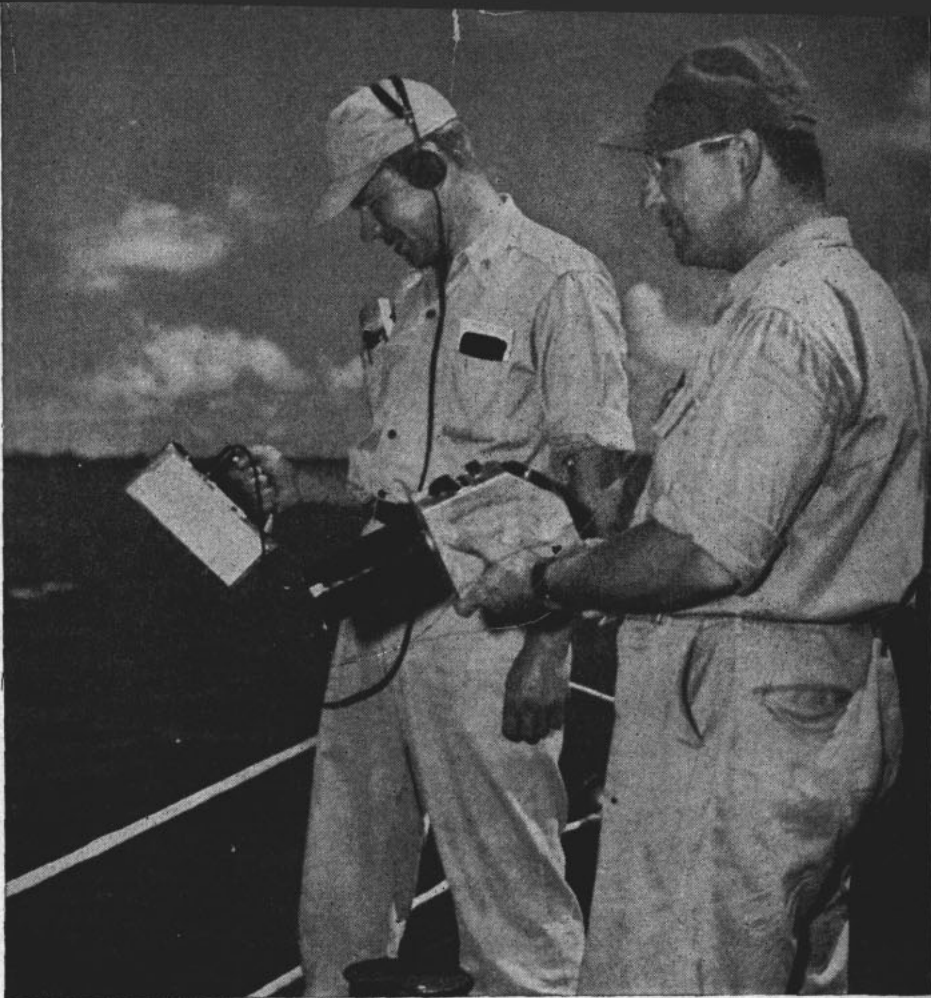
Some of you may wonder why we chose Bikini for the CROSSROADS Operation. We considered a number of other places, but none of them met our specifications like Bikini. It did have two drawbacks: it was a long distance from the U. S. mainland, and the climate was bad for the great mass of instruments we had to use, especially electronic equipment and cameras. But these difficulties could be and were overcome. On the credit side, Bikini was remote from a large community,



SWABBING DOWN deck to wash possible radioactive material overboard is

offered a large and good anchorage, with several adjacent islands for erecting camera towers and instrument shelters, was free from violent storms, and was near several established air bases: Kwajalein, Eniwetok and Roi, the latter in the north of the Kwajalein Atoll. Furthermore, it offered good weather possibilities, as regards high altitude visual bombing, and constancy of wind direction, at least below 20,000 feet. This weather feature was all-important. In fact, the more I saw of my task force, the more I realized that I had nothing to worry about from them; the only thing that could throw us would be the weather. I felt fairly confident that my aerologists could predict it, but I wasn't sure they could control it. Looking back, I am almost willing to believe that they did that!

During June, while the target ships were being placed in position for the first test, instruments being installed on board the ships, in the water, on the islands, and the two air task groups—Army and Navy—were busy training, my staff and I had a weather conference every morning. We would listen to a presentation by our expert aerologists on the actual weather elements of that day, and the forecast for the next day, and then arrive at a "yes" or "no" decision, just as if those tomorrows were to be the day. The study of it included a prediction of our radiologists, as to just where the winds, which sometimes got cranky above 20,000 feet, would carry the dangerous radioactive particles produced by the nuclear fission. They had to calculate for wind force and direction up to 60,000 feet, for that is how high the atomic cloud had risen over Hiroshima and Nagasaki. Actually, our cloud in the first, or Able test, rose only to 35,000 feet, probably because of high humidity. Some of our planes were to be



GEIGER READINGS taken by technicians show radioactivity of area. Great care was taken to protect members of Task Force from danger of this sort.

cheap insurance. Radioactivity may be lethal aftermath of any atomic explosion.

flown right through that cloud, but they were pilotless "drones" controlled entirely by radio from other planes safely clear. If our *manned* planes were to pass through the cloud, which they might do after it had broken up and become invisible, or if part of the cloud dropped part of those fission particles on one of the 150 naval vessels of the Task Force operation outside the lagoon, it might mean serious illness and even death to some of the 40,000 men participating in or observing the tests. So it was all-important that we knew exactly what the winds were doing at all levels. You can see that our weather forecast for Able Day was not just a matter of "fair and warmer"; it was a matter of life and death.

To protect the natives of nearby islands, all of them were moved to safer spots. The 165 Bikini natives were permanently evacuated with their consent to Rongerik Atoll, about 130 miles to the east. Even here, we had two LSTs standing by to move them out temporarily if the wind blew so as to endanger them. At one time we actually radioed these ships to take the natives aboard; but then the wind changed and we let them go ashore again.

Eniwetok, 200 miles west of Bikini, might also have been in the path of the cloud. It was the operation base of the Army B-17 drones. All personnel who could be spared in advance of the test were evacuated by surface ship to Majuro, in the southern Marshalls. The others were ready to fly out on one hour's notice, after the drones had landed; but it wasn't necessary. At Kwajalein, our main air base, there were 4,000 people. They were 220 miles from Bikini and thus well clear of any danger from the atomic cloud; but there was a remote possibility that the bomb-carrying B-29 might crash in takeoff, or on landing if a sudden weather change required calling off the drop after the plane had

taken the air. So I advised the Atoll Commander at Kwajalein, to evacuate before the takeoff everyone who was not needed at that time, sending them either to an adjacent island or to ships and boats in the lagoon.

To make sure everyone knew his job, and could do it at the right time, we had several air rehearsals, and one complete rehearsal, in which every man and every ship cleared the lagoon.

In the last few days of June, our three press and observer ships arrived. Their passengers had a good look at the target array, centered by the bullseye ship *Nevada*, which was painted a brilliant orange and looked like a boiled lobster among her drab gray sisters. Then, on 30 June, more than 100 ships of the Task Force stood out to sea, each to remain in an assigned area. These areas could be rotated, on a radio signal, to accommodate a shift of wind.

A few ships stayed in the lagoon overnight, as small parties of men were on board the target ships, and islands, to start certain instruments, clockwork cameras and diesel generators. These men were taken off at day break and the last five ships steamed out of the lagoon. My weather forecasters had predicted a fine day, but it had dawned with numerous heavy cumulus clouds. I was assured that sun would evaporate their tops, but it looked definitely bad. We held the

bombing plane at Kwajalein on the ground an extra 15 minutes to make sure. I did not want to have it land with that bomb aboard, even though there was no inherent danger in doing so. On the other hand, if I postponed the test to another day, it would bring a terrific letdown to my whole force.

But those cumulus clouds *did* shrink and the test came off with only a half-hour delay due to that weather crisis.

I will not attempt to tell you what that explosion looked like, for the pictures which I am sure you have already seen surpass any words I might use in describing it.

The results I can best relate by quoting extracts from the report of the Joint Chiefs of Staff Evaluation Board, whose chairman was Dr. Karl Compton:

"The Board's present information is that the bomb exploded, with an intensity which approached the best of the three previous atomic bombs, over a point 1,500 to 2,000 feet westerly of the assigned target, and at approximately the planned altitude.

"The target array in no sense represented an actual naval disposition, but was designed to obtain the maximum data from a single explosion. The most important effects produced by the bomb are the following:

"A destroyer and two transports sank promptly and another destroyer



CREW AT QUARTERS, submarine *Skate*, once thought crippled by first atomic blast, proceeds under own power.

capsized. It later sank, and the Japanese cruiser *Sakawa* sank the following day. The superstructure of the submarine *Skate* was so badly damaged as to make it unsafe to submerge the vessel. The light carrier *Independence* was badly wrecked by the explosion, gutted by fire and further damaged by internal explosions of low order, including those of torpedoes. All the above vessels were within one-half mile of the explosion point.

"Numerous fires were started on other ships, including one on a ship two miles distant, which was apparently due to some unusual circumstances, since the other fires were much closer. Here it should be remembered that the target ship decks carried a great variety of test material not ordinarily exposed on the decks of naval vessels.

"The only major combatant ships within one-half mile of the explosion were the battleships *Nevada* and *Arkansas* and the heavy cruiser *Pensacola*. Apparently little damage was done to their hulls or their main turrets, but their superstructures were badly wrecked. These ships were unquestionably put out of action and would, along with many others within three-quarters of a mile, have required extensive repairs at a principal naval base.

"Other ships in the target array suffered damage in varying degree, depending on position and type of ship, but there was relatively little damage at distances greater than three-quarters of a mile.

"Examination of the flash burn effects produced by the initial radiation from the explosion indicates that casu-

alties would have been high among exposed personnel. However, it is the opinion of the Board that persons sheltered within the hull of a ship or even on deck in the shadow of radiation from the bomb would not have been immediately incapacitated by burns alone. . . .

"Within the area of extensive blast damage to ship superstructures there is evidence that personnel with the ships would have been exposed to a lethal dosage of radiological effects.

"From what it has seen and from what it has ascertained from data now available, the Board is able to make certain general observations:

- "The atomic bomb dropped at Bikini damaged more ships than have ever before been damaged by a single explosion.

- "The test has provided adequate data of a sort necessary for the re-design of naval vessels to minimize damage to superstructures and deck personnel from this type of bomb. Because of the nature of the first test (an air burst) little information has been obtained on hull effects. Damage to ships' hulls will be studied specifically in the second test when a bomb will be exploded under water.

- "A vast amount of data which will prove invaluable throughout scientific and engineering fields has been made available by this test. Once more the importance of large scale research has been dramatically demonstrated. There can be no question that the effort and expense involved in this test has been amply justified both by the information secured and by greatly narrowing the range of speculation and argument. Moreover, it is clear

to the Board that only by further large scale research and development can the United States retain its present position of scientific leadership. This must be done in the interests of national safety."

As for Bikini itself, many people had predicted that it would be "atomized." Some said its new name would be "Nothing Atoll," or "No Atoll Atoll." Actually, "Nothing Atoll" happened to Bikini—at least in the first test. The palm trees still waved in the trade winds, and business was promptly resumed in the recreation areas.

The performance of the drone airplanes was amazing. We had expected that the great heat in the atomic cloud, the extremely high frequency electromagnetic radiation, and the turbulence would cause the loss of at least half of them. Actually, except for one Navy fighter drone lost before the explosion, every drone flew through the cloud, collected its samples of fission products, or took pictures, and was recovered. The Army B-17s were taken off from Eniwetok, and were returned there, while the Navy drones were launched from the carrier *Shangri-La* and landed on Roi island. The B-17s had television cameras showing a view of the drone's instrument board on a screen in the control plane, to help when the drone was lost to sight. But the Navy fighter drones required visual observation. One control plane would start a drone into the cloud, and another would take over when it came out. In one case, the "pass receiver" never saw the "ball" at all. Somehow it came out unob-

served, flew for 55 minutes, and was finally picked up 90 miles away, by the *Shangri-La's* radar. A control plane was dispatched to retrieve this truant, and landed it safely at Roi. The drone had obeyed its instructions: in the absence of signals to maintain straight, level flight.

For the second test, the bomb was suspended in the water, from a small LSM, designed originally to land tanks, artillery or trucks on an open beach. This little ship had been altered to provide a well in the bottom through which the caisson containing the bomb could be lowered. It was also fitted with necessary electric and electronic equipment, including a radio mast, for detonating the bomb by signals from a ship outside the lagoon.

Between tests, quite a lot of seamanship was necessary in relocating numerous mooring buoys and moving ships to new positions. This work, combined with inspection of ships for damage, reading and recovery of instruments from the first test, and placing instruments for the second, took about three weeks. Baker Day neared.

Our weather requirements this time were not so exacting. We were sure the spray and gases would go no higher than 15,000 feet, and we had a good chance of winds from the east or southeast up to that altitude. A few planes were much higher, but their work was not vital. We could thus accept a ceiling of 18,000 feet. We again held a combined air and surface rehearsal, which turned out all right for the ships, but was a complete fizzle for the air groups, as all they found over Bikini that day was thick clouds, rain, ice and turbulence. Our weather men apparently were holding back their real talents for a more important occasion. But I didn't worry about the air contingent being ready. Their magnificent display of airmanship on Able Day, combined with one successful Baker rehearsal of their own, gave me assurance that they would do another good job. They did.

We again evacuated most of Eniwetok's personnel, and were prepared to take out the rest, and also Rongerik's natives. But at Kwajalein, nobody had to leave this time.



MAIL FROM BIKINI was marked by distinctive cachets, on both A Day and B Day, 1 July and 25 July 1946.

SEPTEMBER 1946

BOMB DIDN'T DAUNT LADY PIG

This little piggy went to Bikini . . . And to top that off, she took a swim in Bikini Lagoon—something that good porkers are not supposed to do—and came out of the water as the world's most famous pig.

This fair-haired gal of Pigdom is CROSSROADS Pig No. 311, known also as "the *Sakawa Pig*," and her feat has astounded pigs and pig fanciers alike the world over.

It all started with the Able Day atomic bomb test. Our heroine had gone aboard the Jap cruiser *Sakawa* as an observer of the blast for her fellow citizens in Pigdom.

When the *Sakawa* sank as a result of the tremendous explosion, Pig No. 311 rebelled against drowning. She started a swim in the teal-colored, radioactive waters that was to last until she was rescued 30 hours later and brought aboard the "animal ship," the *USS Burleson*, for treatment.

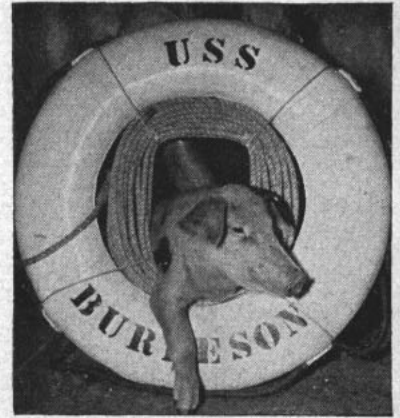
While the *Sakawa Pig* was recovering from her grueling feat, shouts of controversy arose. Detractors claimed that pigs couldn't swim for 30 hours while leaders in Pigdom stoutly maintained that their idol had proved that it could be done.

Incredulous farmers in the U. S., standing by their convictions, are arranging "pig-swimming experiments." But so far, all attempts to obtain Pig No. 311 for the tests have failed.

"It isn't that I'm not in shape for it," the *Sakawa Pig* oinked when in-

As before, we sent all but a few ships to sea on "Baker-minus-one," though the heavy overcast and rain gave no assurance that the aerologists' predictions of fine weather the next day would be borne out. But they made good. Baker Day was beautiful.

Again we collected the "last-minute" men from islands and ships at dawn. And this time there was another job to be done. The various devices for firing the bomb, on board the little LSM 60, had to be checked and set. This was done by Rear Admiral W. S. Parsons, USN, my deputy commander for technical direction, and a small group of scientists from the Los Alamos Laboratory. I must explain here that while theirs was a job I would not have wanted to trust to anyone else, in their expert hands it was entirely safe. A clockwork mechanism, actuated by more than one clock, made it impossible to fire the bomb before a certain time, nor after a certain later time, like the time clock on a bank vault. And that time period did not begin until the last ship, which was my flagship, was safely out of that lagoon. Furthermore, stray radio signals could not explode the bomb. Certain set signals, and in the intended sequence, were necessary. I might say here that a similar but less complex system was used to start many of the cameras and other recording instruments, in aircraft on board ships and on islands. All these timing signals were sent from a special ship.



PORKER 311—This little pig came home.

terviewed by ALL HANDS' Bikini correspondent, "because these daily shots of penicillin have me feeling fine, and I've gained 20 pounds from Navy chow."

The famous porker, carefully turning her best profile to the photographers, added:

"I'd like very much to repeat my achievement, but my contract with the Navy makes it impossible. My observations are vitally important in compiling the scientific reports on the Atom Bomb. Good day, gentlemen."

These early morning operations were timed to give us the earliest possible "How" hour for the explosion. This was desirable for two reasons: first, because our weather officers were sure we would have good weather early, but it might not last; second, because it was low tide at 0720, and we wanted to blow the bomb as soon after that as we could, to keep the resulting waves from overflowing the islands, if possible. The earliest hour we could make was 0835, and the bomb was exploded at exactly that



MARINE ARTIST Grant Powers was designer. Able cachet shows B-29 over target, Baker, rising waterspout.



'NIAGARA FALLS IN REVERSE' was how one eye-witness described awe-inspiring upheaval of ocean when underwater

time. Again I won't attempt to describe the awe-inspiring spectacle of that detonation; but one officer aptly called it "Niagara Falls in reverse."

One of the numerous practical and modern applications of science in this experiment was the use of drone boats to measure radioactivity in the water. These measurements were primarily to meet technical requirements, but were useful also for safety purposes. The boats were small standard landing boats decked over and equipped for remote radio control. They were anchored in the lagoon at a safe distance from the bomb, until after the explosion. Then the control operators aboard an escort destroyer outside the lagoon sent radio signals which slipped the boats' anchor cables, started their engines, and thereafter steered them and controlled their speed, the operators in turn being guided by instructions from a torpedo plane flying over the lagoon. The boats would pass through the array of target ships, would automatically radio their Geiger counter readings of radioactivity, and when in an interesting spot would, on radio signal, take a water sample for later analysis.

Waves in the lagoon were not as high as expected. Instruments and calculations indicate a maximum of 50 feet, decreasing to 15 feet at Bikini Island, which was only slightly flooded in the recreation areas.

Results to the ships can again be best described by referring to the Evaluation Board's report. It said:

"The explosion produced intense radioactivity in the waters of the

lagoon. Immediately after the burst, it is estimated to have been the equivalent of many hundred tons of radium. A few minutes exposure to this intense radiation at its peak would, within a brief interval, have incapacitated human beings and have resulted in their deaths within days or weeks.

"Great quantities of radioactive water descended upon the ships from the column or were thrown over them by waves. This highly lethal radioactive water constituted such a hazard that after four days it was still unsafe for inspection parties, operating within a well established safety margin, to spend any useful length of time at the center of the target area or to board ships anchored there.

"As in Test Able, the array of target ships for Test Baker did not represent a normal anchorage but was designed instead to obtain the maximum data from a single explosion. Of the 84 ships and small craft in the array, 40 were anchored within one mile and 20 within one-half mile. Two major ships were sunk, the battleship *Arkansas* immediately, and the heavy hulled aircraft carrier *Saratoga* after seven and one-half hours. A landing ship, a landing craft and a concrete oil barge also sank immediately. The destroyer *Hughes* in sinking condition and the transport *Fallon*, badly listing, were later beached. The submerged submarine *Apogon* was sent to the bottom, emitting air bubbles and fuel oil, and one to three of submerged submarines are believed to have sunk. (Actually, four submarines went to

the bottom. One has been raised, and efforts to raise the others are in process.) The badly damaged Japanese battleship *Nagato* sank after four and one-half days. It was found impossible immediately to assess damage to hulls, power plants and machinery of the target ships because of radioactive contamination. Full appraisal of damage will have to await detailed survey by engineer teams. External observation from a safe distance would indicate that a few additional ships near the target center may have suffered some hull damage. There was no obvious damage to ships more than a half mile from the burst."

The President's all-civilian commission, whose chairman was Senator Hatch of New Mexico, substantially agreed with the above report.

From the great mass of secret technical data collected in these tests, showing the relationship between distances, pressures, temperatures, radioactivity, damage to certain types of ships and their equipment, and probable injury to personnel in various stations, the lessons affecting ship design, naval and air tactics and strategy will be drawn. They will not be drawn by one man, but by many; and the final military decisions will be made by the Joint Chiefs of Staff. The President's approval may be necessary, in some cases, as well as legislative action by Congress. To what extent the required radical changes of ship design and indicated separation of ships, and forces of ships at sea and in port can be accomplished, without too great a sacrifice in other design, tactical and



bomb shattered silence of Pacific.

strategic factors—and too great expense—will call for the finest judgment. At best, no defense will be complete.

Unless some plan which is at once practical and at the same time acceptable to all nations is devised for outlawing the atomic bomb, there will be atomic weapons used in any future war, and I believe such a war will include naval warfare. But, as a result of Operation CROSSROADS, the United States will at least be better prepared for such warfare than any other nation.

In conclusion, evaluation of the results must await analysis by experts of voluminous data which we have collected. I strongly recommend that naval personnel not permit themselves to be misled by unreliable assertions and claims of so-called "authorities" on just what the results of the tests "mean." Together with the civilian and military experts who have worked with me throughout Operation CROSSROADS, I do not feel qualified to make full public reports or predictions at this time. Even the Joint Chiefs of Staff Evaluation Board will not be able to understand completely the lessons available until they have studied and restudied the results.

The "soothsayer" treatment of the results at Bikini is dangerous. It was just this type of ignorance which we feel, happily, the tests helped to dispel—by breaking away the veil of secrecy and supposition and finding the true potentialities of the bomb in respect to naval and other military equipment. I believe the Bikini tests have mate-

rially reduced such "guesses" about the realities of atomic warfare. We hope later publication of further interpretations will enable the Navy and the American public to gain an even clearer understanding of the results of Operation CROSSROADS.

Proper interpretation of all statements about Operation CROSSROADS, must be made in the light of this fact: the target array was not comparable to a regular naval disposition. Actually the arrangement of ships for the two tests had a great deal to do with the type and extent of damage. Early in the planning stages of the tests it was clearly recognized that no one test or series of tests could at the same time (1) simulate war conditions, (2) provide the data desired from the purely scientific point of view, and (3) provide the data essential in order to proceed along sound and economical lines in developing our armed forces. The final array found 23 ships located within a radius that would normally contain one capital ship in a task force at sea, and not more than three in a typical anchorage. On the other hand an attacking force would probably use more than one bomb.

These are a few general deductions which can be drawn from the tests thus far, but they are subject to revision should further study of data bring new information to light:

The first test—the air burst—indicated a need for strengthening and modifying of superstructures, while the second test—the sub-surface burst—indicated a need for stronger hulls and interior fittings.

The President's Evaluation Commission in its report of the Bikini tests to President Truman said that results of both tests are now being studied by the Bureau of Ships and will "undoubtedly point the way to changes in ship's size, design and structure, both above and below the water line."

"Such changes," it continued, "can offer increased immunity to flash and blast effect, but protection from catastrophe by deadly Gamma and neutron radiation, lies rather in wide spacing of task forces and decentralization of Navy yards, repair and loading facilities of ships within ports, and amongst all available harbors. We are convinced distance is the best defense."

Another predictable change will be the addition of equipment to check for

the presence and strength of radioactivity. This type of equipment may become an essential item of all branches of the armed forces.

Analysis and evaluation of CROSSROADS results will permit our designers, tacticians, strategists and medical officers to learn as much as possible *now*, regarding the effects of this new and revolutionary weapon upon naval and other targets not before exposed to it. Without the information gained from these experiments, these men would be groping their way along a dark road which might some day lead to another and worse Pearl Harbor.

I think, also, that the following broad conclusions are proper and defensible:

The over-all result of the wide press coverage of Tests Able and Baker was beneficial (1) in placing the atomic bomb in proper perspective before the public, (2) dispelling possible thought that the tests might possibly have been planned or conducted in any manner other than for the impartial development of the armed forces along worthwhile, forward-looking and intelligent lines, and (3) in presenting to the American public, as well as the armed forces, the importance of the United States maintaining pre-eminence in the understanding, development and use of scientific discoveries in their relation to national security.

Even without the important forthcoming "Test Charlie," Operation CROSSROADS has proved to be the greatest naval and military experiment in the history of the world. Bikini observers are in unanimous accord that thus far it has been an eminently worthwhile job, for which I have already expressed, and wish to express again, to all military and civilian personnel that assisted me, a "Well Done!"

One fact, however, stands starkly clear, in my mind. The only certain defense against the atomic bomb would be the knowledge and assurance it would never be used again in warfare, a knowledge backed by unbreakable, permanent international guarantees and checks. It is my greatest hope that the atomic bomb can be abolished as a means of waging war. This must wait the test of time. If, unhappily, it cannot be done in the foreseeable future, Operation CROSSROADS has given to our nation much information invaluable to our national security.

ALL HANDS WANTS YOUR WAR ADVENTURES

ALL HANDS wants personal eyewitness stories from Navy men who fought in the sea battles and amphibious operations of the war.

The story of World War II from the standpoint of "mass actions" has been told. Less has been written, however, of the war as it involved the individual Navy man.

If you had an adventurous assignment during the war, or had unusual personal experiences—send your story to ALL HANDS.

It might include, for example, personal experiences in the Battles

of Midway and Leyte Gulf, the bombardment of enemy-held islands, long ordeals on a life raft, kamikaze attacks off Okinawa or the North Africa or Normandy landings. Narratives and photographs, if available, should be addressed to ALL HANDS, Informational Services, BuPers, Navy Department, Washington 25, D. C.

With the writers' permission, they may be passed along to naval history writers. Unless especially requested, no material will be acknowledged or returned.

CAMERAS IN COMBAT



SPEED GRAPHICS replaced carbines for thousands of Navy combat photographers who kept epic record of the war.

NAVY PHOTOGRAPHERS in World War II "shot" pictures most of the time instead of bullets, but their aerial cameras wielded a destructive force as potent as any gun.

Every attack upon Jap-infested islands of the Pacific was preceded by aerial photo-reconnaissance, sometimes months ahead of the assault, at other times immediately before. Little was left to guesswork. The size of Jap forces, their aerial strength, the amount and position of shipping, location of docks and reefs, the width and contour of beaches, enemy gun emplacements and disposition—all of these factors were determined by photo-interpretation officers from pictures taken by the Navy's flying photographers.

Now, leaving behind a brilliant record of wartime achievement, naval photography is entering a new era of photographic wonders with a vigorous program designed to keep pace with fast-moving developments of the Atomic Age.

Revolutionary methods in photography may result from the Navy-sponsored "trivision process," which creates the long-desired three-dimensional photograph (one which has

Navy's 'Flying Photogs' Got Needed Information About Jap-Held Pacific Bases; Development Now Keeps Pace With New Age

depth, as well as length and width). This is the first technique which permits direct viewing of the photo without the aid of special colored glasses or a special instrument such as the old stereoscope that grandma used.

The process involves treatment of standard film to produce so-called "lenticulation" of the film base, creating hundreds of small curved surfaces which act as tiny lenses and assist the eyes in "seeing around" objects in the picture. Although at present the three-dimensional effect can be observed only by viewing positive film transparencies, work has been completed on a process for reproduction, and a printer is being designed. Standard cameras can be equipped with special diaphragms for use in tri-

vision photography. However, a special camera now is being constructed for the process. Developers of the new techniques have as their goal the application of depth to motion pictures, which the film industry has been seeking for many years.

During World War II, the third-dimension effect was a feature greatly desired in photos of Jap-held Pacific islands. Various methods were employed to obtain this, one of which was the use of overlapping pictures studied through stereo-viewers. By thus producing depth, enemy installations were brought out more clearly. Another method was used to obtain the depth of water off beaches being assaulted. This utilized strip-stereo photography by carrier planes. Unlike the conventional camera, the equipment took one picture on an entire roll, which passed through the camera at a speed synchronized to that of the plane, producing one long continuous picture. Two lenses, one tilted aft and one forward, gave the three-dimensional effect when the picture was observed with a viewing device. Depth of water could be determined more accurately than with sounding equipment from small boats. The pro-

cess was developed during the war by the Navy.

In the spring of 1945 it became apparent that a suitable means of obtaining photos at night would have to be provided fleet units operating in amphibious actions near the Empire. Pre-dawn intelligence information was necessary for planning air support for invading forces and front line elements. This form of photography required overlapping photos in the form of reconnaissance strips, which couldn't be obtained by using standard Navy flash bombs, except by bombers which are capable of carrying a large number of flash bombs. An aerial flash apparatus weighing 500 pounds was designed for installation in the bomb bay of carrier planes. The equipment featured a huge reflector and a gas-filled, high-intensity flash bulb which could be used over and over, together with the necessary power supply and condenser assemblies. Synchronized with the camera, the new flash equipment permitted night photography up to 2,000 feet with very short intervals between exposures.

The high-intensity flash principle has been utilized in other photographic developments by the Navy. One of these is the new shipboard enlarger. Particularly troublesome to photographers was the fact that when enlargements were made aboard ship while underway, the vessel's vibration affected the quality of enlargements. This was due to the relatively long exposure required with conventional photographic equipment. To offset this, work was started on an enlarger which uses the new gas-filled, high intensity bulb, giving an exposure of only 1/10,000th second. The exposure time will be fixed, with the amount of exposure controlled by the diaphragm (lens opening). In addition, it is planned to have a fixed focus so that prints can be turned out as fast as they are fed into the enlarger.

This development is tied in with a Navy trend toward use of small cameras. German and Jap achievements in producing small cameras are being studied, and it is believed that in the future a smaller type of equipment will give as good results as now are given by heavier, bulkier gear.

Another use of the high-intensity flash bulb is a portable, very light-weight unit designed to be carried by the photographer. With only one flash bulb and a small battery case required, the photographer no longer must carry around a bag full of the old style foil or wire filled bulbs, one of which was required for each exposure.

Rapid production of prints is foreseen by a new process which uses as a developing agent ammonia gas instead of the usual liquid. A special paper passes through a printing machine in contact with a film positive, moving on a belt. The paper and film are carried around a pyrex ultra-violet light source, which gives the necessary exposure, after which the paper and film separate. The paper is then drawn through an ammonia chamber, and is developed by ammonia fumes.

Photography's high importance as a necessary function of tomorrow's



Official U. S. Navy photographs
SOUND TRACK for a training film is synchronized by CPO (above). Assembling pictures from carrier based photo reconnaissance planes (below) was one of the vitally important jobs undertaken by Naval Photographic Service.

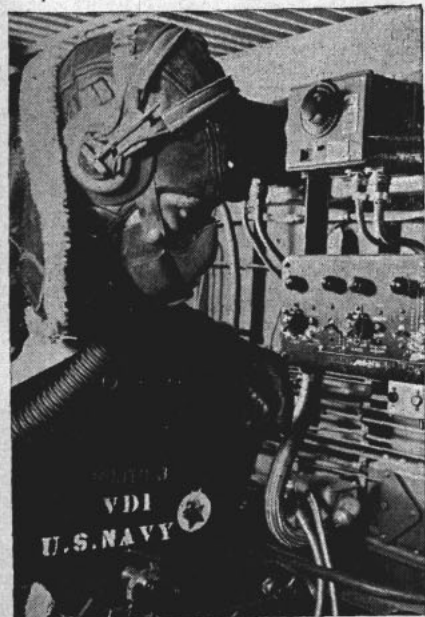




LATEST AND BEST equipment is used by bluejacket cameramen. Their work ranks with the finest pictorial reporting done by World War II photographers.

Navy became recognized during the war, when Naval photography rose to meet the challenge presented by modern global warfare. When an angered America began striking back at the Japs after Pearl Harbor, a problem immediately was presented which threatened seriously to impair successful operations.

At that time, intelligence information available on the Japs was so meager that only assumptions could be made as to the military nature and strength of enemy-held Pacific islands. The fleet had to have information about these enemy strongholds before any practical strategic planning could be accomplished, and the only way to



Official U. S. Navy photographs
OXYGEN-MASKED photographer levels off his K-18 automatic camera for intelligence shots in SoWesPac.

get this information was from aerial pictures.

The Navy in 1941 had no coordination of photography, with the exception of the small Bureau of Aeronautics Photography Section, which took care of aviation photo requirements. Ill-equipped for the job and greatly undermanned, this small organization was called upon to undertake the tremendous work of naval wartime photography.

The little group began to expand—and expand. The use of photography in World War II for strategic and tactical purposes covered every operation engaged in by the Navy, Marine Corps and Coast Guard. A complete photographic record was made of the war in all its phases, and these pictures—millions of them—were used for many purposes. Some were of such value as to be the actual basis for successful operations. Reconnaissance photography made an unquestionable contribution, and photos distributed among fleet commands served an intelligence function incapable of being performed in any other way. Photographs released to the press and published in naval publications and reports kept the fleet and public informed of the many phases of the war and its progress.

This remarkable record was achieved by a group which at war's beginning had less than 500 personnel with photo training. At the time of Pearl Harbor, there were about 50 activities engaged in photography in the Navy. During the war the rapid recognition of photography spread to every activity. BuAer outfitted more than 1,200 labs with complete photographic facilities, and by V-J Day there had been added 5,000 enlisted photographers and 375 photo officers, while 373 naval aviators were given photographic training.

BuAer had to expand its limited facilities to meet the need for photography. This expansion included con-



EVERY ATTACK on Jap held territory was preceded by careful photo-reconnaissance

trol of training and assignment of personnel, procurement and distribution of equipment and production of training films. Later, parts of the photo-lithographic program were added. In 1942 the Photo Science Laboratory at Anacostia, D.C., was built. This is the Navy's central processing laboratory for all types of photography, including production of motion pictures and special phases of photography.

BuAer's photography section expanded to a division, engaged in supervising the entire Navy photographic activities. In August 1944 the Office of Navy Photographic Services was set up under SecNav to coordinate and plan all motion pictures, except training and technical films. Later, the scope of the office was extended to include coordination of all phases of photography in the Navy, still and motion picture. On 1 Jan 1946, by order of SecNav, the office was redesignated the U. S. Naval Photographic Service and transferred to the direct supervision of DCNO (Air). BuAer's photography division was abolished and its personnel, functions and facilities placed under the Director, U. S. Naval Photographic Service.

The Naval Training School (Photography) at Pensacola, Fla., before the war had an average attendance of 12 enlisted men and four officers. A peak of 816 officer and enlisted students was reached during the war. Also, no aircraft were assigned to the school before the World War II, while at the war's peak approximately 45 aircraft were attached to the school.

In World War II the incorporation of provisions for aerial photography in naval aircraft rose in importance from the category of an "additional function" to that of "military necessity". At the outbreak of the Pacific war, few aircraft were equipped to perform vertical aerial photography. The only other means of obtaining



which gave intelligence officers important data. Countless American lives were saved.

aerial pictures was by using hand-held cameras in the various types of combat planes.

At the war's close, the Navy was using three types of combat aircraft that had been so modified that their primary mission was photo-reconnaissance and mapping. In addition, every type of plane used in the combat zone was able to perform some type of photo work along with its intended mission. The types of installations were divided into the three phases of photo coverage developed for obtaining necessary information for most successful planning and execution of naval operations: long-range, land-based photo-reconnaissance, carrier-based operations and bomb damage and target assessment photography.

In the Pacific war's early stages it became evident that long-range photo reconnaissance would have to be employed to get the necessary pictures of Jap installations. To design a long-range photo plane was out of the question—the problem had to be solved in a matter of weeks. The solution was to use the planes at hand and modify them.

The PB4Y-1 Consolidated Liberator, four-engine patrol bomber, was converted into a photographic plane by modifying the bomb bay to accept standard Navy cameras. It was these modified Liberators of a Marine Photo Squadron which in February 1944 obtained the first pictures revealing the enemy strength concentrated at Truk, until that time one of Japan's greatest naval secrets. The Liberator served as a very good substitute for a complete long-range photo plane during the war, but many features were lacking which are desired in a plane of this type for modern warfare, most important of which is speed. To fulfill this requirement, various projects were placed in effect to develop photo-reconnaissance prototypes of existing combat planes, both land-based and carrier type. The Navy now is per-



AERIAL PHOTOGRAPHERS were prime targets for enemy fighters. This veteran of the Hornet sinking won decorations at Midway and Santa Cruz.

fecting photo planes far superior to those used in World War II.

Land-based photo groups were used for the most part in strategic photography (pictures taken well in advance of an assault for mapping and planning), while carrier-based planes conducted tactical photography (immediately prior to and during assaults) as well as bomb damage assessment. These tactical requirements made installation of photographic equipment in carrier type aircraft a sheer necessity. Fixed installations in these planes was a new experiment and several new problems were presented. The cameras had to be shock mounted enough to minimize the effect of the plane's vibration and still mounted rigidly enough to withstand the tremendous strain of arrested landings. The equipment had to be situated so that the added weight would not affect the center of gravity, an important item for aircraft engaged in carrier operations. And finally, control of the equipment had to be semi-automatic so that crew members would not be diverted from their primary combat duties and the installation had to be such as not to restrict the plane from performing its combat missions. These problems were met and solved, and carrier employment of these fighter photo-reconnaissance planes was so successful that carrier plane photography became a routine function.

The use of aerial cameras to record bombing damage developed out of the successful installation of camera equipment in combat aircraft and the need for some method of determining damage inflicted on certain types of targets. Various installations enabled planes to photograph damage inflicted by their own bombs, a boon to damage assessment. Work now is under way on cameras which record the results of rocket firing, as well as gunfire and bomb hits.

Land-based photo groups normally

were composed of a photo squadron and a photo-interpretation squadron, with about 85 officers and 400 enlisted men attached. Eight planes were assigned.

The Liberators normally photographed from an altitude of 20,000 feet, spaced about a mile and a half apart. At this distance they could not give each other any assistance from fighter attack, so when the mission was over a "hot" area it was the practice to obtain escorts. Army B-24s frequently accompanied the photo planes on flights too long for fighters. Although this lessened the danger of attack from Jap fighters, the photo planes still were "sitting ducks"—



THE WELL-DRESSED photographer looks like this when his ship is bucking a rough December sea near Iceland.



DOCUMENTARY FILMS of naval history as it was made are an important contribution to posterity's knowledge of sea power and its use in World War II.

perfect targets for antiaircraft fire, since they had to fly straight and level with no evasive action.

The land planes operated from our most advanced bases as soon as they were secured. On Saipan, some planes were operating when the island was only one-third taken, from Jap fighter strips. Their operating range was a little over 2,000 miles, requiring about 13 hours in the air. Upon returning from their missions, the planes were pounced upon by laboratory men who worked night and day until the films

had been developed and prints made and distributed.

The first set of prints was grabbed by photo-interpretation officers, who worked hand-in-hand with the photographers. These important officers made the photographs useful to operations, and it has been estimated that 90 per cent of our intelligence information about the Japs came from analyses of photographs taken by aerial reconnaissance planes.

Carriers of the CV type had a complement of four photo aircraft and

six pilots, while CVLs and CVEs were allowed two photo planes and three pilots. These photographic units were part of the carrier air squadron and usually covered every mission of these squadrons. The carrier photo planes, because of their speed, could go on missions alone, but when interception was expected they usually had other planes of the squadron as escorts.

Carrier photo-reconnaissance during the war's early stages was concerned primarily with missions for amphibious operations—low altitude, high speed coverage of beaches. This tactical photography was conducted immediately prior to assaults and during actual operations, giving daily coverage. However, as the war progressed and carriers operated closer to the Jap homeland, their missions expanded and more and more strategic photography was taken over.

The cessation of hostilities naturally brought a large curtailment of photo activity in the Navy. It was the end of many photo missions and photography incident to tactical strikes and strategic planning. The war pace slackened, photo personnel were released from service and many laboratories were disestablished.

However, it is certain that the Naval Photographic Service with its war-acquired importance never will return to its relatively small prewar status. There has been a tremendous increase in the military use of photography as compared to the limited and definite use to which it was put at the beginning of the war. In addition to strictly military uses, photography is used extensively in training personnel, and many administrative procedures now are based on photographic processes. The Navy, at large, has been trained in the use of photography and has become accustomed to its benefits—benefits which it cannot afford to lose.



PHOTO-FINISHING was gargantuan wartime job, but Navy-developed techniques helped speed up the process.



UNDERSEA PHOTOGRAPHY is Navy specialty. Here trainees at Silver Springs, Fla., learn best diving methods.



TAKING A TIP from Mohammed, the Navy brings Mount Everest to Pensacola. Four volunteers lived at simulated high altitude in a low-pressure chamber. Two lasted 32 days and exceeded 29,000 ft. Others blacked out at 27,000.

STRATOSPHERE TANK TRIP

FOUR NAVY MEN cooped up in a 10-by-10 pressure tank for a month, split into rival camps over the inevitable preference of three for boogie-woogie and the fourth for Bach, nevertheless contrived to make a historic contribution to science.

The four, all volunteers, took a hypothetical trip to the stratosphere, during which time they were under constant medical observation. The result was that for the first time scientists and doctors were able to observe closely and under controlled conditions the adaptation of the human body to high altitudes.

The experiment was dubbed, of course, Operation EVEREST.

The pressure tank never left the deck to which it was secured in a building of the School of Aviation Medicine, Pensacola, Fla. But a gradual exhausting of the atmosphere from the tank took the victims up, so to speak, a little each day until on the 32nd day of the test two of them were able to exist at an altitude of 29,025 feet without supplemental oxygen! Veteran mountaineers, hardened by years of climbing, have never approached such a record. It is, in fact, the highest altitude which man has been known to endure without a supplemental oxygen supply.

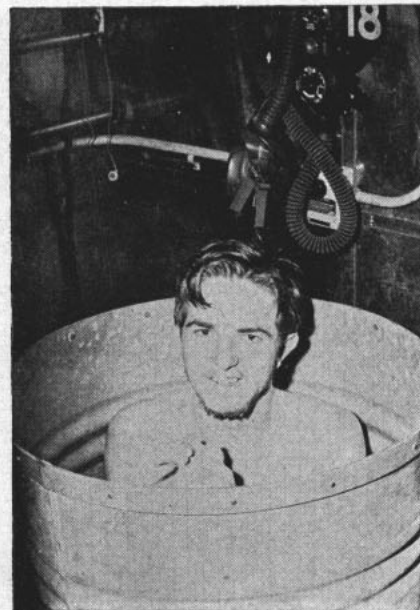
So much data was accumulated that it may be months before a complete analysis can be published. Much of it then will be of direct interest only to medical men, although indirectly the findings may have application to all of mankind in this day, which sees men probing higher and higher into the layers of gas which surround the earth.

Closely watched was the fascinating (to medical men, at least) and precise balance of oxygen and carbon dioxide in the blood stream. Normally, this balance is maintained within close tolerances, or you're in a bad way. In the four subjects of the experiment, it was observed that the balance be-

Navy Men in Pressure Chamber Never Leave Ground But Bear High Altitudes For Month For Sake of Science

came completely upset, from the normal standpoint, but with no ill effects on the subjects as their bodies became gradually accustomed to the changing conditions—the lowering of pressure and the decrease of oxygen in the air they breathed.

The four were examined daily, at



Official U. S. Navy photographs
'MOUNTAIN CLIMBER' enjoys bath four miles up. Oxygen is for unacclimatized persons entering chamber.

rest and during and after periods of exercise—accomplished aboard a stationary bicycle which the men came to regard as you'd regard a sharp chipping hammer and 10 miles of deck.

The subjects found some solace in their contemplation of the nearly superhuman efforts of the doctors and laboratory technicians who were employed in the test. Many of these clinical workers made 40 to 50 entries via the air lock into the chamber during the test, each entry an experience comparable to a ride on a fantastic express elevator over the Himalayas.

Only two of the subjects were able to withstand the 29,025-foot altitude without extra oxygen. The other two were on the way up there, all right but requested oxygen when they began to black out. The following day, two donned oxygen masks and took a quick trip up to 50,000 feet as the experiment drew to a close.

By studying the human body's adaptation to slowly increasing anoxia (oxygen lack), Navy doctors hope to gain information of great value to plans for high-altitude flying. It may be possible in the future to reproduce artificially these physiological adaptations in an aviator in order to acclimatize him quickly before he reaches higher altitudes.

Morale of the subjects was, of course, a problem. Movies were shown nearly every night; three good meals per day were served, under skillful supervision of a Navy Nurse Corps dietician; there was plenty of sack time; and there was always the bicycle when a man felt he just had to move about.

Some of the experimentees grew beards (those who could, presumably). They had enough leisure time to build model airplanes and do wood carving. And they had a library. One book they all read was *The White Tower*. It's a book by James Ullman and it tells all about a man who climbed an Alp, without oxygen.

RESERVE

THE SEABEES, who were instrumental in making the entire Pacific a U. S. naval shipyard and operating base, are very much in the extensive Naval Reserve plan which will keep the Navy in readiness during the post-war years. BuPers and BuDocks jointly have set up a Volunteer Reserve of former CEC officers and CB personnel.

The mission of the formally-titled Naval Reserve Component of the Civil Engineer Corps will be to provide a pool of Reserve officers who are practicing professional engineers, and a pool of Reserve warrant officers and enlisted men (V-6) who are experts in one or more phases of construction and related industries. Reserve CBs, officers and men, will be trained in engineering and Navy methods, and all will be available for mobilization in event of another emergency.

As are other phases of the Naval Reserve programs, CB Reserve units will be organized in various locations under the naval districts and administered through the district commandants. Detailed organization plans in each district are still in a developmental stage. However, the broad, over-all organization of the CB Reserve has been established.

The CB Reserve will be organized in the Volunteer Reserve, and will be divided into First and Second Echelons. The First Echelon will consist of Reserve officers, warrants and enlisted men with CB ratings. It will be formed of World War II veterans who volunteer, and it will be kept up to strength by transfers from the Second Echelon. The Second Echelon will consist of Reserve officers, warrants and enlisted men who do not wish to take full part in the training program. It will be formed of World War II veterans, engineering graduates of NROTC programs, Reserve officers commissioned from civilian status, and new enlistees as permitted and required.

No exact size of the CB Reserve has been established, beyond the statement that it "shall be adequate in size and potential expansion to meet the engineering and construction needs of the Navy for all land, base and amphibious operations that may be required by an emergency or war effort, and which is not provided for within the scope of the other engineering specialist units of the Navy."

Brigades and subordinate units will be scattered to give maximum practical geographic distribution. Exact location and number of units has not been determined, but will be based on geographical distribution of CEC Reserve officers, and will be determined at a later date by BuPers.

The CB Reserve training program will include two major fields of activity: seminar (classroom) and extension (correspondence) courses. Seminars will be required of all officers in the First Echelon. Extension courses, with the exception of "Navy Regulations" and "Military Law," will be



THE ENTIRE PACIFIC was a shipyard and operating base when the Navy's Construction Battalions finished with it. Skills that made these prodigious feats possible will be retained and improved under new Reserve program.



CAN-DO'

optional. All courses will be available on an optional basis to officers of the Second Echelon and all Reserve CB enlisted men.

Purpose of seminar training is "to bring the personnel together for the mutual benefit and assistance that a seminar-type analysis of a problem provides." The seminar program will consist of an annual series of 10 monthly meetings. Each successive meeting will concern itself with a phase of a campaign or operation. Completion of the 10 seminar sessions will represent completion of a campaign, and new campaign and operational problems will be presented each year. Seminars will be divided into four sections, each dealing with phases of the problem most applicable to the following rank and rating groups: petty officers and warrants, ensigns and lieutenants (jg), lieutenants and lieutenant commanders, commanders and captains.

Successive monthly seminars will study the following subject groups in relation to the year's campaign:

- Organization and function of the CEC.
- Staff and command functions (Ground Troops Officers).
- Supply and logistics.
- Advanced base equipment and materiel.
- Combat principles, military tactics and security.
- Engineer reconnaissance.
- Advance base construction.
- Utilities, water supply and field sanitation.
- Public works.
- Civil works.

Study in these fields will be detailed. For instance, under the general head-

1,700 Reserve Billets In Intelligence Service

There will be 1,700 billets for officers of the organized Naval Reserve in the Naval Reserve component of the Naval Intelligence Service, it was announced by BuPers.

As shown in the table below, 1,475 are allocated to naval districts and river commands and 225 to the Chief of Naval Air Training for air combat intelligence service.

Naval District	Capt.	Comdr.	Lt. Comdr.	Lt.	Lt. (jg)	Ens.	T'tls
1	1	3	6	26	40	53	129
3	2	6	14	44	70	91	227
4	1	3	6	24	37	49	120
5	3	6	22	32	37	100	160
6	....	2	4	16	22	22	66
7	....	1	2	11	17	22	53
8	1	3	6	26	40	59	135
9	1	5	12	39	65	81	203
10	....	1	1	1	1	1	5
11	....	2	4	21	31	33	91
12	1	3	6	25	37	50	122
13	....	2	4	18	24	24	72
14	....	1	2	4	4	3	14
15	....	....	....	1	1	....	2
17	....	....	....	1	1	....	2
PRNC	1	3	6	26	37	55	128
SRNC	....	1	1	1	1	2	6
CNATra	2	6	15	44	70	88	225
TOTALS	10	45	95	350	530	670	1,700



FRANK M. ALLEN, S1, typifies the secret of Seabee greatness. The 48-year-old Texan was a peaceful printer and proofreader before he got mad at Tojo.

ing "Advance Base Construction" Reserve CBs will study road-building, airfields, bridges, fuel storage, waterfront structures, pontoon assembly, ship-to-shore causeways, and use of explosives.

The extension program—correspondence-type courses—is intended "to provide the CEC Reserve personnel with means of obtaining a broader background in naval, military and scientific matters. Proposed extension courses, listed below, will be on a voluntary basis, save for the courses on Navy Regs and military law. These two need not be taken by those who have already qualified in them. Extension courses will include: Navy Regs, 14 lessons; Military Law, 8 lessons; Soil Mechanics, Military Engineering International Law, 8 lessons; Military Government, Nuclear Physics, and Miscellaneous (any extension course offered to Naval Reserve personnel by BuPers or any Army or Marine Corps course of interest).

Further training plans include cruises, training tours at naval shore establishments, encampments, and courses at command, staff and service schools and the War College. These have not been specifically provided as yet, but they are planned as deemed advisable and as funds permit.

The plan also points out, "This program does not provide for the specialized trade training of Reserve enlisted personnel. It is a demonstrated fact that construction tradesmen are best trained by industry in their individual trades. However, all Seabee reserve enlisted men are to be encouraged to participate in any part of the Civil Engineer Corps Reserve Training Pro-

gram that may be applicable to their needs."

A statement of CB Reserve includes the following:

- The CB Reserve "shall be organized, administered and operated in a manner that will keep it constantly in a position to immediately fulfill its assigned mission. . . ."

- "Every effort must be made to keep the organization . . . satisfactory



Official U. S. Navy photographs

HOODED WELDER expertly caulks the plates of a storm-battered ship at a wartime naval base in Aleutians.



YOU CAN'T BUY this kind of know-how overnight. The Seabee Reserves will keep our Navy well supplied with this priceless requisite of winning warfare.

to the majority of the Reserve personnel involved without in any way reducing its potential effectiveness as a part of a naval organization."

- Procurement, training, promotion, assignment and general administration shall be on an impartial professional plane and on the same basis as the regular CEC, so far as possible.

- "Free interchange of professional, naval and administrative information between the two components of the

Civil Engineer Corps shall be developed and maintained."

- "Close association of the members of the Reserve and Regular components of the CEC shall be encouraged, developed and fostered to the end that one well-integrated and closely affiliated professional Corps will be obtained."

To implement the Reserve program, BuDocks has established a CEC Reserve Division, to be headed by the

Personnel Director for CEC Reserve. CEC officers on active duty will be assigned to the various naval districts to administer the program on that level. A mobilization bill to go into effect in an emergency will be maintained by the Chief of the Bureau of Yards and Docks.

For training and administrative purposes, the CB Reserve will follow conventional military organization for ground troops, just as the regular Seabees are organized. Battalions and subordinate units will be established under the various naval districts and river commands, with brigade and regimental staff units to provide decentralized administration.

Units may be formed where a minimum of 15 officers can attend regularly. They will meet in urban or metropolitan areas, and serve an area of 60 to 90 miles radius, depending on transportation facilities. Supervising each area will be a CEC officer, serving on the staff of the District Director of Naval Reserve.

As a possible hint to location of future units, surveys have showed the following cities with more than 65 CEC Reserve officers as residents: Boston and Worcester, Mass.; Providence, R. I.; New York City, Buffalo and Albany, N. Y.; Newark and Paterson, N. J.; Philadelphia and Pittsburgh, Pa.; Baltimore, Norfolk, Atlanta, Jacksonville, Houston and Dallas, New Orleans, Chicago, Detroit, St. Louis, Minneapolis and St. Paul; Kansas City, Mo., and Kansas City, Kans.; Milwaukee, Cleveland and Cincinnati, Indianapolis; Los Angeles, San Diego, San Francisco and Sacramento, Calif.; Denver, Seattle and Portland, Ore.

Former Seabee personnel and CEC Reserve officers interested in affiliating with the CB Reserve program may write to the Director of Naval Reserve in each naval district and river command.



RESERVE OFFICERS will lend their engineering skill to the many and varied problems of naval construction and repair.



WANT A DAM BUILT? A horse shod? A battleship mended or a watch repaired? Just give Can-Do a call.

Official U. S. Navy photographs

*In hard met the enemy and they
are ours.*

Yours, with respect and esteem

O. H. Perry.

ON THAT DAY in Mudville when the outlook wasn't brilliant for the local nine, mighty Casey came to bat with a chance to wrest victory from defeat. Sad to relate, Casey whiffed.

Twenty-five years before Abner Doubleday thought up the national game, a young man named Oliver Hazard Perry came to bat under circumstances somewhat similar, with far more than the outcome of a mythical ball game at stake. When the British tried to slip a fast one past him, he slammed it right over the fence.

That is to say, he whipped the squadron of Commodore Robert Heriot Barclay on Lake Erie, capturing the entire enemy fleet on 10 Sept 1813. The victory knocked the British out of the "northwest," and gave us Ohio, Michigan and the present states west of them. It also provided one of the none too numerous bright spots of the War of 1812.

To say that America's "outlook wasn't brilliant" during most of that war would be an understatement of fact. The conflict which began in 1812 with some stirring individual frigate victories for the United States, and optimistic chirrup about the annexation of Canada, turned sour and more sour as the mighty British Empire, freed from the burden of an exhausting struggle against Napoleon, sent sea and land power to the new world and blockaded our harbors, raided our coasts and finally burned Washington in 1814.

On what was then the western frontier an almost independent struggle was fought. The British scored early when, making excellent use of naval strength on Lakes Erie and Ontario, Gen. Isaac Brock captured Detroit on 15 Aug 1812.

It is said that the news of Detroit's loss was brought to President Madison by a young lake captain, Daniel Dobbins, an escaped prisoner. Dobbins' tale served to underline the importance of control of the lakes; it was decided to build an American fleet at Presqu' Isle on Lake Erie, and Dobbins was put in charge of preliminary operations. In March 1813 young Commodore O. H. Perry arrived to take over.

At this time Oliver Hazard Perry was not quite 28 years old. He was the grandson of Freeman Perry, a Quaker, but the son of Christophers Perry, who like Kipling's Fuzzy

U. S. Northwest Saved At Battle of Lake Erie As Oliver Hazard Perry Captured Entire British Fleet in Heroic Action

Wuzzy was not without faults but was a first-class fighting man. It was under his belligerent father that Oliver first went to sea as a midshipman aboard the small frigate *General Greene*. The time was 1799, during the undeclared war with France, but the ship saw action only once and suffered a great deal more from pestilence than from enemy gunfire.

Subsequently, Perry served in the Mediterranean, receiving his commission as lieutenant in 1802. In 1805 he received his first command, the 170-ton schooner *Nautilus*. In 1811 he lost his ship *Revenge* when it ran aground and broke up in a storm, but a court of inquiry held him blameless. In May of that year he was married. When the war began, he was in command of a handful of gunboats at Newport har-



METEOR-LIKE, Perry's career reached climax at Lake Erie when he was only 28 years old. He died of fever at 34.

bor, vainly seeking a command at sea.

Then he heard about Dobbins and Lake Erie. He brought to bear all the influence he could exert on William Jones, Secretary of the Navy, and on Commodore Isaac Chauncey, who was in complete command of the lakes with headquarters on Lake Ontario. Finally he was ordered to Lake Erie.

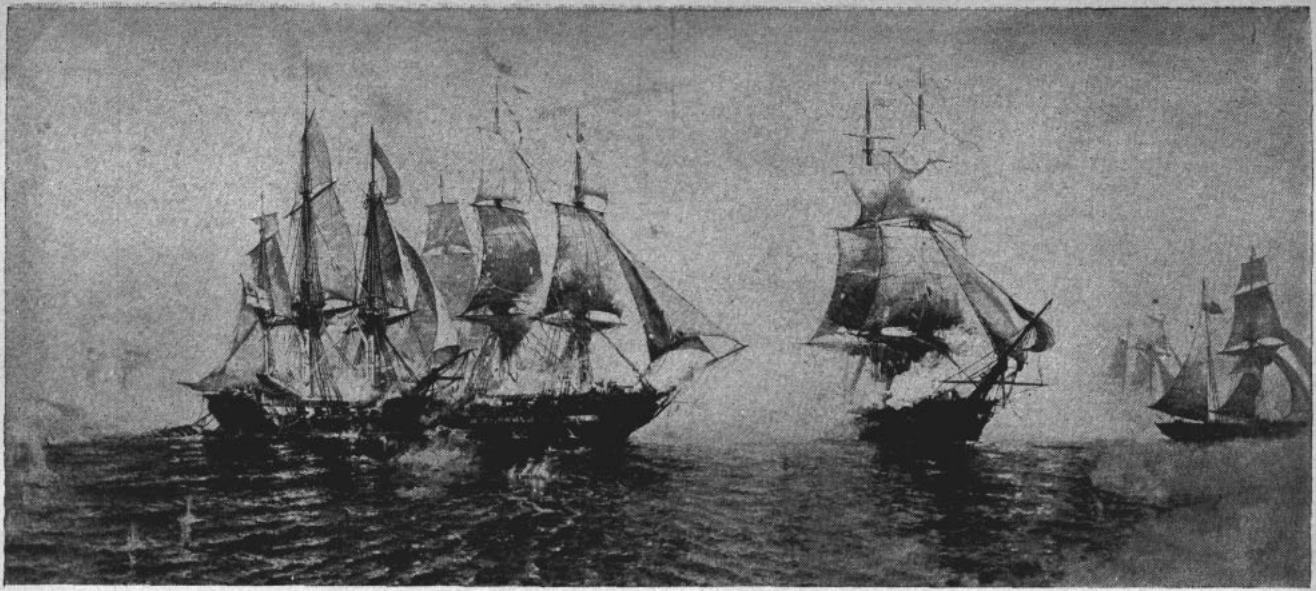
The general military situation around the lake was this: Generals Harrison and Proctor, American and British land leaders respectively, were flexing their muscles at each other across the water. The operations of both depended on naval support. Proctor had it in the form of a squadron under the one-armed Barclay, rugged veteran of Lord Nelson's campaigns—but Proctor lacked energy to use it; Harrison, without it, couldn't move—or at least couldn't move forward.

When Perry arrived he found keels of two 20-gun brigs had been laid; the hulls of two gunboats were nearing completion; the keel of a fifth boat was on the blocks. Construction of the ships proved the least of his worries, for material (in the form of huge trees growing down to the water's edge) was plentiful if workmen were not, and the job was in the hands of competent men. But there was no rigging; there were no arms with which to equip the ships or even to defend them while building; and there seemed little prospect of recruits to man them if they ever were completed and properly outfitted.

Strikes played a part in slowing up production. Workmen's food was not good, though 1813 prices do not seem exorbitant (butter was seven cents a pound, whiskey 30 cents a gallon). The reason was simply that satisfactory provisions were not obtainable, and after Perry convinced his men of this fact, they went back to work.

In the spring Perry was able to augment his strength by five small ships which had been trapped at Black Rock on the Niagara River. They were freed by virtue of Chauncey's attack on Fort George, and they were brought back by Perry, who was able to escape the British squadron only because of fog and nightfall. The usefulness of the fog on this occasion was undeniable; and its presence was typical of what a good many naval officers of the time called "Perry's luck."

By 4 July all Perry's ships were in the water but he still had to get the two brigs across the bar into the har-



'PERRY'S LUCK' played its part. British vessels became entangled as Niagara (right-center) split enemy battle line.

bor. His flagship *Lawrence* stuck, as he had feared, halfway across. Guns were taken off, ballast removed, "camels" swung into action. The ship passed over the bar, finally, after three days and nights of work, and lay disarmed in the deep water. The men immediately lightened the *Niagara* for a similar trip.

Just at this point Barclay's fleet hove into view. The British captain had been off on a four-day party at Port Dover, where he had said that when he returned he expected "to find the Yankee brigs hard and fast on the bar . . ." He was very close to being right—but he didn't know how close. The westerly wind caused both the gunless *Lawrence* and the stranded *Niagara* to head out in the direction of the enemy. Barclay was a cautious man; from his position it seemed that the whole American fleet was over the bar, and if so he couldn't attack. So he sailed away. Perry's luck again?

At 2100 that night Perry was able to write the SecNav: "I have great pleasure in informing you that I have succeeded in getting over the bar the United States vessels, the *Lawrence*, *Niagara*, *Caledonia*, *Ariel*, *Scorpion*, *Somers*, *Tigress*, and *Porcupine*. The enemy have been in sight all day."

It is characteristic of Perry that next morning, though he had been without sleep three nights and was sick, and his already too small crew was ill and exhausted, they set out on their first cruise on the lake; the enemy was not sighted.

Nor was any contact made between the opposing forces for a month; yet Perry was confident it would come soon. Gen. Harrison was not so sure and reurged the necessity of naval control for the sake of his land campaign. But it was Barclay who was really under pressure to act, for the supplying of Gen. Proctor's restive Indians depended on the freedom of action of his fleet, and with Perry on Lake Erie he no longer had such freedom. He was forced, then, to contemplate attack.

Barclay was having troubles of the same sort that beset Perry. His men

were few in number, and inexperienced. His new brig *Detroit*, though a splendid ship otherwise, was not well armed. By September his provisions were running dangerously low. Prisoners who escaped from the British base on 5 September told Perry of the situation, and the latter realized that the next time Barclay put out from Malden, the long awaited battle would take place.

Accordingly, he consulted with his officers, drawing up plans of battle. The British were able to bring six ships onto the Lake. The *Detroit* was their strongest—a three-master with 19 guns; there was the *Queen Charlotte*, with 17; the *Lady Prevost* (13); the *Hunter* (10); and the *Chippeway* and *Little Belt* with a total of 4. The vessels totaled 1,460 tons.

Perry had nine ships totaling 1,671 tons. Thirty-nine 32-pounder carronades, concentrated on the *Lawrence* (20 guns) and *Niagara* (also 20) gave his fleet an impressive edge in weight of broadside. But he knew that Barclay with his wealth of "long" guns could stand off and batter him to pieces unless he could rush to close quarters. So to his subordinates Perry emphasized and reemphasized the need to get close to the foe. He issued written instructions to all commanders that they were to "engage . . . designated adversary in close action, at half cable's length" (about 100 yards) and as a parting shot repeated the advice of Nelson—gospel to all navies: "If you lay the enemy close alongside, you cannot be out of your place."

A little after 0500 the next morning, 10 September, the lookout in *Lawrence's* masthead cried, "Sail, ho!" It was the enemy, north and westward toward the Detroit River, heading across the lake. The crew was called to quarters. By 0700 of a fine September morning, the six ships of Barclay's fleet were clearly visible from the *Lawrence*.

Perry had difficulty in getting his fleet underway, but the wind shifted conveniently at a critical moment (more of the commodore's luck, no

doubt) and the ships moved out briskly. At 1000 the fleets were still eight miles apart. A half-hour later Perry ordered chow and grog for all hands. The decks were sanded, then sprayed with water so that they should not become too slippery when the blood began to flow.

Perry had hoisted his flag with the last words of the brave but unfortunate Capt. James Lawrence inscribed thereon: "Don't give up the ship!" Those were the words cried by Lawrence as he lay in pain and delirium, mortally stricken aboard the battered *Chesapeake* earlier that summer off Boston. The crew cheered as Perry told Lawrence's story and raised the banner.

"This is the most important day of my life," he said soberly and a little naively, half to an officer, half to himself. He had examined his ship again and again that morning; now once more he went slowly around the deck. To one of his few experienced gun crews, who had served on the famous *Constitution*, he smiled and said, "Well, I see there is nothing to tell you."

Now at 1145 a bugle call was heard on the *Detroit*, followed by a cheer—and then by a burst of smoke, a roar, and a splash as the first shot fell short. But Perry found out that his adversary was not ignorant of his advantage at long range, and intended to use it. Five minutes later the second British shot crashed through the *Lawrence's* thin side and ended up in the china closet, spilling piles of dishes on Perry's pet spaniel which had been locked there to keep him out of the way. Topside the missile had dislodged one of those huge wooden splinters which were such a hazard of naval warfare of the day, and it killed a man. The green crew gasped a little.

"Don't worry, boys, it'll be all right," Perry called. The tone rather than the words did his crew some good.

Now as *Detroit* was finding the range, other American ships were falling behind *Lawrence*, which could not yet respond effectively to the English-

man's fire. Swung around broadside, *Lawrence* fired her carronades which fell short. The ship had to get closer to her opponent, and Perry ordered the crew to cease firing during the approach; meanwhile *Detroit* pounded them with everything but the galley stove.

By 1215 *Lawrence* began to fire again, but she was by this time a badly hurt ship. Her broadside smashed into *Detroit*, but the heavy timbers of that vessel prevented much damage. The two flagships drifted closer and closer. At the same time Perry ordered his other ships to close action, as he had said that he would do.

But *Niagara* hung back. Like the *Alliance* in support of John Paul Jones' *Bonhomme Richard*, she hung back. *Niagara's* commander, Capt. Jesse Elliott, was no Pierre Landais; treachery seems highly improbable, cowardice impossible—yet Elliott kept his brig out of action. For two hours the flagship stood up under the fire of *Detroit* and *Hunter*, and also that of *Queen Charlotte*, which having been assigned *Niagara* and not being able to reach that bashful ship with her guns, went to work on Perry. *Lawrence's* thin sides had been holed again and again, her rigging was cut to pieces, hardly a dozen men were left on board who were fit for any duty, and at 1430 the last gun of the ship was fired, supposedly by Perry himself. A moment later that cannon was struck by a shot and dismantled.

Now as the harassed Perry looked about his helpless ship, there seemed no means of fighting back. Of his crew of a little over 100 men, 22 had been killed, 61 wounded. Of the officers, only Perry and his brother Alexander, a young midshipman, were unhurt. Further resistance aboard *Lawrence* was impossible, and apparently *Niagara* was not going to fight.

"I will bring that brig into action," Perry said grimly.

Leaving Lieut. Yarnall in charge of *Lawrence*, he had four oarsmen row him and his flag in the ship's gig a half-mile to *Niagara*. George Washington is supposed to have stood erect as he was rowed across the Delaware; Perry *did* stand erect until his men told him to sit down or they'd quit rowing. Despite a hail of shot, no one on the gig was touched, and they reached *Niagara*.

They were greeted by Capt. Elliott, who inquired, "How goes the day?"

How, indeed! To this astounding query, Perry replied that the situation left room for improvement, and ordered Elliott to bring up the gunboats. The latter did so and conducted himself admirably during the rest of the fight.

The fight, however, did not last long. By 1445 Perry had run up his pennant and motto flag, had satisfied himself that the vessel was in good shape, and had turned the *Niagara* so as to break through the British line.

As *Niagara* moved to attack, Lieut. Yarnall who had struck his flag on *Lawrence*, ran up his colors again. He had no gun in operation on his

ship, you will recall, and was thus making the only contribution to victory he could—drawing the fire of the enemy. The "correctness" of raising his once lowered flag may be open to question, but the courage he showed is beyond dispute.

Now Perry had a final stroke of good fortune. *Queen Charlotte*, attempting to pass on the lee of *Detroit* so as to hand *Niagara* a broadside, passed too close, was becalmed and then disabled by a shot, and finally ran into *Detroit*. The two ships wallowed, entangled, just as *Niagara* came roaring down the line.

The American brig raked the trapped vessels with terrible effect. Broadside after broadside made a shambles of the two best British ships, and *Hunter* and *Lady Prevost* were treated to their share of the punishment. Perry withheld his fire until so close that the blasts were devastating.

In the meantime Barclay himself had been desperately wounded. Hit once in the leg, he had returned to the deck after regaining consciousness. Then his remaining hand was shot away. Nonetheless this valiant man insisted on being brought topside to fight his ship. But arriving there, he saw that the situation was hopeless and he could only surrender.

It was now 1500. Perry had brought victory to the United States 15 minutes after taking command of the *Niagara*. *Chippeway* and *Little Belt* made half-hearted efforts to escape but were quickly rounded up by warning shots from *Scorpion* and *Trippe*.

A short while afterward Perry, seated on a dismantled cannon, scribbled the message that has become so well known in American history. On the back of a soiled envelope, the note was addressed to Gen. William Harrison. It began:

"Dear Gen'l:—
"We have met the enemy and they are ours . . ."

Attempting no flights of rhetoric, Perry simply listed the English ships

captured and "with respect and esteem" closed.

Later of course he commented on the struggle at greater length. He was very happy about the conduct of his crews; he complimented the 100 Negroes under his command; he was particularly pleased with the performance of his volunteer riflemen from Kentucky; he had kind words even for Elliott.

Then he and Harrison got busy on the project of ridding the region of the forces of Gen. Proctor. That gentleman, his supplies cut off by Barclay's defeat, made a blundering retreat from Malden to the Thames River. There the British were routed and the great Indian Chief Tecumseh was slain, probably by Col. Richard Johnson.

The War of 1812 was over before Perry got to sea again, though he participated in some stiff land fighting during the British attack on Baltimore. . . .

Those men who were willing with some asperity to assign so much of Perry's success to his "luck" would not have envied him a short six years after Erie. The young hero, dispatched to Angostura, Venezuela, on a diplomatic mission lay dying of yellow fever in a little schooner at the mouth of the Orinoco River. There after a racking illness he met death on his 34th birthday, 25 Aug 1819.

Had Perry lived a normal life's span, he might have been expected to add to his laurels. One old salt who had served on more than 20 ships said upon Perry's death, "I served under him but a few weeks . . . and he was the finest officer I ever heard of or saw." But he was cut off at the threshold of a career, and his reputation must be based on one battle.

And as his reputation rests upon one epic struggle, so his fame rests upon one sentence—the modest, unadorned report of glorious victory:

We have met the enemy, and they are ours.



STRICKEN *LAWRENCE* left behind, Perry shifts flag to *Niagara*. Actually, only four oarsmen accompanied him. Brother (shown here) was not in boat.

FIRE IN THE HOLE!



NO, THEY'RE NOT CRAZY—they're a mine disposal team doing a routine job on a derelict floating horned mine.

THE IMPORTANT THING to remember is that there is no safe way to dispose of a bomb. There is only a least dangerous way.

The speaker was an instructor at the Navy's wartime bomb disposal school; his listeners, 30 Navy and Marine volunteers for one of the Navy's hushiest secret programs. Whatever their other troubles, these rugged individuals were not hounded by life insurance salesmen, for in a few months they were to be vacationing at some idyllic tourist spot—Iwo Jima, say, in February of 1945.

The actuaries didn't consider any of the inhabitants of that neighborhood at that time particularly desirable customers, but with the bomb disposal boys there were circumstances in aggravation. When a shell whined over your head on Iwo in February 1945 it was standard procedure to dive for the nearest hole. Not so with the bomb disposal teams—they dived for the shell.

The story of the development of this unique "hobby" goes back to 1940 and Britain's darkest hour. It was on that embattled island that the UXB (unexploded bomb) first became a critical problem, the more so since there was no previous experience from which to draw.

When the Germans began the intensive blitz of England, they introduced a new and potent weapon—the time bomb. By dropping bombs with fuzes set to detonate anytime between one-and-one-half and 80 hours after impact the Luftwaffe achieved the effect of

continuous bombing 24 hours a day. Long after the Nazi planes returned to their bases, TNT left in London continued to explode. The materiel damage was heightened by the devastating effect on civilian morale.

All bombs that did not explode had to be considered time bombs until they were uncovered and proved otherwise. Consequently, at the height of the blitz, as many as 2,200 separate areas within London's metropolitan limits

were evacuated because of the presence of UXBs. It took eight and a half hours to cross the city in an emergency vehicle. Factories and vital utilities were forced to shut down and the Luftwaffe's mission drew close to success.

Through the joint efforts of the Royal Engineers, Royal Navy, RAF and many of Britain's leading scientists, an elaborate system was evolved for locating, rendering safe and disposing of unexploded bombs. Science soon replaced luck and daring in handling these incidents and the UXB ceased to be a nightmare.

Another cute Nazi trick that caused the ordnance disposal business to boom was the magnetic mine. The impetus it added to British disposal work increased our Navy's interest in a sorely neglected problem and culminated in the Spring of 1941 in the founding of the Mine Disposal school under the Bureau of Ordnance. At the same time, U. S. observers in England were laying the groundwork for a similar program in land-explosive ordnance disposal.

In December the Japs paid their courtesy call on Battleship Row and the B/D specialists had to begin again from scratch. Almost nothing was known of Tojo's ordnance and plans thus far laid were all predicated on British experience and German weapons.

The first Pacific disposal jobs were done on Oahu on UXBs of 7 December. "Pickup teams" usually composed of an officer and petty officer were as-



Official U. S. Navy photographs

THE BOYS ashore said they'd just as soon this B/D team took their defuzing problems out into the bay.

signed by the Chief of Naval Operations to commands where their services were most needed. Their reports formed the nucleus of our intelligence on Japanese weapons and supplied early information for the Bomb Disposal school—twin of the Mine disposal outfit—which was established early in 1942. BuOrd had cognizance of technical and training aspects while CNO retained operational control on the program.

It was touch and go at the school in those early days—yesterday's experience in the field was the source for today's lecture. The type of volunteer needed in the program was not easily found. Obviously, a man with coffee nerves is not the character you would choose to turn the wrench when you're de-fuzing a block-buster or an influence mine. In addition, high intelligence standards were mandatory since the curriculum covered subjects ranging from physics to Japanese language. Security was so high that candidates were told only that their duty would be "extra hazardous." Despite the careful screening undergone by volunteers one in every three failed to make the grade at the training activities.

The successful graduates formed a clan not quite like any other group in the Navy. First, they had to do their dangerous job with absolutely no public recognition. The British learned early in the war the need for complete security in disposal operations. Any compromise of method or technique would mean enemy counter-measures which could undo painful lessons already learned. Even the fact that our Navy had such a program had to be, until now, classified information.

The nature of operations nourished the deepest kind of mutual respect, dependence and camaraderie between commissioned and petty officer and pride in their unsung work—their only reward—developed in ordnance disposal



Official U. S. Navy photographs

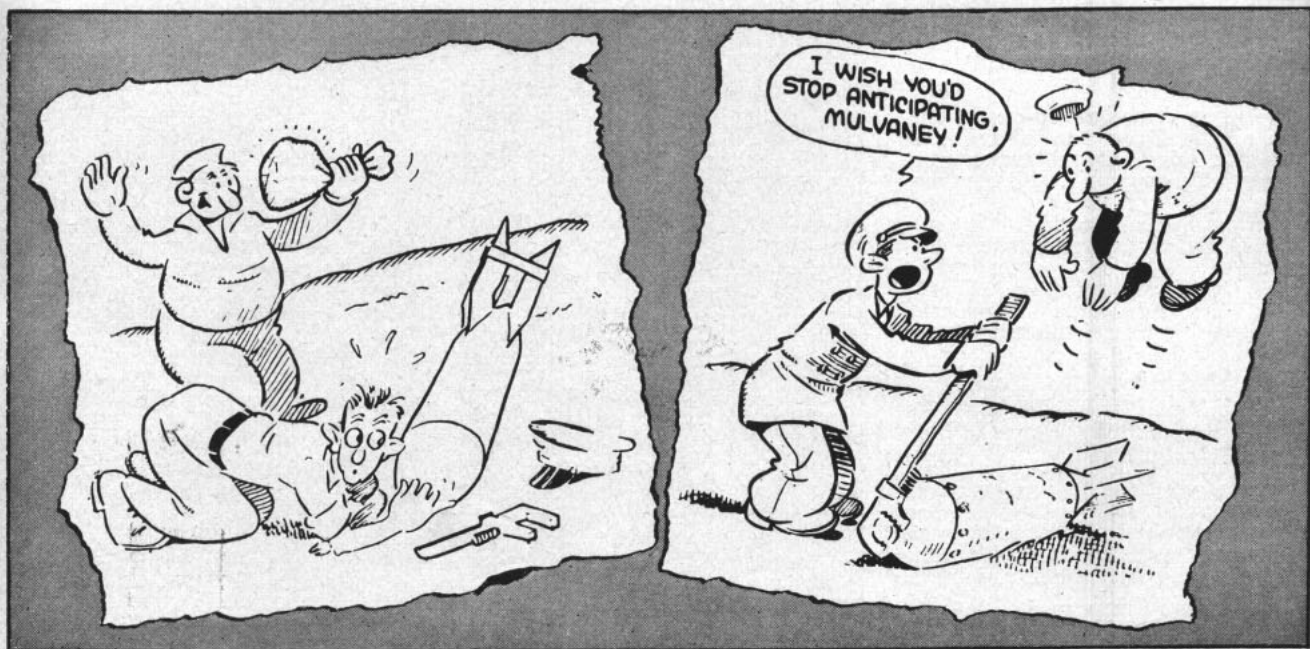
MARINE BOMB DISPOSAL men neutralize a bomb-yardstick minefield on Iwo Jima. To the Marines fell much of the nasty work of tactical disposal.

men the highest degree of Navy spirit.

Honor rolls of the two schools are well covered with decorations, from Navy Crosses on down. Surprisingly, fatalities were low considering the type of work involved. Fewer than one-half of one per cent of school graduates were killed in actual disposal operations. Chief reason for this happy circumstance was the professional competence of the men themselves. Too, they had the costly trial

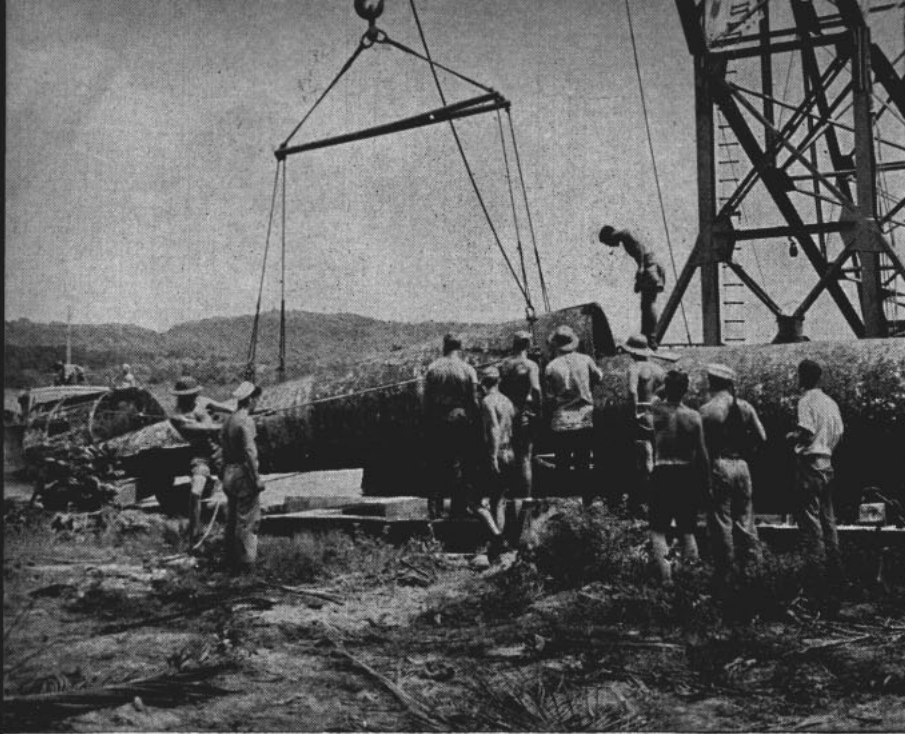
and error experience of our Allies to go on. Another factor was the Japs' failure to use the time bomb and anti-handling fuze to the extent they might have.

The individual two-man units which had been in the field since early 1942 did outstanding work. There was, however, an inevitable lack of coordination among such small and widely-scattered groups. To correct this situation, the Vice Chief of Naval



Mulvaney on Bomb Disposal (BuOrd)

'MULVANEY'—'ALL THUMBS' of ordnance disposal program—was the creation of Sgt. Robert Vittur, USMCR.



JAP MIDGET SUB was salvaged at Tulagi in the Solomons. Navy bomb disposal team flew to the scene to disarm and examine its two small torpedoes.

Operations directed the Bureau of Ordnance to assemble a Mobile Explosives Investigation Unit for transfer to an advance base. MEIU#1 was organized in July 1942 and six months later set up shop in Brisbane, Australia.

No service was maintaining an adequate ordnance intelligence organization in the Southwest Pacific at the time and MEIU#1 filled the gap admirably. The unit served as a pool for all Navy bomb and mine disposal personnel in the area, kept close liaison with Army and Australian activities, collected and correlated badly needed intelligence data, shipped hundred of tons of unexploded ordnance back to the U. S. for research and conducted a comprehensive training program.

The army drew heavily on the services of the Navy experts and soon bomb and mine disposal teams were moving with counter-intelligence, engineer and G-2 groups to participate in every Allied landing in the theater. Their battle cry, "Fire in the hole!" announced UXBs being detonated at Buna, Gona, Salamau, Lae, Finschhaven, the Admiralties, Hollandia, Aitape, Wadke-Sarmi, Biak Sansapor, Morotai, Peleliu, Anguar, Mindoro and Leyte-Samar.

MEIU#1 moved to Luzon on the heels of the invading Army. After the relatively slim pickings of New Guinea and its vicinity, the MEIU detectives found themselves in hog heaven amid huge dumps of hastily abandoned Jap ordnance. At Cavite alone, an advance echelon processed over 600,000 pounds of unexploded bombs, shells and mines.

The first naval personnel to re-enter Manila were MEIU#1 teams. The administrative command moved into the battered Philippine capital, and from there bomb and mine disposal teams

went on the invasions of Palawan, Zamboanga, Panay, Negros, Mindanao, Cebu, Tarakan, Brunei Bay and Balikpapan.

A second mobile explosives investigating unit, MEIU#4, also did Pacific duty. It enjoyed much the same Topsy-like career as its older SoWes-Pac brother.

From half a dozen bomb and mine disposal people in two tiny shacks at West Loch, Oahu, MEIU#4 grew into an organization of 325 officers and

men. The unit, cooperating closely with Joint Intelligence Center, Pacific Ocean Areas, did disposal and intelligence work throughout the island hopping campaign — Anguar, Peleliu, Leyte-Samar, Ulithi Iwo Jima and Okinawa—on the road to Japan. Its complement included men who had seen combat missions in the Marshalls and Marianas.

Perhaps Iwo typifies the work of MEIU#4. Ordnance disposal during an invasion falls roughly into two classes, tactical and intelligence. The former means clearing an area of dud and time-fuze ammunition so that it may be "safely" occupied by combat troops. Obviously, much of this kind of work must be done under fire. Here would be a good time to pay respects to Marine bomb disposal boys. Trained at the Navy schools, these leather-necks were attached to combat divisions with which they served in the bloodiest of the Pacific battles. Much of the unenviable task of tactical disposal fell to them.

Disposal for intelligence purposes requires recognition of new types of enemy ordnance, rendering it safe for examination, reporting its characteristics and preparing it for shipment for further research. Another phase of this type of disposal is examination of our own dud shells and bombs to determine the cause of their malfunctioning.

All brands of the tricky business were done in volume at Iwo Jima. While Marines cleared dud-infested areas for the advancing infantry, two Navy B/D units attached to JICPOA teams took apart Jap rocket missiles and other items first used by the enemy in that suicidal defense. A third two-man team working with the beachmaster landed with assault troops and set to work collecting base fuzes



NAZI MINE on the Normandy beachhead is examined by CPO. Navy disposal units were called upon to assist ground forces as far inland as Paris.

Official U. S. Navy photographs

MORE MULVANEY

from undetonated U. S. 5-inch 38 projectiles. The two men managed to gather, analyze and ship more than 500 dud fuzes while dodging the enemy's barrages and our own close-in fire support.

Personnel formerly attached to MIEU#4 are still in Japan. Assigned to Army units, these Navy experts have done an almost unbelievable job in disposing of the hundreds of thousands of tons of Japanese ordnance stockpiled there.

Bomb and mine disposal on the other side of the world cannot be overlooked. Two MEIUs, #2 in the Mediterranean and #3 in the European theater, duplicated the fine records of the Pacific units, operating on a smaller scale.

MEIU#2 was first based at Oran, later moved to Italy and finally wound up in Marseilles. It assisted British and Army groups in clearing captured ports, bases and airfields in Italy and Southern France.

MEIU#3 did its big job in the Normandy invasion. It hit Utah beach on 30 June 1944, assisted in beachhead disposal operations, and moved on to Cherbourg.

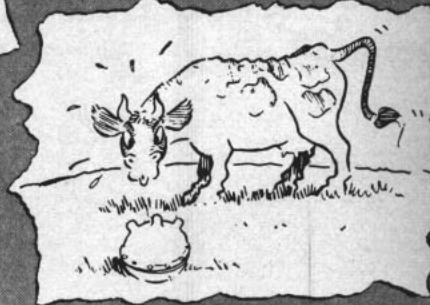
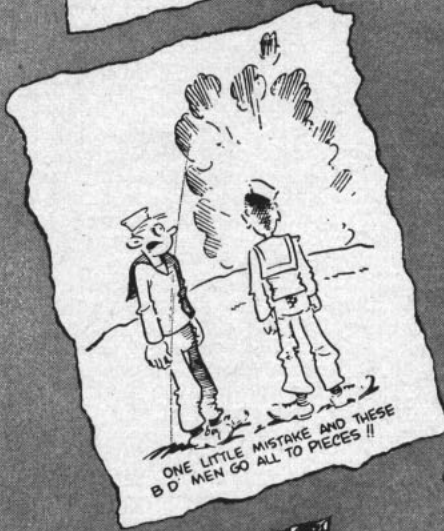
The Nazis demolished and mined vital French ports as only they could. MEIU#3's disposal work at Cherbourg, Granville, St. Malo, Carentes, Marlaix, Brest, Nantes, Vantes and LeHavre marks an epic in the young profession. Teams of the unit were called on by ground forces for assistance in areas as far inland as Paris.

The work of the Mobile Explosives Investigation Units is made perhaps more amazing by the fact that the operational program was carried out by officers and men over 99 per cent of whom had no previous naval experience. The two Pacific groups won the Navy Unit Citation. Some ordnance disposal personnel were assigned to ships. In addition naval districts and other continental commands had teams which performed their assignments without benefit of campaign ribbons.

Their art will not be lost despite the roll-up of wartime activities. Bomb and mine programs have been combined. A six month course covering disposal and diving techniques—an important sideline of the work—is now being conducted at the Ordnance Disposal Unit of the Naval Ordnance Laboratory.

V-J Day was just 14 August as far as ordnance disposal operations went. Every week still brings priority dispatches from naval activities and civilian groups in urgent need of ordnance disposal talent. The recent prison break at Alcatraz Island is typical of the adaptability of the B/D boys. Typical, too, is the fact that while the riot received voluminous newspaper coverage, the interesting explosives disposal job of the 12th Naval District team got no headlines.

No, the war isn't over yet for disposal units. As long as a mine remains unaccounted for, as long, in fact, as ammunition is manufactured, there will be hurry-up calls for B/D boys to "come get this darned thing out of here!" Whether it's recovery of victims of a crashed airliner 120 feet under the Caribbean or dud grenades in a crowded cell-block, ordnance disposal can do the job.



THE WORD

Frank, Authentic Advance Information
On Policy—Straight From Headquarters

● **FAMILIES OF NAVAL** personnel killed or missing in the war are advised that it is unnecessary to pay any organization or individual for casualty information.

All information available is furnished next of kin by the Casualty Section, Bureau of Naval Personnel, Washington, 25, D. C.

In accord with the Army, Marine Corps and Coast Guard, the Navy further warned that unauthorized organizations and individuals have been soliciting bereaved families for funds, giving in exchange promises of additional information to that which the Navy and War Departments have furnished. Such intervention results in superfluous correspondence and does not provide the next of kin with any information which is not available to them through Navy channels.

As in the past, the Navy Department will furnish all information obtainable regarding dead or missing personnel, direct to next-of-kin or to the proper governmental agencies. Such official information is the result of years of painstaking search and investigation, and is freely available to relatives. The information will *not* be furnished to unauthorized persons or organizations.

● **WARRANTS MAY TRAIN** in naval schools and through correspondence courses to fit themselves for the responsibilities they must assume when they sew on the blue and gold stripe.

ALL HANDS recently received a letter from a chief boatswain, whose situation is probably typical and who was at a loss as to how to get training for his new duties. He felt he could handle his deck duties but his knowledge of bridge procedure left something to be desired. How, he asked, could he round out his naval education? Specifically, he said, he wanted training in these subjects: Rules of the road, navigation, piloting, weights and stresses, damage control, general deck duties.

All of these courses are offered by the Navy, and are available to warrants. The first three are contained in a correspondence course in navigation. Weights and stresses and damage control are included in the six-weeks damage control courses at Damage Control Training Center, Philadelphia, or at Navy Training School (Damage Control), Treasure Island. General deck duties are contained in a correspondence course in Navy Regulations.

(For more on correspondence courses, nearly a score of which are or will be offered by the Navy, see p. 27).

In addition to the schools mentioned above, there are opportunities in these other schools for warrants with applicable backgrounds: Gunnery Officers Ordnance School, Washington, D. C. (8-24 weeks); Naval School (Torpedo), Newport, R. I. (8 weeks);

Radio Materiel School, Naval Research Laboratory, Washington, D. C. (1 year course in electronics).

Warrant officers in more specialized categories also have school opportunities. Those in aviation, and with electronics background, are eligible for the Naval School of Aviation Electronics Maintenance, Corpus Christi, Texas. And it is a possibility that other schools in the technical aspects of aviation (engineering, ordnance) will be available to warrants in the future.

● **REGULAR NAVY** enlistments are exceeding recruiting requirements, and a waiting list has been established for men who desire to enlist, it was announced by Vice Admiral Louis E. Denfeld, USN, Chief of Naval Personnel.

Admiral Denfeld stated that with the exception of men needed for training as electronics technicians mates, the Navy has limited its monthly enlistments. In emphasizing the need for ETMs in the postwar Navy, Admiral Denfeld said that to those men who are selected for electronics training, the Navy gives an education worth \$5,000 in electricity, radio and related electronics subjects.

Regular Navy enlistments and reenlistments for the first 10 days in August were 3,370. Total USN enlistments from the surrender of Japan through 10 August totaled 283,117. Total strength of the regular Navy was 527,314, including 35,104 officers and 492,210 enlisted men on that date.

● **LOST BAGGAGE** eventually winds up at Personal Effects Distribution Center, NSD, Clearfield, Utah, whether it went astray in the Pacific, Atlantic or the States. In most cases personnel who have lost baggage stand a fair chance of recovering their gear if they get in touch with PEDC.

PEDC reports, incidentally, that it has huge piles of unclaimed, lost baggage on hand.

Here's how Navy (and Coast Guard personnel who served with the Navy during the war) may go about getting their baggage:

Obtain form NavPers 2264 from disbursing officers. This form (report of lost baggage) is used for tracing lost gear through district passenger transportation offices. Simply follow directions on the form for submitting it. *Hint:* In addition, submit one copy of the form directly to PEDC, Clearfield, for faster action.

Next-of-kin hunting personal effects of deceased and missing personnel also may be aided by PEDC. Next-of-kin need use no form, may communicate direct with PEDC. Statement of decedent's last duty station, if known, will assist tracers.

Marines, by the way, may trace lost gear through the MarCorps baggage center at Camp Elliott, Calif. (See ALL HANDS, March 1946, p. 72.)

● **VETERANS RETURNING** to active service do not void their eligibility for benefits of the GI Bill of Rights, the Veterans Administration announced.

Benefits which can be had by veterans who have returned to active duty are:

● Education or training with tuition, fees and supplies at the expense of the Government.

● Guaranteed loan to buy a home, and in some cases a loan to buy a farm or business.

Benefits which *cannot* be had by veterans who have returned to active duty are:

● Readjustment allowance for unemployment.

● Allowance for subsistence while in education or training.

● Disability pension.

● VA hospitalization and medical treatment, as this benefit is received from the branch in which the veteran serves.

Active service credit will continue to accrue after a veteran reenters the service, and may even make him eligible for benefits he was denied prior to his reenlistment, upon his ultimate release from active duty.



QUESTION:

★ How do you feel about the work you are doing in the Navy?

To get answers to this one, Navy public opinion experts arranged a check list of favorable and unfavorable comments about jobs, and asked Navy men to put an "X" next to the comment or comments they felt applied to their work.

The poll was taken at one location, but opinions were obtained from a variety of personnel, men ashore and afloat, aviation personnel, USNs and USNRs. Comments about Navy jobs, with the most frequent comment heading the list and the least-mentioned bringing up the rear, were as follows:

1. It's interesting.
2. It's important.
3. It has good hours and working conditions.
4. It is not like my civilian job.
5. It gives valuable training.
6. It offers chances for promotion.
7. It uses my ability and training.
8. It has a good fellow in charge.
9. It doesn't make use of my ability and training.
10. It's boring.
11. It doesn't train you for anything.
12. It has bad hours and working conditions.
13. It's not important.
14. It doesn't have a good fellow in charge.
15. It gets a lot of credit.
16. It's like my civilian job.
17. It doesn't offer chances for promotion.
18. It is looked down on.

● CORRESPONDENCE COURSES

in a wide variety of naval subjects, already a mainstay of the Navy's training system, are due for expansion in the near future. Such courses offer career education to large groups of naval personnel, both Regulars and Reservists, on either active or inactive duty, commissioned and warrant officers, and those enlisted men recommended by their COs as being of potential officer material.

Two new courses in preparation, expected to be ready by 1 October, are Elementary Nuclear Physics and Foundations of National Power. The nuclear physics course is intended to give sufficient grounding in the principles of the subject to enable the student "to face with greater comprehension the problems which will arise in the wake of the atomic bomb." Texts used will include "Applied Nuclear Physics" by Pollard and Davidson, the Smyth Report, and the ALL HANDS Atomic Extra of July 1946 which contained a comprehensive survey of the subject. The other new course will survey the problems of international affairs and the roles played by the various States, through an analysis of their power positions in the modern world.

These new courses, and 11 previously established, are offered to the Navy and the Naval Reserve through the Naval Reserve Educational Centers at New York, New Orleans, Great Lakes and San Francisco. Officers and qualified enlisted personnel desiring to enroll for courses may follow these instructions:

- Those on active duty—Address an official letter via the CO to the Educational Center nearest the duty station, or nearest the FPO if overseas.

- Those on inactive duty—Address an official letter via the commandant of the home naval district to the Educational Center which serves that district. The Centers serve districts as follows: New York—Districts 1, 3, 4, 5, 10 and PRNC; New Orleans—Districts 6, 7 and 15; Great Lakes—District 9; San Francisco—Districts 11, 12, 13, 14, 16 and 17.

Requests for enrollment must include full name, file number, classification, duty station (if active) and mailing address. Original copy only is required. The Center will furnish the enrollee with instructions, assignments, and for most courses the textbooks, which are loaned on custody receipt. If texts are available locally, the Center should be informed in the original request.

Enrollees are expected to complete an assignment per month (except in navigation, where the expectation is one assignment per fortnight). Grades will be entered in service jackets.

The following courses are offered by the Centers: Navy Regulations and Customs (14 lessons), Military Law (8 lessons), Seamanship (10 lessons), Communications (14 lessons), Ordnance and Gunnery (14 lessons), Navigation B-40 (fundamentals) (22 lessons), Navigation A-39 (advanced) (22 lessons), International Law (6 lessons), Naval Engineering and Electricity (B) (fundamentals) (7 lessons), Naval Engineering and Elec-

LEGISLATIVE ROUNDUP

Naval Research—(Public Law 588)—Establishes new Office of Naval Research, providing statutory basis for functions of former Office of Research and Inventions.

Increased Pensions—(Public Law 659)—Increases pension rates for nearly 40,000 veterans who became disabled in peacetime service.

Hospitalized Veterans—(Public Law 662)—Authorizes payment of full pensions or compensations to veterans hospitalized or domiciled in VA institutions, and increases pensions of veterans of both wars and their dependents.

Injured Reserves—(Public Law 641)—Amends Naval Reserve Act of 1938 to provide compensation for Reserves injured on training duty prior to official termination of World War II.

Widows' Pensions—(Public Law 673)—Removes ceiling limits for dependents' pensions, enabling widows of veterans of both World Wars and peacetime service to draw full payments for their minor children, regardless of number.

Coast Guard—(Public Law 675)—Amends Sec. 301 of GI Bill of Rights to extend same authority to SecTreas

as formerly conferred upon SecWar and SecNav with respect to discharge or dismissal of former Coast Guard personnel when the Coast Guard operates under the Treasury Department.

Navy Surgeons—(Public Law 677)—Authorizes the President to appoint 250 acting assisting surgeons in the Navy.

Retired Officers—(Public Law 718)—Removes certain legal restrictions to provide for employment of retired officers by the Veterans Administration.

Air Museum—(Public Law 722)—Appropriates \$50,000 to establish a National Air Museum in Smithsonian Institution, Washington, D. C.

Amputee Cars—(Public Law 663)—Appropriates \$30,000,000 to provide an automobile or other conveyance for each World War II veteran entitled to compensation for loss, or loss of use, of one or both legs at or above the ankle.

VA Canteens—(Public Law 637)—Grants Veterans Administration legal authority to operate canteens along the lines of Army PXs and Navy ship stores.

tricity (A) (advanced) (13 lessons), and Diesel Engineering (8 lessons).

A limited number of correspondence courses are offered by various other naval activities, in addition to the Educational Centers. In general these courses are more specialized or advanced than the courses which the Centers offer to the service-at-large, and qualifications are somewhat more restrictive. Requests for enrollment in these other courses must be addressed, through channels, to the activity sponsoring the course.

The Naval War College conducts correspondence courses in Strategy and Tactics, International Law and Naval Intelligence (see ALL HANDS, August 1946, p. 74). BuMed sponsors correspondence courses for Reserve medical and dental officers. The Postgraduate School of the Naval Academy offers a comprehensive course in Naval Engineering designed to fit the student for duty as engineer officer afloat. BuDocks currently is preparing courses in the military aspects of civil engineering (see page . . .). The Naval Submarine Base, New London, is preparing a course in submarines for Naval Reserve officers. It is contemplated that one or more courses will be prepared for Supply Corps officers by BuSandA.

Career Navy men should not overlook the correspondence courses offered (frequently required) by various type commands, designed primarily for the instruction of personnel serving aboard ships of the type.

It is pointed out by BuPers that the correspondence course is one of the means by which personnel who have transferred to USN from USNR or USN(T) classification may "catch up" with their contemporaries who were trained at the Naval Academy and

other service schools. Good records in correspondence courses may be an important factor in climbing up the ladder of service promotions, for both Regular and Reserve officers.

● **CONFUSION** with regard to payment of reenlistment allowances has prompted BuSandA to issue the official word on the subject. The uncertainty grew out of erroneous reports published in an unofficial journal.

The two specific provisions for payment of reenlistment allowance are as follows:

- In the case of enlistments or reenlistments in the regular Navy entered into prior to 1 Feb 1945, all continuous active service in the enlistment from which last honorably discharged shall be counted in computing the allowance, including periods of time served in temporary officer status or in involuntary extension of enlistment.

- In the case of enlistments or reenlistments in the regular Navy entered into on or after 1 Feb 1945, all continuous active service in the Navy, Marine Corps, Coast Guard or Reserve components thereof, honorably performed, and subsequent to the payment of last reenlistment allowance (if any), shall be counted in computing the allowance, whether such service was performed in commissioned, commissioned warrant, warrant or enlisted grades.

BuSandA emphasized there has been no "special" appropriation authorized for payment of reenlistment allowances which were suspended during the period 1 July 1933 to 30 June 1939. Any allowance due will be payable only in accordance with the preceding instructions.



Official U. S. Navy photograph

PERCHED ON THE BACK of a giant-sized turtle this amateur botanist relaxes amid the lush flora of Pacific island.

NAUTICAL NATURALISTS

AN ANTIDOTE for boredom on that distant base you may be calling "home" is now yours for the taking. Call it "gathering scientific materials," or "botanizing," or "insectizing," or what you will—but it means that you can help the Smithsonian Institution in Washington by becoming one of its "foreign correspondents" on an expedition of your own.

For some time, the U. S. National Museum of the Smithsonian Institution and the Department of Botany at the University of Michigan have been cooperating with the Army and Navy in helping service personnel collect plants and insects for the Smithsonian Institution. GIs and bluejackets have not only assisted materially in developing wider knowledge of plants and zoological specimens in their areas of the world, but have helped the U. S. replace many items destroyed in bombed-out collections all over the world. With two of the world's finest botanical collections lost in Manila and Berlin ruins, the Smithsonian Institution remains one of the few places where virtually complete collections may be found.

What Navy men have discovered is that collecting plants and insects is just as much fun as collecting usual things such as stamps and coins. In exploiting scientifically the place where he finds himself, the Navy man discovers that even a beginner can bring to light a new species (and might have it named after himself, incidentally),

Scientific Collecting of Plants and Insects by Navy Personnel Adds to World's Store of Data, And It's Fun, Besides

and that there is a great sense of accomplishment in adding to the world's store of scientific data.

It doesn't cost anything except curiosity. Nor does a man have to boast a string of scientific initials after his name. Dr. E. H. Walker of the Smithsonian Institution has assisted many servicemen by correspondence in building up an excellent collection for the National Museum. And, as Dr. Harley H. Bartlett of the University of Michigan said: "There is not a coral reef or an islet of the Pacific that does not offer some problem to an enterprising naturalist. Few will fail to be intrigued by the opportunity of becoming the best authority in the world on some bit of isolated land."

What to collect? The best advice is to look for things that interest you and for which you want names. Avoid sterile material: that is, specimens without flowers or fruits—accurate identification without these parts is difficult. Dr. Walker says, "Remember the grasses—they are too often overlooked as being 'just grass and no one wants that.'" Collect marine algae washed up on the beach if you cannot

pull them off the rocks at low tide or dive for them. Collect fungi or even crop plants, which are rare in herbaria (collections of dried or pressed specimens, to you). Take notes on the surroundings in which the plants grow—they're useful in identification. Don't avoid big things. While harder to collect, they're more valuable than small items if gathered correctly. If possible, get wood samples with supporting herbarium material. Standard size for wood samples is $\frac{3}{4}$ x 2 x 4 inches, but smaller samples are acceptable and larger ones can be cut into duplicates. Collect in different seasons and habitats.

It's not hard to dry and press specimens. The press for drying specimens at the base camp consists of two stiff pieces of cardboard or boards or slat frames; felt driers or heavy blotters or corrugated cardboards without felt driers; and a strap or cord with which to tie them into a bundle. Specimens are inserted in newspaper folders about 12 by 16 inches, or sheets, and the bundle is tied tightly or placed under a 40-pound rock. (There's no objection, Dr. Walker says, to putting specimens under your mattress and sleeping on them.) If corrugated cardboards ("ventilated driers" with corrugations running the short way) are used, the bundle should be hung over a source of dry heat, as a stove, radiator or warm engine. If it's not raining, you can even use the hood of a jeep, with the corrugation holes

facing forward. In dry or moderately dry climates moisture can be removed by driers or blotters alone if changed and sunned daily. In humid climates drying by artificial heat is essential.

After drying, specimens should be labeled with collector's name, date, specimen number and all other information available. When ready for shipment they should be turned in to the medical officer of your base who will forward them to the U. S. Navy Medical Center at Bethesda, Md. Packages up to 70 pounds may be sent under government franking privileges, so that shipping expense is no factor. The Smithsonian receives these collections through Navy channels.

Dried plant specimens are not subject to quarantine restrictions, either, if not packed in disease- or pest-harboring materials such as rice straw or unprocessed cotton. Exempt too, are dried insects or insects in preservative.

At present, plant specimens are especially desired from the Ryukyus Islands and those islands within the Micronesian group. In fact, all of the Pacific islands formerly held by the Japanese are fertile fields for the Navy collector, because, according to Dr. Walker, "Japanese botany is in bad shape." The reason—"the Japanese mind can easily detect differences, but finds it hard to see likenesses." Consequently, botanical data is poorly assembled.

The "Field Collector's Manual in Natural History," prepared by the Smithsonian Institution in Washington, D. C., will help beginners get started on their collections. The Institution's scientists will assist all volunteers in their collections, and will point out some of the more unusual advantages to be derived from natural history as a hobby. At the Smithsonian they'll tell you about the wife who's glad her husband started the hobby because for the first time in her life she's beginning to get interesting letters from him!



MUSEUM WAS BUILT by Navy personnel and natives on one Pacific island. Smithsonian Institution offers aid and advice to Navy's part-time naturalists.



UNIQUE PHILIPPINE SHRUB is collected for shipment to bombed-out Manila museum. Should hobbyist discover new specimen, it may be named for him



HIDDEN HEIGHTS of tropical trees often yield varied samples of wild life. Newspapers (right) pinch-hit for press.

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.

No Official 'Lady'

SIR: You state in "Letters," June 1947, that no carrier has been designated "The Fighting Lady." I still think the *Yorktown* was given that name.—A.G.P., SK1, USN.

• *Let's get together on this, mate.* USS *Yorktown* (CV 10) has become known to the Fleet, and to a certain extent to the public, as "The Fighting Lady." But the motion picture of that name specifically states that "The Fighting Lady" is "any Essex class carrier," and the Navy Department has never officially hung the name on the *Yorktown*. About 80 per cent of the movie was shot aboard the *Yorktown*, and the film's premier showing was aboard the *Yorktown*, at which time she was presented a copy of the film. All in all, it looks as though you'd be perfectly correct to call the *Yorktown* "The Fighting Lady"—she was, but not officially.—Ed.

Changing Rate

SIR: (1) Is it possible for me to change my rate from CRM to ACRM? (2) If not, am I eligible for AETM training?—M. A. B., CRMA, USN.

• (1) No, at the moment, the need for radio men (general service rating) is greater than the need for aviation radiomen, and for that reason it is not BuPers policy to authorize a change. However, it's your privilege to address a letter to the Chief of Naval Personnel, Washington 25, D.C. via your CO, requesting such a change. (2) No. With the exception of ETMs, CPOs are not eligible for electronics training. For a complete list of eligible rates see *Alnav* 290-46 (NDB, 15 June).—Ed.

USN(T) to USN

SIR: (1) Does a USN(T) officer who is accepted for USN and whose enlistment period has not expired receive travel allowance at five cents per mile from his discharge station to his point of enlistment? (2) Is there any discrimination as to paying travel allowances to USN(T) whose enlistment has or has not expired? (3) Will he also receive mustering out pay?—J. F. B., Lt.(jg), USN.

• (1) Yes. A USN(T) officer is entitled to travel pay of five cents a mile from the place of his separation as an officer to the place of acceptance of his enlistment as an enlisted man. (2) No, it makes no difference whether his enlistment has or has not expired when his temporary commission is received. (3) Yes. Under *Alnav* 435-46 (NDB, 15 August), officers transferred from USN(T) to USN receive mustering out pay.—Ed.

Liked Sub Duty

SIR: I have received the enclosed letter from a Reserve officer formerly under my command, and thought you might be interested in publishing excerpts from it.—C. A. L., Capt., USN.

SIR: I don't believe there were many Reserve officers more thrilled than I was when I was accepted into the Submarine Service. . . . My only regret concerning the *Archerfish* is that after making the first six patrols with her I didn't stay on her for her seventh, and final, patrol which took her into Tokyo Bay for the surrender.

I greatly enjoyed my experience in the Submarine Service, and there's no doubt in my mind that of all branches of the Navy it offered the finest opportunity to Reserve officers.

Sincerely,

'Thanks for the Privilege'

SIR: Thanks to the U. S. Navy for my having been accorded the privilege of being one of you for two years. I have never been other than proud of the uniform I wore; few women in civilian life have had such a designer as Mainbocher. 'Tis a good-looking ensemble and 89,000 women can't be wrong.—G.A.G., Ex-PHM2, V-10, USNR.

From BM2 to BM1

SIR: What are the sea duty requirements for making BM1?—B. M. C., BM2, USN.

• *Service requirements for advancement from PO2 to PO1 as set forth in BuPers Circ. Ltr. 72-46 (NDB, 31 March) are 12 months as PO2, 36 months total active service, and, with certain exceptions not applicable in your case, sea duty of at least six months in pay grades 3 and/or 4. Also required are no proficiency in rating mark less than 3.0 and an average not less than 3.5 for nine months, and no conduct mark less than 3.0 with an average of not less than 3.5 for 1 year.*—Ed.

Warrant Grade

SIR: Is it possible for me to advance from SCL, USN to Pay Clerk, USN?—G. E. S., SCL, USN.

• *Not at present. While pay clerk is the warrant grade for cooks, bakers, commissary stewards and storekeepers, BuPers Circ. Ltr. 304-45 (NDB, 15 October) states that BuPers does not now desire any applications for advancement to warrant grade. Circ. Ltr. 304 cancelled Paragraph 5 of BuPers Circ. Ltr. 126-45 (NDB, 15 May) which invited recommendations for temporary appointment to warrant grade and commissioned rank. Applications received (except those concerning ex-POWs, covered by *Alnav* 208-46) are filed in the applicant's service jacket. When warrant grades are again opened for promotion, applications can hand will be reconsidered.*—Ed.

Retirement Rank

SIR: I was promoted to first lieutenant on 30 May 1944, and will revert to my enlisted status about 1 Nov 1946. I will have completed 20 years of regular service, commissioned, warrant and enlisted, about 1 Apr 1947. If I transfer to the Fleet Marine Corps Reserve, and I am then placed on the retired list, will I be advanced on the retired list to first lieutenant?—F. L. M., 1st Lt., USMC.

• *A member of the Navy or MarCorps with 20 years total active service, at least 10 of which have been commissioned service is eligible to retire in the highest rank in which he served satisfactorily during the war period, with retired pay based on the pay of that rank.*

A person having less than 10 years commissioned service follows another procedure: On completion of 20 years active service (with less than 10 commissioned) he becomes eligible for transfer to the Fleet Reserve (in your case, the Fleet Marine Corps Reserve). He is entitled to hold the highest commissioned rank in which he served satisfactorily during the war period. His retainer pay, however, is based upon the enlisted status he held at time of transfer. Then, upon completion of 30 years total service, including time spent in the Fleet Reserve, he is transferred to the retired list with retired pay based on the pay of the rank in which he is retired, the highest rank in which he served satisfactorily.—Ed.

More on New Uniform

SIR: Why not make the dress blues a better grade of cloth and leave them the present style? There is nothing that looks snappier than a clean, pressed suit of serge blues.—Several USNs.

SIR: Many men join the Navy to wear and be proud of the uniform. It is the trademark of the biggest and the best naval power in the world. I'm for the present Navy uniform; let's stick with it.—W. R. R.

SIR: The present uniform is the most uncomfortable suit of clothes man can wear. It should be completely changed. The new uniform should have plenty of pockets, fit a little more loosely and have a long topcoat.—S. G. E., SM1, USN, and five other USNs.

SIR: The present uniform is a good uniform, but the whites should be eliminated in favor of the grays worn by the SPs during the war.—Four USNs.

SIR: Some people say, "If you don't like the present uniform why didn't you join the Army?" That is easily answered. I didn't join for the uniform! A man who joins any branch of the armed forces just for the uniform will never be of the greatest value to that branch.—S. S. D., RMI, USN.

SIR: A boy of 17 likes the present uniform for its novelty, but a man of 25 wants a more presentable uniform. Chiefs I have known have said, "Boy is it good to get the 'monkey suit' off." Sleeping on the present uniform doesn't press it, but gives it the appearance of a flannel rag left in a bag overnight.—N. T. G., SM2, USN.

Academy Time Doesn't Count

SIR: Can time served at the Naval Academy as a midshipman be counted as continuous active service towards retirement?—S. F. D., Lt. (jg), USN.

• *Art. 1666 (3), Navy Regs, states that time spent at the Naval Academy after 4 Mar 1913 may not be counted in computing for any purpose the length of service of any officer in the Navy or Marine Corps. Recent legislation has in no way changed that paragraph.*—Ed.

Minority Hashmark

SIR: Can a man wear a hashmark after a minority cruise?—L.R.G., AOM3, USN.

• *Yes. A hashmark is authorized for a minority cruise of any length.*—Ed.

Reduction in Rating

SIR: Can a chief boatswain's mate be disgraced by a deck court martial?—C. W. M., CBM, USN.

• *Yes. A deck court may, with certain exceptions, impose any punishment which may be awarded by a summary court martial. One such punishment is reduction to the next inferior rating. See Navy Regs, Articles 30 (summary courts martial) and 64 (deck courts).*—Ed.

Coast Guard Service

SIR: Can Coast Guard service under the Navy in time of war be counted as naval service in computing time for transfer to the Fleet Reserve?—M. J. G., CY, USN.

• *Yes. ALL HANDS story "Latest Word On Enlisted Retirement," under the caption "Coast Guard Service as Naval Service," paragraph 3, page 77, June 1946 issue, was in error. See Art. H-9407, BuPers Manual.*—Ed.

Tribute to U.S. Navy

SIR: I am a Navy man with five and a half years in the Royal New Zealand Navies and am a great admirer of the American Navy. We in New Zealand owe a great debt to you seafarers. Our New Zealand and Australian troops did their stuff in New Guinea and elsewhere, but only because the sea lanes were protected by you men of the U. S. Navy. Here's to the gallant-hearted sailors who fought under the Stars and Stripes.—A.L.A., Auckland, N.Z.

Ships' Photographs

SIR: Is there any arrangement by which ex-Navy men may obtain official photographs of ships on which they served during the war?—A.E.M., ex-USN.

• No.—ED

'Civvies' Required

SIR: We at this station have been directed to wear nothing but civilian clothes on and off duty, on and off the station. Is this order authorized, and if so will the Navy foot the bill?—R.L.G., Y1, USN.

• COs may require personnel to wear civilian clothes under all circumstances where the military situation justifies such an order. There is no way in which the Navy can pay for the purchase of civilian clothes.—ED.

'Telegrapher'

SIR: Can a man transfer from the Reserve to the regular Navy with the permanent rating of "Telegrapher"?—L.F.S., CT, USNR.

• No. "Telegrapher" is a wartime general service rating. It would be necessary to qualify for and change to another general service rating in which regular Navy billets are open before being discharged from the reserve. Duties of telegraphers are expected to be incorporated into general service communications ratings under the permanent rating structure now being revised.—ED.

Repatriates

SIR: (1) Are the provisions for advancement of enlisted repatriates the same for the Marine Corps as they are for the Navy? (2) Do I rate the Naval Reserve Ribbon for service from 24 April 1939 to 28 June 1940?—J. E. D., Sgt., USMC.

• (1) Not exactly. Under letter of instruction No. 1010, enlisted MarCorp repatriates are automatically recommended for advancement one rank upon return to the states. After an unspecified period, if their record warrants another advancement, they are automatically recommended for advancement one more rank. The CO may recommend another advancement at a later time if he feels the man deserves such a recommendation. However, the third recommendation must be approved by a special board to be composed of ex-POW warrant and commissioned officers. As for advancement of MarCorps repatriates to warrant and commissioned rank, all eligible POWs have been screened, and their applications have either been approved or disapproved. Navy policy differs from MarCorps as follows: Navy personnel, except those in pay grade 1, receive one automatic advancement. Further advancements are made according to the professional qualifications of the individual. Such advancements are made without regard to vacancies in complement, counting time in enemy prisons as time in rate. The Navy still allows advancement of ex-POWs to warrant rank. (2) As we do not have your service record it is impossible for us to tell in your particular case. The enlisted personnel reserve ribbons for the Navy and the MarCorps are as follows: Naval Reserve Medal—A man must have 10 years honorable service, active or inactive, in the Naval Reserve, some part of this duty to be served between 8 Sept 1939 and the official declaration of the war's end (date not yet determined).

Marine Corps Reserve Ribbon—A man must have 10 years of honorable service in any class or combination of classes of the MarCorp Reserve. Service on active duty, except training duty, and service by which he qualified for the Organized Reserve Medal may not be counted in computing time for the ribbon. Part of this ten year period must be served on active duty between 8 Sept 1939 and the official declaration of the war's end (date not yet determined).

Organized Marine Corps Reserve Medal—A man must have four years of continuous service in the Marine Corps Organized Reserve. During this four-year period, he must have attended 38 drills a year, have two weeks of encampment a year, and receive a service record marking of 4.5.—ED.

Drop a Line to Helen

Sailor—why not cut a sack session short sometime during the next couple of days and drop a line to Helen Magee?

Helen is an ex-Wac, veteran of World War II, who was stricken with infantile paralysis shortly after her discharge. At present she's living in an iron lung; her disease has been brought under control, but she feels pretty low sometimes.

Helen appreciates letters from anyone, but especially from men in service. She'd like to have you enclose a photograph too, if you can.

The address is Municipal Hospital, 4000 North Front street, Philadelphia.

Proper Credit

SIR: The June ALL HANDS cover showed a picture of President Truman talking to a man in the FDR's (CVB 42) engine room. You credited the picture to Press Association, Inc., but that picture was taken by a Navy photographer. The negative, made by R. E. Crane, PHOM2, right now is in our files aboard ship. Your cover should have been identified as an official U. S. Navy photograph.—H. F. R., Pho., USN(T).

• You're so right.—ED.

Not Much Chance

SIR: What are my chances of getting in the Naval Intelligence Service?—G. L. F., ACOM, USN.

• Very remote. The intelligence service will include billets for only a few enlisted men in the postwar Navy. These billets will be filled mostly by yeomen and storekeeper ratings inside CLUSA and radio-men in foreign ports. There will be no specialty ratings in the intelligence service, as there were during the war.—ED.

BCD Change

SIR: Is it possible for a man who has received a BCD to have the character of his discharge changed after he has left the naval service? If so what is the procedure?—F.F.S., Chaplain, USN.

• Yes. Under the Servicemen's Readjustment Act of 1944, the Board of Review, Discharges and Dismissals, Navy Department, Washington 25, D. C. is authorized to review all discharges other than a BCD resulting from sentence of a General Court Martial.—ED.

Goodwill Tour?

SIR: I am stationed on board an ARB attached to Operation CROSSROADS. The ship is due to be decommissioned soon, so some of us on board would like the dope on how to apply for duty in the coming Goodwill Tour.—F. S. K., EM2, USN.

• What tour, mate? The Navy has no plan for a "goodwill tour" as such. Navy ships doubtless will continue to make port in foreign countries, if that's what you mean. You might request a transfer to a major combatant ship, and you'd be fairly sure it would see some foreign duty.—ED.

Changing Fleets

SIR: I have had four and one-half years in the regular Navy, with duty entirely in the Pacific Fleet. Now due to serious illness at home, I would like to be transferred to the Atlantic Fleet in order to be nearer my home. Is such a transfer possible?—J. M. L., SM2, USN.

• Present BuPers policy discourages such transfers. However, your case would be considered on its individual merit. You should address an official letter via the CO to the Chief of Naval Personnel, Washington 25, D. C.—ED.

Good Conduct Medal

SIR: (1) Is the Good Conduct Medal now a decoration? (2) If so, should gold stars instead of bronze be worn on the ribbon bar, or is such a change contemplated?—D. L. W., Lt., USN.

• No. Under BuPers Circ. Ltr. 353-45 (NDB, 15 December), the precedence of the Navy award for good conduct was advanced ahead of other service and campaign medals, but remained in status after a decoration. (2) No. Bronze stars should continue to be worn. A change to gold stars is not contemplated.—ED.

Duty in Aleutians

SIR: What is the tour of duty in the Aleutians?—R. K. R., S2, USN.

• CincPac ltr. file P-16-3 00/MM serial 4218 of 11 Apr 1946, as approved by BuPers dispatch 251825 April, set the tour of duty in the Aleutians as nine months for Adak and Attu, 12 months for Dutch Harbor and 18 months for Kodiak and Sitka. Personnel affected by this policy who have not completed their normal tour of sea duty may expect rotation to other sea or foreign assignments.—ED.

Area, Victory Medals

SIR: What is terminal date for the area campaign medals and the Victory Medal?—E. P. J., Mid'n, USN.

• Under BuPers Circ. Ltr. 86-46 (NDB, 15 April), the Asiatic Pacific Campaign Medal and the American Campaign Medal are not awarded for service rendered after 2 Mar 1946. The European-African-Middle Eastern Campaign Medal is not awarded for service after 8 Nov 1945. No terminal date has been established for award of the Victory Medal.—ED.

V-12 Time

SIR: I was SK1 when ordered into the V-12 program as AS. Later I was separated from the program, and reverted to SK1. Does my time in V-12 count as time in rate toward qualifying for CSK?—W. D. A., SK1, USN.

• No, you must have 36 months with sea duty of at least 12 months in pay grade 2 in order to qualify for pay grade 1-A. While serving as a V-12 trainee you were in pay grade 7. Service and marks requirements for advancement in rating will be found in BuPers Circ. Ltr. 72-46 (NDB, 31 March). See ALL HANDS, May, p. 68.—ED.

Oath of Allegiance

SIR: What is the oath we swore to on entering the Navy?—E. C. M., CBM, USN.

• The Oath of Allegiance, taken from the Shipping Articles of the U. S. Navy, is as follows: "I do solemnly swear (or affirm) that I will bear true faith and allegiance to the United States of America, and that I will serve them honestly and faithfully against all their enemies whomsoever, and that I will obey the orders of the President of the United States and the orders of the officers appointed over me, according to the rules and articles for the government of the Navy."—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.

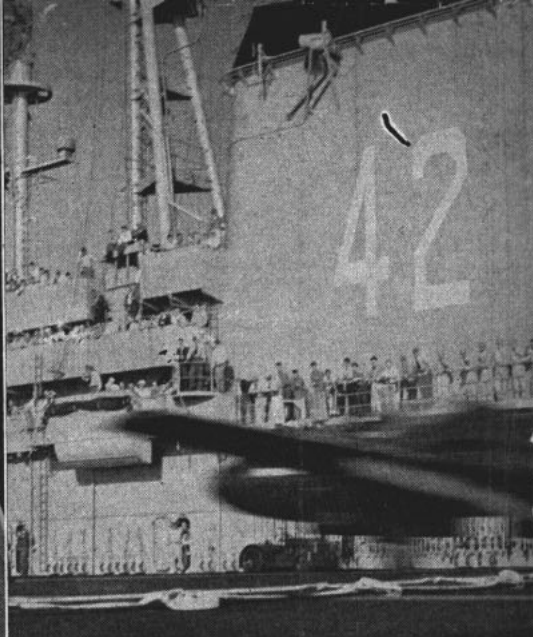
ALL HANDS has no information on souvenir books published by any command, except those notices which have appeared in this space since March, 1946.

• USS Wichita (CA45). Address: Personnel Officer, USS Wichita (CA45), Philadelphia Group 16th Fleet, U. S. Naval Base, Philadelphia, Pa. Copies now available; mailed upon request to former ship's personnel, no charge.

• USS Missouri (BB63). Address: The Chaplain, USS Missouri (BB63), c/o FPO, New York City. Book now available, price \$5 per copy. Postal notes not accepted.

• USS Washington (BB56). Address: Robert W. Kelly Publishing Corp., 309 Lafayette St., New York City 12, N. Y. Distribution to begin in late September. Price \$3 per copy, payable in advance.

• USS Lexington (CV16). Address: Standard Lithograph Co., 1409 W. 11th St., Los Angeles 15, Calif. Now being distributed. Enclose cash or money order at rate of \$4 per copy.



FAMOUS TEXAN (upper left) poses at the Texas Hall of State. Left center: Frank B. Rowley, CBM, goes aboard the USS Wasp in New York. Lower left: Edward L. McCloskey, CBM, goes aboard the Navy's first all jet plane, XFD-1 Panther, tests aboard USS Franklin D. Roosevelt. Right: Yeoman Marie McLean risks a shell-like release. Marie, formerly with the Navy Band.



TODAY'S NAVY

12th FLEET PERSONNEL HONORED DURING VISITS TO FOREIGN PORTS

'See the World'

A goodwill cruise can be good duty, according to men of the 12th Fleet ships which have been visiting European ports this summer. The color and excitement of Old World cities were theirs to sample as the four DDs and two CLs made the rounds of Scandinavian and European ports.

The seaports of seven countries—France, Portugal, Norway, Sweden, Denmark, Belgium and Holland—were on the itinerary of Admiral H. K. Hewitt, USN, ComNavEu, and the ships of his British-based fleet.

Europeans opened their doors to the U. S. sailors, and offered public dinners, dances, tours, concerts and sports events in each nation. The people of the nations joined their ranking naval, military and civilian dignitaries in visits aboard the ships.

Common reaction to Scandinavia was, "It's just like the States." Dance bands knew the latest U. S. tunes, and the younger generation natives were fully able to keep up with any "hep" bluejacket. Unlike the U. S. to a certain extent were the Stockholm shops, crammed with such goods as silk stockings, cameras, clothes and jewelry. Copenhagen was voted tops for chow, perhaps because of its location in one of the world's richest agricultural areas.

Ships on the cruise included USS *Houston* (CL 81) (f), *Little Rock* (CL 92), *Cone* (DD 866), *Glennon* (DD 840), *Warrington* (DD 843) and *Newman K. Perry* (DD 883).

USS *Franklin D. Roosevelt* (CVB 42) was scheduled to join the fleet late last month during a courtesy visit in Lisbon. The *FDR* later was to cruise three weeks in the Mediterranean with a part of the 12th Fleet, visiting Malta, Gibraltar and Naples. She was the first CVB to visit a European port.

Visiting U. S. Sailors Praised For Good Conduct

American sailors during their stay in Gothenburg, Sweden, made an exemplary appearance and constituted the most orderly group he had ever had to deal with in his service. That statement was made by the Chief of Police in Gothenburg in a telephone conversation with the American Consulate, according to the Swedish newspaper, *Dagens Nyheter*.

The *Expressen*, a Stockholm, Sweden, newspaper is quoted: "... Stockholm police are very satisfied with the general behavior of the 3,500 visiting American sailors... the question is whether the Americans do not behave better than Swedish sailors in similar circumstances."

Welcome Visitors

Five ships of CortDiv 50 stopped over in Marseilles on their way home from the Southwest Pacific via the Middle East. A round of official honors was tendered by the townspeople, culminating in the signing of Marseilles' Gold Book, inscribed by only two American visitors since World War I.

Enthusiasm of the local population was free and spontaneous. Many more invitations were offered than could be accepted in the four-day visit.

That U. S. sailors returned the favors in kind was attested by a letter from a French naval official in Marseilles to the U. S. Consul General there, which stated in part: "... the excellent conduct of the officers and men of these vessels was particularly noticed. No departure from good con-

for a bust which will stand in Francis Cardinal Spellman visits. After 43 years in the Navy on inactive duty. Upper right: Phantom, successfully completes flight. Lower right: Pretty Chief Waring, is band's vocalist,



LAST OCTOBER



Unparalleled celebrations on Navy Day welcomed home our Fleet, victory close behind, demobilization dead ahead. Symbolically the "Big E" stepped from the scrap pile into place beside the Constitution and Constellation—preservation earned by valor.

OCTOBER 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	31		



Official U. S. Navy photograph

VISITORS' DAY in Copenhagen brings Danish citizens aboard USS *Houston*, flagship of 12th Fleet. The ship, with five others, is on a goodwill cruise.

duct . . . was noticed at any time. . . . This fine attitude on the part of the American sailors has augmented the pleasure that we had in welcoming these visiting friendly vessels among us."

CortDiv 50 has since reported to Charleston for deactivation. Ships were USS *Thomas J. Gary* (DE 326), *Finch* (DE 328), *Koiner* (DE 331), *Kretchmer* (DE 329) and *Brister* (DE 327).

Huntington to Italy

The new USS *Huntington* (CL 107), single-stack light cruiser, had the unusual assignment of returning two priceless art treasures to Italy. She sailed from Philadelphia to discharge her valuable cargo in Naples.

The two objects had been loaned to the Metropolitan Museum of Art in New York City, which asked the Navy to transport them safely home to Italy. One is a half-lifesize statue of the Good Shepherd, an early example of Christian art. The other work is a bas relief of the Madonna and Child, done by the famous Michelangelo.

Huntington is one of four single-stack cruisers now in commission, with a fifth to come. Two are CLs and three are CAs.

Name ship of her class is USS *Fargo* (CL 106). They are modified *Cleveland*s, and carry 12 six-inch, 47-caliber rifles in the main battery and 12 five-inch 38s in the secondary. The principle modification from the standard *Cleveland* class has been that necessary to concentrate the up-takes in a single stack.

The three single-stack CAs include USS *Oregon City* (CA 122) and USS *Albany* (CA 123), now in commission, and USS *Rochester* (CA 124), building. These ships are *Baltimore* modifications. They carry nine eight-inch, 55-caliber main battery guns, and 12 five-inch 38s in the secondary.

Mediterranean Maneuvers

No plans for large scale, combined operations with the British fleet in the Mediterranean are being formulated at present, the Navy Department announced.

The official statement, approved by Fleet Admiral Chester W. Nimitz, Chief of Naval Operations, is as follows:

"The tasks of the United States naval forces in European waters include support of the United States occupation forces on shore in Europe. For this purpose naval forces in the Mediterranean operate under unified command exercised by the Supreme Allied Commander, Mediterranean, Gen. W. D. Morgan of the British Army, through the British Naval Commander in Chief, Mediterranean, Admiral Sir Algernon Willis. The training of the forces involved is coordinated by the local commanders. No arrangements for combined maneuver of broader scope have been made by the Navy Department."

Lazy Seaman's Dream

The LSD has come a long way for a young lady—a long way from the Pacific beaches.

Navy men scarcely would have recognized SS *Carib Queen* when she slid into the water from her launching ways in Mobile, Ala. She's a long, trim beauty with a raked stack, streamlined bridge, white superstructure and glass-enclosed decks. But the *Queen* is none other than our old friend the LSD, versatile amphibious workhorse, gone civilian. Her original designers, Gibbs & Cox, made the transformation.

Her stout hull remains about the same, but bare, utilitarian Navy appointments have been modified. For instance she now has a dining salon, which is not exactly a chow hall; and there's a buffet counter and bar, which isn't really very much like a ship's store. Then there's a new sun deck, too; but of course a guy can take the sun in a gun tub, for that matter. And the *Carib Queen* has a barber and beauty shop, observation lounges, a promenade, three cocktail lounges and a children's playroom. This last is for when mamma and daddy are busy enjoying the previously mentioned features.

Carib Queen will carry 900 passengers, 230 autos and 20 truck-trailers. She was built for the Key West-Havana run, and her company says she'll be followed by others in the transcaribbean service.

Science Training

An Advisory Committee on Science Training to advance the education and training of scientific and technical personnel of BuShips has been established.

The committee will work with the interdepartmental Science Training Group of the Federal Government and will determine the courses required by BuShips personnel. It will also encourage universities in the District of Columbia area to establish such courses. Qualified personnel from the Bureau may serve as instructors if needed.

BuShips personnel will be advised by the committee of the courses that will be most valuable to them in their profession.



Official U. S. Navy photograph

SINGLE-STACK CRUISER, USS *Huntington* (CL 107), returned priceless art treasures to Italy. *Huntington* is second vessel of *Fargo* class to be built.

League Sponsors Navy Day

In a letter to Ralph A. Bard, former Undersecretary of the Navy, now President of the Navy League, the Secretary of the Navy formally designated the Navy League as official sponsor for Navy Day, 27 Oct 1946. A copy of the letter follows:

Dear Mr. Bard:

This will acknowledge receipt of your letter of 24 June, concerning the Navy League's cooperation in the observance of Navy Day, 1946.

As has been the practice in the past, I take pleasure in hereby formally designating the Navy League of the United States as the official sponsor for Navy Day in 1946; to be observed on 27 October.

This first Navy Day following demobilization from mankind's greatest war is an especially appropriate occasion at once to honor the veterans of World War II and to emphasize the importance to our nation of maintaining a strong peacetime Naval Reserve, trained and ready to man our fleet in the event of national emergency. In this connection, Navy Day, 1946, also offers an ideal opportunity for public recognition of the peacetime mission of the Navy: to guard our nation's fought-for freedom.

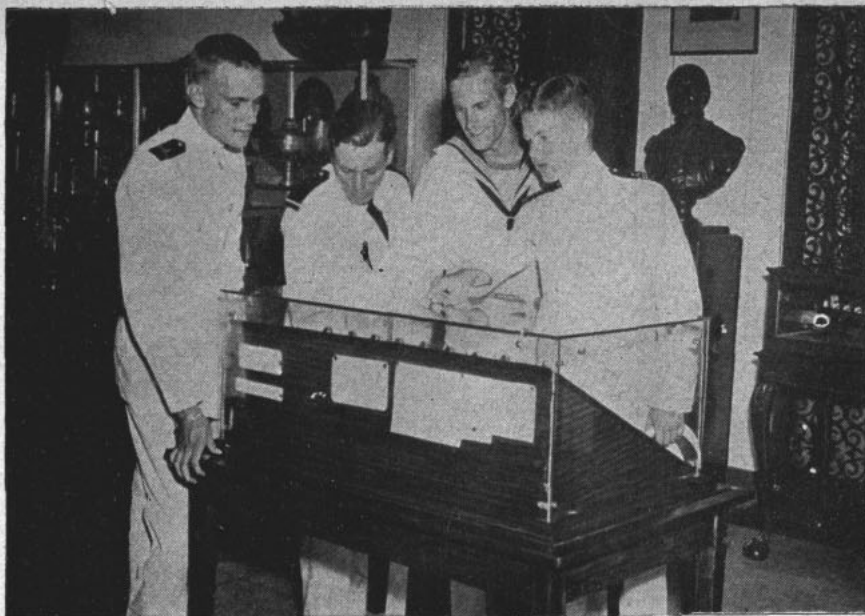
Since Navy Day, 1946, falls on Sunday, it seems fitting that appropriate Naval religious services could be considered on that day; and that the customary dinners, parades and other features of previous Navy Days be held on Saturday, 26 October, and on Monday, 28 October.

May I express to the Navy League my feeling of confidence that, under the same auspices that have made this observance of Navy Day a major event for the past 24 year, Navy Day, 1946, will far surpass even the excellent record of previous years.

Sincerely yours,

John L. Sullivan,

Acting Secretary of the Navy.



Official U. S. Navy photograph
ROYAL DANISH NAVY members are shown around U. S. Academy by midshipmen. The Frigate Holger Danske brought the Danish party to Annapolis.

New Ordnance Lab

The new Naval Ordnance Laboratory at White Oak, Md., will be one of the world's outstanding research centers. The project is estimated to cost \$15,000,000 when finished.

Construction has been started on the building which will house the supersonic wind tunnel which BuOrd removed from the Nazi V-2 rocket research station at Kochel, Bavaria.

The laboratory is charged by the Navy with the responsibility for research, development, design and testing of mines, fuzes, depth charges, pyrotechnics, demolition outfits, ammunition components, torpedo mechan-

isms and other items related to naval ordnance.

The new laboratory has as its prime mission fundamental research to determine underlying principles and basic information on new and improved weapons, design and development of weapons operating on new or known principles, testing weapons, and supervision of production of weapons for service use.

The original Ordnance Laboratory, established in 1918, has been the Navy's headquarters for design and development of underwater weapons and countermeasures. When the Germans introduced magnetic mines in 1940, the importance of the lab was greatly increased, when it undertook the development of degaussing equipment for protection of Allied ships. One of the best contributions produced by the laboratory was the aerial and submarine mines put around the Japanese homeland to block enemy shipping during the closing months of the war.

Over 200 technicians are already working in the new building and within a year it is expected the entire staff will be transferred from the Naval Ordnance Laboratory at the Naval Gun Factory to White Oak, Md.

Put into commission in August, the laboratory is a naval field establishment operating under BuOrd, with the commandant of the Potomac River Naval Command having the military control.

Cadets Visit a BB

The Navy was host to 45 West Point Cadets aboard USS *Washington*, tied-up at Pier 88, North River, Md. The cadets learned that touring a battleship is a little like inspecting a block of seven-story buildings without elevators.

Guns, control and plotting stations, 16-inch turrets, machinery spaces and the complex instruments in Main Battery Plot, manned by the middies, were demonstrated to the cadets.

ELLER HEADS PUBLIC INFORMATION

Capt. Ernest M. Eller, USN, was recently appointed the Navy's Director of Public Information, relieving Rear Admiral Harold B. Miller, USN, who held the post since April 1945.

Capt. Eller has been on duty in the Office of Public Information since April 1946. He was formerly the PIO of the 12th Naval District.

A Naval Academy graduate in 1925, the new director spent most of the next seven years aboard USS *Utah* and *Texas*, and the submarine S-33. Following this he served on the staff of the Naval Academy, and as Assistant Naval Attache at the American Embassy in London. His wartime duties included service as gunnery officer of the *Saratoga* and on the staff of CincPac. In the late summer and fall of 1945 he commanded USS *Clay*, attack transport.

Admiral Miller was graduated from the Academy in 1924. A naval aviator, he had tours of duty on the old *Langley* and the ill-fated *Akron*. After being relieved by Capt. Eller, he left the service to become a vice president of Trans-World Airline.



Official U. S. Navy photograph

PASSING THE WORD is job of Capt. Eller (right), new Director of OPI, who is being congratulated by Admiral Miller, his predecessor.



Official U. S. Navy photograph

YUM YUM, yum, yum, yum, yum, yum and yum. These eight aquabelles performed at the Naval Air Training Conference swim meet in Jacksonville.

Plan for a Plane

If you'll all set to get out of the service and can't get delivery on that shiny new car you've been dreaming about, you might settle for an airplane.

A bulletin, "How to Buy Surplus Aircraft, Components and Parts," has been issued by the War Assets Administration's Office of Aircraft Disposal. This buyer's guide lists types, prices and brief descriptions of surplus aeronautical property now being offered for sale and instructions on how and where to buy it.

Any honorably discharged or released veteran who served in the armed forces on or after 16 Sept 1940 is entitled to priority in buying the planes. To establish his priority, the veteran must file evidence of his status with one of 122 veterans certifying offices listed in the booklet.

The majority of planes still for sale from surplus stocks are Vultee basic trainers (priced at from \$200 to \$450), North American advanced trainers (priced at \$850) and twin-engine Cessnas (from \$1,750 to \$8,500). All planes are sold on an "as is where is" basis, and the purchaser must have his plane inspected, repaired or modified to conform with Civil Aeronautics Administration airworthiness requirements.

Copies of the publication may be obtained from the Office of Aircraft Disposal, WAA, 425 Second St., N.W., Washington 25, D. C., or from WAA Regional Offices.

Novel Hangar Goes Up

A \$2,000,000 novel test hangar for testing of radar and other electronic devices after they have been installed in aircraft is under construction at the Naval Air Test Center, Patuxent River, Md.

The hangar will be completely shielded by one-eighth inch galvanized

mesh wire and will have a span of 300 feet, an overall length of 178 feet and a clearance of 67 feet 7 inches. A bay 79 feet long and 35 feet high will house the nose of larger type planes. Wire mesh will be used in preference to a solid covering because it is cheaper and will permit ventilation and light and still oppose the passage of electronic disturbances.

Completion of the hangar is not expected until late 1947. It will be one of the largest shielded buildings ever constructed. A parking area, taxiways and roads will be constructed for access to the structure.

New Weapon Forecast

"Jets," of a new type, projected at speeds of 25,000 feet per second will be practical weapons within a few years, according to the War Department.

Army Ordnance engineers say that the same jets that make the bazooka a deadly anti-tank weapon will be utilized. While range of the jet in the bazooka is only about 10 inches, every effort is being made to increase this range to hundreds of yards.

Since the jet travels at the enormous speed of nearly five miles a second, it will make a most potent weapon against enemy rockets or guided missiles. Mounted in the wings of fighter planes, the jets would be used in lieu of conventional machine gun bullets. Problems of deflection would be decreased due to the jet's high speed.

In any high explosive, the force of the explosion is at right angles to its surface. In the bazooka, the explosive is hollowed out at the nose in the shape of a deep cone. When exploded the explosive forces in the cone meet and form one stream of high speed gases and molten metal from the liner in the cone, used to hold the explosive in place. These forces are much like the action of pointing several water hoses toward each other at an angle to allow the streams of water to meet. They would form one large stream of greater force than any of the small ones.

Flag Promotions

The following nominations in flag rank have been confirmed by the Senate:

To be Director of Budgets and Reports, U. S. Navy:
Rear Admiral Herbert G. Hopwood.

To be admiral in the U. S. Navy:
Jonas H. Ingram, for temporary service, to rank from 15 Nov 1944.

To be Chief of Naval Research:
Vice Admiral Harold G. Bowen.



Official U. S. Navy photograph

SECNAV LUNCHES with enlisted Marines at the Red Cross club in Peiping during Secretary Forrestal's recent tour of U. S. installations in China.

Aid For Vet Farmers

A lot of veterans have realized a longing to "get back on the farm," when their tours as sailors, soldiers and Marines ended. The Veterans Administration had, recently, issued guaranties on 7,364 farm loans to veterans totaling \$17,860,686, and the Farm Security Administration, up to the first of June, had granted more than 18,000 loans to veterans totaling \$38,298,000.

Several types of assistance are available to the veteran who wants to farm. VA offers partial guaranty of loans made to buy a farm, livestock and equipment, or as working capital, or to construct or repair or improve farm buildings, and to improve farm lands or equipment; FSA offers loans for the purchase and improvement of farms, or for the operation of farms already owned, in full or in part, or leased. Loans are made only to persons experienced in farming.

The veteran can take several initial steps to realize his ambition to farm. If he has not made up his mind whether he wants to farm, or where to locate or what type of farming he would do best to follow, he may write direct to the Department of Agriculture, Washington 25, D. C., and ask for such "beginners" books as *Shall I Be a Farmer?* and *Getting Started in Farming*, published by the department. If the ex-GI knows what state he'd like to locate in, he may get in touch with the state's college of agriculture for specific information. If he has elected the county in which he wishes to operate, his best bet is to get in touch with the Department of Agriculture's county agent.

Specific farm problems may be answered by the following agencies:

- Homesteading (including Alaska) — General Land Office, U. S. Department of the Interior, Washington 25, D. C.

- Farming in Alaska — Mr. L. T. Oldroyd, director, Agricultural Extension Service and Experiment Station, College, Alaska.

- Surplus military lands — Farm Credit Administration, Washington 25, D. C. (Leaflet: *Sale of Surplus Agricultural and Forest Lands*).

- Irrigation, drainage, other public improvements — Bureau of Reclamation, U. S. Department of the Interior, Washington 25, D. C. (Folder, *Settlement Opportunities on Irrigated Farms*).

- Part-time farming, rural homes — U. S. Department of Agriculture, Washington 25, D. C., and Farm Credit Administration, Washington 25, D. C.

- Fur animals, game birds, frogs, and other special farms — Fish and Wildlife Service, Department of the Interior, Merchandise Mart, Chicago 54, Ill.

- FSA loans and services — Farm Security Administration, U. S. Department of Agriculture, Washington 25, D. C.

- Farm real estate market — Bureau of Agricultural Economics, Washington 25, D. C.

- VA loans and services — Veterans Administration, Washington, D. C.



Official U. S. Navy photograph
INVISIBLE LINK between Helldiver and recording truck on ground is new telemetering equipment which automatically transmits flight data.

TELEMETERING TELLS ALL IN TEST

Telemetering—the recording of result, or as Webster has it: measuring of quality, transmitting the result to a distant station and there indicating or recording the quality measured—was demonstrated at the Marine Corps Air Station, Cherry Point, N. C. It was the first public demonstration of this equipment.

Two types of telemetering equipment, radio and television, were installed in pilotless aircraft and demonstrated while the drone planes were in flight. Mechanical failure in the landing gear was experienced in the landing of both planes which served to stress the importance of a pilot's not being in the plane on test flights. Radio control over the aircraft throughout the demonstration was perfect.

An SB2C drone was maneuvered through precision dives which was followed by a F7F drone doing a slow roll over the field.

Telemetering equipment can be used in aircraft flown by a pilot as well as pilotless aircraft. It can provide engineer-observers on the ground with a continuous check on flight conditions outside the scope of the pilot's information, and can record data incidental to a flight originally initiated for a different purpose.

Radio-telemetering flight test equipment transmits on 14 channels of high speed data instantaneously from the test airplane to a mobile receiving station. The equipment is capable of recording the slowest changes up to those occurring at 12,000 variations per minute, such as may be encountered in the meas-

urement of flutter, strain and pressure.

The data, collected simultaneously from 14 sources through the use of strain gages or similar devices, are transmitted to the ground as a composite modulation on the carrier of a frequency-modulated radio transmitter. The signals are recorded by special electronic equipment in the receiving station. The airborne equipment has proved in flight tests to have an effective range of 25 miles at 20,000 feet, and in an altitude chamber has been tested at pressures and temperatures simulating altitudes up to 44,000 feet.

Television-telemetering flight test equipment transmits 54 channels of data which do not change more rapidly than 400 variations per minute.

The television camera scans the television theatre panel on which are mounted:

- Dial type instruments including airspeed indicator, altimeter, normal accelerometer, longitudinal accelerometer, rate of pitch indicator and angle of dive indicator.

- Projection screen with index grid showing movements of 48 galvanometer light beams representing pressures, strains, positions of control surfaces, voltages, currents and other variables.

- Fifteen breakage indicator lights to signal possible failure of various structural members of the airplane.

Images of the panel are televised at the rate of 40 pictures per second to the receiver screen in the receiving station where they are photographed by a motion picture camera.



Official U. S. Navy photograph

AS OLD GLORY is lowered, crew of former USS Europa renders hand salute. The ex-Nazi ship was recently turned over to the French Line at Bremerhaven.

USO Needs Funds

The American people and Navy men alike were urged to contribute to the USO, which is holding its final fund-raising appeal during September, October and November. Fleet Admiral Chester W. Nimitz stressed the point that there are many still in the service, in hospitals, or just entering basic training. He said: "Give our men the same high morale and backing they had during the war, and they'll do their share of winning the peace."

In a similar letter, Secretary of the Navy James Forrestal declared: "Many too young to fight then are serving now. These men deserve USO fully as much now as during the war . . . A gift to USO is a vote of confidence to our men in uniform."

Night Vision Aid

Special binoculars adapted for night vision were used by night fighter pilots, ships' lookouts and submariners

in winning the war at sea, BuAer has revealed.

Ordinary search glasses are of little use at night because the fovea, which is the eye's focus point for day vision, becomes a blind spot at night. To obviate this difficulty, BuAer's Instruments Branch asked two manufacturers to develop binoculars with unusually wide fields of vision.

Training was required before the new glasses could be used most effectively. Pilots found they could greatly extend their range of vision to locate and identify objects at night.

Seabee Editor Cited

For his work in organizing and editing *Seabee*, the magazine of the Navy's Construction Battalion, Tom E. Foster, owner and publisher of the Kilgore (Texas) *Daily News* and a chief petty officer in the Seabees, recently was awarded a citation by Fleet Admiral Chester W. Nimitz.

Saving Nation's Money

The Navy is acutely aware of the devastating effects of inflation on our national economy, and therefore has taken and will continue to take every practicable step toward maintenance of stability in our economic system. This was the purport of a statement by Fleet Admiral Chester W. Nimitz, USN, before the Director of War Mobilization and Reconversion and his advisory board of 10 representatives of industry, labor, agriculture and the public. The board is currently reviewing governmental expenditures to discover, if possible, steps which might be taken toward a reduction of inflationary pressure.

Admiral Nimitz listed Navy action in the anti-inflation fight as follows:

- Rapid demobilization, despite difficulties, of naval and civilian personnel.
- Systematic, prompt declaration of surplus material and equipment to the War Assets Administration. This has the double-barreled effect of reducing expenses while making available a quantity of scarce goods for absorption by the civilian economy.
- Strong, continued promotion of the sale of U. S. Savings Bonds to Navy personnel, which has resulted in sales of one and one-half billions of dollars — the best record of any government department.
- Curtailment of shipbuilding to production of a limited number of prototype vessels of new design, and completion at a decelerated pace of those vessels which were nearly finished.
- Deferment of nearly all new construction ashore, with the exception of hospitals and housing.
- Disestablishment of bases not essential to the Navy, and reduction in size and operating expenses of those which are essential.
- Drastic curtailment of the procurement program. This had two effects, both of which were anti-inflationary: (1) it prevented expenditures for materials that were unnecessary once victory was won, and (2) it enabled manufacturers to clear their plants of war work, and embark on the quantity production of civilian goods.



Official U. S. Navy photographs

CONSOLIDATED XB-36 is the world's largest land-based bomber. Powered by six 3,000 hp "pusher" engines, the giant land plane has a bomb capacity of more than 30 tons, is 163 feet in length and has a wing span of 230 feet.

Navy Lend-Lease

One day in February 1944 the French cruiser *Gloire* was lobbing shells into German positions north of the Anzio beachhead. The French gun crews, firing 152-mm. rifles, labored skillfully and efficiently—so well, in fact, that they ran out of ammunition. A message was radioed to the French Naval Mission in Washington. The Mission called Navy lend-lease, which called BuOrd and NATS. While NATS made planes ready, BuOrd procured supplies of U. S. six-inch HC shells, which can be fired from French 152's with a slight adjustment. Men worked hard all night. By morning three planes were loaded, by noon they were on their way to the battle zone. Next day the shells were put aboard the *Gloire* and the French went back to work.

A look at the record may give some idea of the job Navy lend-lease did: Monetary values of wartime Navy transfers climbed into the billions: \$2,735,700,000 in naval vessels and equipment, \$2,234,800,000 in petroleum and coal products; \$1,452,200,000 in aircraft, engines and parts, half a billion in naval guns and ammunition.

On Normandy D Day British-built ships contained lend-lease steel, British-built planes contained lend-lease engines. U. S. tanks and half-tracks that waded ashore had been water-proofed by encasement in British steel plates. In the Pacific, thousands of U. S. tanks and aircraft were used against the Jap by Australian, Chinese, Dutch, British, Indian and New Zealand forces. With the aid of U. S. war production supplies, India turned out armored cars, invasion barges, mine sweepers. Her cotton mills made the lightweight uniforms our soldiers wore in the blazing hot CBI theater.

Navy lend-lease supplied the naval oil needs of all Allied governments, as well as the civilian petroleum needs of many countries, particularly Great Britain. During the war more than 14 billion gallons of oil were delivered to other nations—enough oil, if collected into one big pool, to float all the battleships of the world.

In 1944 a thousand French Waves (*Services Feminins de la Flotte*) needed uniforms. With a sorrowful glance at Paris, once the fashion center of the world, they appealed to Navy lend-lease. BuSandA delivered the goods.

Russia would have been seriously handicapped in the bitter winter years had not the U. S. been able to supply her with heavy clothing. Russia received 2,188,260 yards of woolen cloth in 1943, and another two million yards in 1945. In 1944 alone the U. S. sent 426,000 pairs of pants to Britain. One year the French received 590,000 articles peculiar to the French navy, like buttons and insignia, and Norway got 471,000 miscellaneous items of clothing and small stores. A variety of items delivered to all nations included blueprints, tires, glycerine, hammocks, seabags, hose and cable, flags, stationery, thread, paints and mess gear (933,650 sets went to Britain in 1944).



MIDGET GUAM takes shape as scientists build Apra Harbor to scale.

SCALE MODEL OF NEW GUAM HARBOR

To guard against destruction by typhoons, Navy engineers and scientists have completed a huge scale model of the proposed new naval harbor at Guam.

Completion of the model of Apra Harbor, its ocean bottom and adjacent shoreline, was the halfway point in a study being conducted by the California Institute of Technology and the Bureau of Yards and Docks. Built on a scale of 1 to 300, the replica will provide accurate information on waves, surges and other hydraulic problems. This knowledge will enable harbor construction to go forward at Guam with assurance that it will provide the best possible defense against storms and other ocean conditions peculiar to the area.

The model, situated at Azusa, 15 miles from the CalTech campus in Pasadena, Calif., is housed in a hangar 162 feet long, 148 feet wide and 43 feet in height. Inside is a huge basin with concrete bottom and two-foot steel sides. The shoreline within the basins is of concrete, accurate even to beaches on the island.

Miniature waves and surges will be created by pneumatic-type machines. These will be measured electrically and recorded by an oscillograph. Currents will be recorded by time photos of floating button reflectors on which a strong light is beamed.

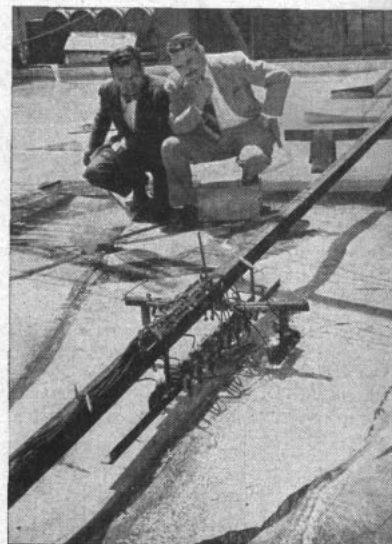
Civil Engineer Corps officers and Institute scientists declare that the project offers a unique opportunity for scientific and economical construction. Seldom, they say, have engineers had the chance to build "from scratch" a permanent naval harbor of Apra's proposed size. Always before they have been handicapped by the need of adapting new construction to haphazardly-built existing facilities.

The ultimate size of the Navy's development at Apra Harbor awaits

future appropriations, but the planning covers an area of nearly seven square miles. The proposed construction will replace where necessary the temporary war-built installations.

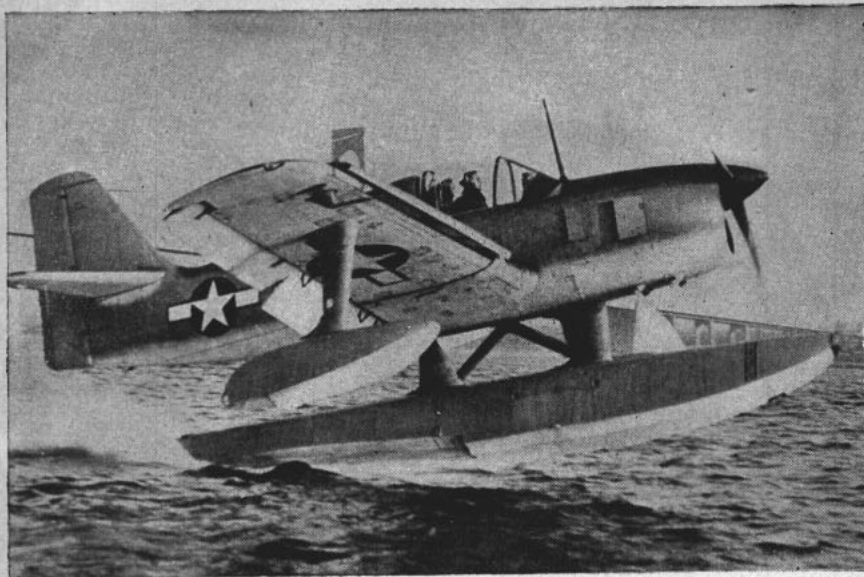
Information on wave heights and directions, current velocities and other statistics on water and wind are being collected at Guam and forwarded to the Institute. This will insure that the model studies will incorporate all the latest facts concerning the harbor site.

Preliminary studies were begun a year ago at a 40-foot square model basin at the CalTech campus at Pasadena. The smaller model was adequate for studying construction and testing techniques, and for determining the most desirable location for the outer harbor breakwater.



Official U. S. Navy photographs

TYPHOON DAMAGE prevention is being studied by CalTech scientists. Above is a wave machine.



Official U. S. Navy photograph

SPEEDY SCOUT for battleships and cruisers is this experimental craft, first to be built for the Navy by Edo Aircraft. New plane's speed exceeds 200 mph.

New Scout Is Out

Flight tests are under way at NAS Patuxent, Md., on the new XOSE-1, built to operate from battleships and cruisers. The plane was designed for the Navy from "the floats up" by Edo, with low speed for rough water landings stressed. It has a top speed of over 200 miles per hour, and with a drop tank can remain in the air for from six to eight hours.

The plane is of aluminum alloy, with back-folding wings which can be extended in 30 seconds. The wings have full span slots, depressable ailerons, and flaps to give the plane excellent maneuverability and anti-stall characteristics at the low landing speed. The present flaps are of experimental nature, with spring loaded "shock-absorber" to take up the shock of flying spray and water.

Developed by Ranger, the unique self-contained "power-package" engine contains all necessary operating equipment forward of the fire-wall. Fastened to the fuselage by four bolts, and with all controls attached by quick-connecting couplings, the unit can be removed in 30 minutes. The entire engine cowling can be removed in five minutes to make the engine completely accessible to the mechanic. The inverted-V engine of 550 horsepower, designated Ranger V-770-8, allows good visibility and clean lines.

Gas tanks are bulletproof and the pilot has complete armor. The plane carries radar, smoke-screen ejectors and depth charges, and is armed with two fixed .50-caliber machine guns.

'Old Sailors Never Die'

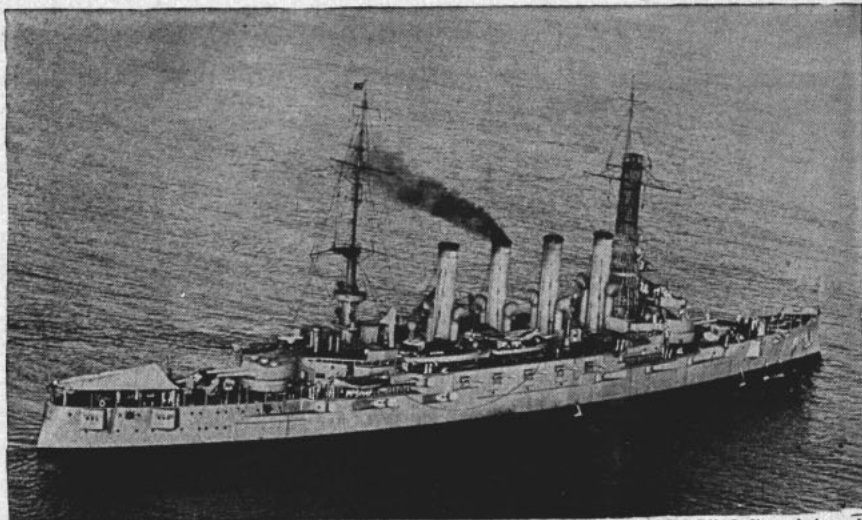
The USS *Constellation*, mighty U. S. frigate of a century ago, will be towed to Boston, where she will be drydocked and examined to determine the cost of making her a permanent relic.

Built in 1797, her first complement

was 27 officers and 340 men, and she cost \$314,212 when completed. During the war with France, she whipped the French warships *Insurgente* and *La Vengeance*, these victories having much to do with the favorable conclusion of the war.

Until 1860 the *Constellation* saw duty in practically all parts of the world. She took part in the War with the Barbary States, War of 1812, and the Civil War. From March 1866 to November 1868 the *Constellation* was used as Receiving Ship, Norfolk. She was recommissioned on 25 May 1871, having duty as gunnery and practice ship at the Naval Academy, and from 1871 to 1893 made various cruises with the midshipmen.

During World War II, the 150-year old ship was recommissioned and used for a brief period as flagship of CincLant.



Official U. S. Navy photograph

USS SEATTLE ended a 40-year naval career when she was decommissioned recently at Iona Island, N. Y. She was originally christened USS *Washington*.

Floating Drydocks

A standard system for designating floating drydocks has been adopted by the Navy, upon recommendation of CNO and approval of SecNav. The system groups all floating drydocks into consistent, descriptive classes. New class designations are:

- AFDB — Auxiliary Floating Drydock Big (30,000 tons and larger).
- AFDM — Auxiliary Floating Drydock Medium (10,000 to 30,000 tons).
- AFDL — Auxiliary Floating Drydock Little (less than 10,000 tons).
- AFDL(C) — Auxiliary Floating Drydock Little (concrete).

Previously the docks had been classed as AFDs, ARDCs and ARDs, which were the smaller docks; YFDs, medium-sized; and ABSDs, large docks.

Home Outlook Brightens

Veterans' chances of obtaining new homes are increasing steadily. The EXGI's future has obtained a brighter outlook with the disclosure that construction of nearly half a million dwelling units was started in the first six months of 1946. In a bulletin recently issued by The National Housing Agency, figures showed that the Veterans' Emergency Housing Program was more than two-fifths of the way toward its goal of 1,200,000 homes started by the end of the year.

Preliminary estimates show that two-thirds of the new construction was new, private, permanent homes and apartments. The remaining construction included temporary, publicly-financed re-use housing, conversions, and trailers.

A main factor in the success of this operation is the priorities system, which placed aside a substantial percentage of building materials for veterans' housing. This, along with the fact that almost all home construction was placed under priorities, undoubtedly has played a major part in enabling builders to obtain the needed materials to construct these veterans' homes.

Official Ship Designations

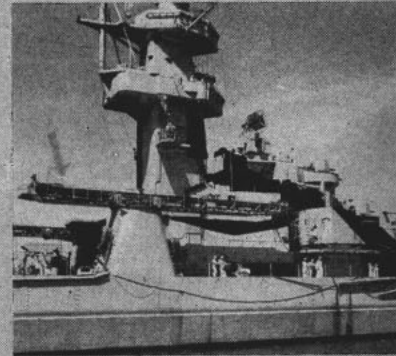
SecNav has issued the following complete official list of designations of naval vessels, district craft, service craft and floating equipment:

Battleships	BB	Ocean Tugs, Auxiliary	ATA
Cruisers:		Ocean Tugs, Old	ATO
Heavy	CA	Ocean Tugs, Rescue	ATR
Large	CB	Seaplane Tenders	AV
Light	CL	Seaplane Tenders (Destroyer)	AVD
Aircraft Carriers	CV	Seaplane Tenders (Small)	AVP
Large	CVB	Aviation Supply Ships	AVS
Small	CVL	Distilling Ship	AW
Escort	CVE	Landing Ships:	
Destroyers	DD	Dock	LSD
Escort Vessels	DE	Medium	LSM
Submarines	SS	Medium (Rocket)	LSM(R)
Mine Vessels:		Tank	LST
Mine Layers	CM	Vehicle	LSV
Mine Layers, Coastal	CMc	Tank (Casualty Evacuation)	LST(H)
Auxiliary Mine Layers	ACM	Landing Craft:	
Light Mine Layers	DM	Flotilla Flagships	LC(FF)
Mine Sweepers, High Speed	DMS	Infantry (Gunboat)	LCI(G)
Mine Sweepers	AM	Infantry (Large)	LCI(L)
Patrol Vessels:		Infantry (Mortar)	LCI(M)
Submarine Chasers (110')	SC	Infantry (Rocket)	LCI(R)
Submarine Chasers (136')	PCS	Support (Large) (Mk. III)	LCS(L)(3)
Submarine Chasers (173')	PC	Miscellaneous, Unclassified	IX
Escort (180')	PCE	District Craft:	
Escort (Rescue) (180')	PCE(R)	Mine Sweepers, Coastal	AMc
Eagles	PE	Mine Sweepers, Coastal (Under-	AMc(U)
Frigates	PF	water Locator)	AMc(U)
Gunboats	PG	Yachts, Coastal	PYc
Motor Gunboats	PGM	Crane Ships	AB
Motor Boats, Submarine Chasers	PTC	Coastal Transports (Small)	APc
Yachts	PY	Barrack Ships; Non-Self-Propelled	APL
Sub Chasers (110') (Control)	SC(C)	Repair Dock, Concrete	ARDC
Sub Chasers (136') (Control)	PCS(C)	Catapult Lighters	AVC
Sub Chasers (173') (Control)	PC(C)	Landing Craft, Tank (Mk. V)	LCT(5)
Escort (180') (Control)	PCE(C)	Landing Craft, Tank (Mk. VI)	LCT(6)
Auxiliaries:		Motor Torpedo Boats	PT
Destroyer Tenders	AD	House Boats	YHB
Ammunition Ships	AE	Fuel Oil Barges	YO
Store Ships	AF	Gasoline Barges	YOG
Miscellaneous	AG	Oil Storage Barges	YOS
Amphibious Force Flagships	AGC	Pontoon Storage Barges	YPK
Motor Torpedo Boat Tenders	AGP	Sludge Removal Barges	YSR
Surveying Ships	AGS	Stevedoring Barges	YS
Hospital Ships	AH	Torpedo Testing Barges	YTT
Cargo Ships	AK	Water Barges	YW
Cargo, Attack	AKA	Floating Derricks	YD
Net Cargo Ships	AKN	Seaplane Wrecking Derricks	YSD
General Stores—Issue Ships	AKS	Auxiliary, Miscellaneous	YAG
Cargo Ship and Aircraft Ferry	AKV	Degaussing Vessels	YDG
Net Laying Ships	AN	Diving Tenders	YDT
Oilers	AO	Dredges	YM
Gasoline Tankers	AOG	Ferryboats and Launches	YFB
Transports, Attack	APA	Floating Dry Docks	YFD
Transports	AP	Car Floats	YCF
High Speed Transports	APD	Aircraft Transportation Lighters	YCV
Transports, Evacuation of Wounded	APH	Ash Lighters	YA
Barrack Ships; Self-Propelled	APB	Covered Lighters	YF
Transport and Aircraft Ferry	APV	Garbage Lighters	YG
Repair Ships	AR	Open Lighters	YC
Repair Ships, Battle Damage	ARB	Open Cargo Lighters	YCK
Floating Dry Docks	ARD	Torpedo Transportation Lighters	YFT
Advance Base Sectional Docks	ABSD	Net Tenders (Tug Class)	YNT
Mobile Floating Dry Docks	AFD	Gate Vessels	YNg
Repair Ships, Internal Combustion	ARG	Motor Mine Sweepers	YMS
Engine	ARG	Patrol Vessels	YP
Heavy-Hull Repair Ships	ARH	Floating Pile Drivers	YPD
Repair Ships, Landing Craft	ARL	Salvage pontoons	YSP
Salvage Vessels	ARS	Scows, Heating	YHT
Salvage Craft Tenders	ARS(T)	Harbor Tugs, Big	YTB
Aircraft Repair Ships	ARV	Harbor Tugs, Medium	YTM
Aircraft Repair Ships (Aircraft)	ARV(A)	Harbor Tugs, Little	YTL
Aircraft Repair Ships (Engine)	ARV(E)	Floating Workshops	YR
Submarine Tenders	AS	Workshops, Floating, Dry Dock	YRD(H)
Salvage Lifting Vessels	ARS(D)	(Hull)	YRD(H)
Submarine Rescue Vessels	ASR	Workshops, Floating, Dry Dock	YRD(M)
Ocean Tugs, Fleet	ATF	(Machinery)	YRD(M)

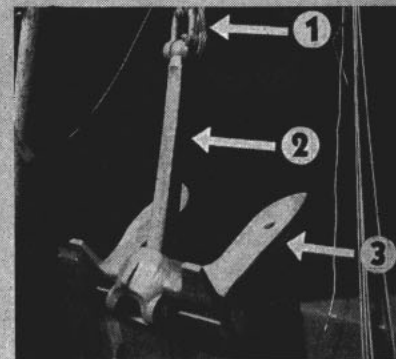
QUIZ AWEIGH

Allow a point for each correct answer and check score below.

- 8..... Super Salt
7..... Old Salt
6..... Young Salt
5..... Boat
4 or below..... The
 Army needs men.



1. Give class and type of ship above.
2. How many aircraft does it carry?



3. What type of anchor is this?
4, 5, 6. Name parts shown by arrows.



7. What is this officer's title?
8. Give meaning of the signal.

BATTIN' THE BREEZE ON THE 7 SEAS



Leave Among the Leaves

Once upon a time there was a fellow who wanted a little leave, 30 days, no less. And, believe it or not, he got his request. J. T. Conover, RM3, the lucky sailor in question, practically disrupted his entire outfit, though.

When Conover handed in his chit, the chief shied away from him in horror. But he passed it on to the personnel officer, who sat gazing at the scrap of paper in some awe. After signing it, the personnel officer passed it on to the exec, who treated the leave request as if it carried jungle rot germs.

The skipper okayed it, however, no matter what his personal sentiments were. For Conover isn't interested in the babes, brew, and ballads to be found stateside. He wanted the 30 days to poke around Okinawa, looking at posies.

He's working for a PhD in botany, and Okinawa is practically virgin territory (botanically speaking).

Cinematic Pilot

Ask most aviators if it's possible for a fellow to fly a plane perfectly on his first trip aloft and they'll probably give you a puzzled look and hesitate before answering.

Put the same question to Capt. Robert S. Quackenbush, USN, and without hesitation he'll say yes, and proceed to tell you a little story.

Recently, before he left the states to take charge of the CROSSROADS project for the Naval Photographic Service, Capt. Quackenbush was flying from projectionist for the Navy's Training Norfolk to Washington, D. C. He had as passenger L. B. Grimes, SPP2, a Film Division.

Following the take-off, the captain asked Grimes if he'd like to take over the controls of the two-engined Beechcraft, and the projectionist said yes.

"Of course, I've never been above the 77th floor of the Radio City building," Grimes remarked.

Capt. Quackenbush hurried to re-

lieve the novice of the controls, but stopped when he noticed that the sailor was flying perfectly—recovering from slight wind gusts and following a true course.

"How did you ever manage to learn to fly so well if you've never been off the ground?" the officer asked, his breathing returning to normal.

"Captain, if you'd seen as many thousands of training films on flight operations and flight safety as I have, you'd understand," Grimes answered.

To illustrate, Grimes went through the check-off procedure in the cockpit, rules of safe flying and instrument checks. He then proceeded to pilot the plane to its destination.

But just to make sure, Capt. Quackenbush took over before landing.

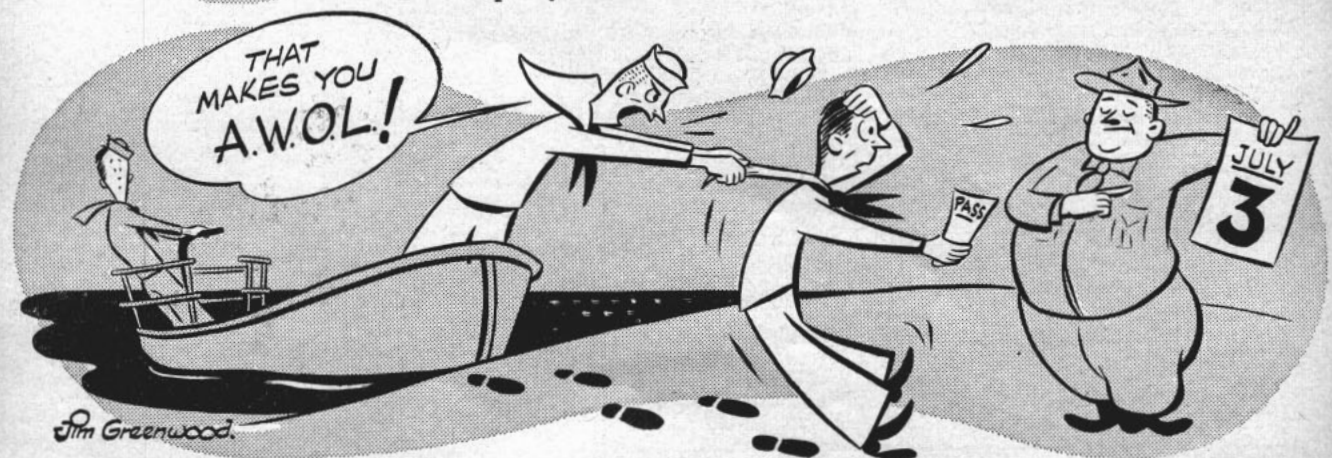
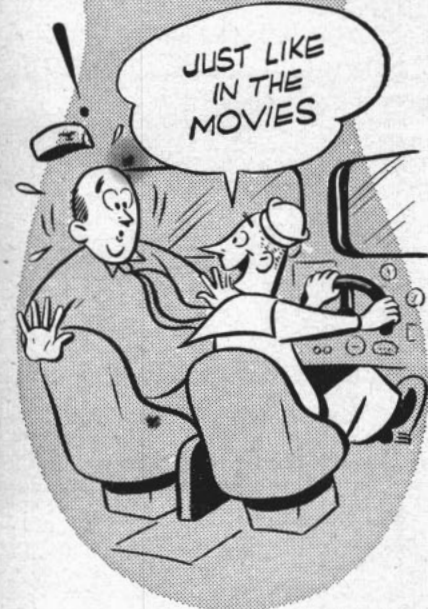
A Timely Tale

Neat little problem of what day is it came up on one of America's outposts that's practically straddling the international date line. A task group stopped off for a day in the local lagoon on its way to Pearl without changing dates on what was their Fourth of July.

The Army, who ran the beach, was keeping time in the other zone, which made it only 3 July for liberty purposes. Seems that, since only one liberty section could go ashore, section 3 thought it ought to go; the ship's calendar plainly allotted them the Fourth. When it hit the beach, though, it would be having liberty on section 2's time, and should by rights return immediately to the ship.

Section 2 would have been in the clear if they could have left the ship and set foot on the beach. What with computing minus 12 and plus 12 time zones and parlays on who had better right to the beer on shore, things never did get settled satisfactorily.

But a swimming party was held, with the option of switching dates at random for the swimmers. Every time they touched bottom, a new day dawned.



Jim Greenwood

BOOKS:

THE WORLD'S TROUBLES DISCUSSED BY EXPERTS

IT WAS FRANCIS BACON who wrote that knowledge is a rich storehouse for the relief of man's estate.

At this writing it would seem that man's estate could use some relief. On the heels of a stupendously destructive war come problems of production and distribution, employment, debt, armament, self-determination of nations, and so on *ad infinitum*.

Most people now seem to feel that these problems are not those of a locality or nation, but the world at large. Accordingly they are aspects of international relations which—like other relations—can cause trouble, particularly if they're handled without understanding.

In an effort to insure that the senior Army, Navy, Air and State Department officials attending the National War College will have a background for the knowledge and understanding necessary to handle important future posts, 11 books and eight pamphlets dealing with various questions of international relations have been listed as suggested reading for prospective students of that school. Ten of these books (the eleventh isn't presently available) have been distributed by BuPers to ship and station libraries.

Objective: Peace

• **"America's Role in the World Economy"** by Alvin H. Hansen; W. W. Norton and Company, \$2.50.

The author, professor of political economy at Harvard, suggests that even if America is willing to go along with a world organization built on political lines, this may not be enough. He urges the necessity of economic policies to back up the peace. Of late it has become stylish in some quarters to decry the economic approach because it has proved in the past not to have all the answers; but it is doubtful if any one phase of relations between powers is more important than the economic, and this phase Prof. Hansen goes into thoroughly and expertly.

• **"The United States and Britain"** by Clarence Crane Brinton; Harvard University Press, \$2.50.

In this lucidly written book, advocating close cooperation between the two nations—though not to exclusion of any other nation—Prof. Brinton keeps in the main to indisputable facts and generally accepted ideas. It aims at a closer bond of mutual understanding between the British and us as a step toward world-wide cooperation.

• **"Russia"** by Bernard Pares; Infantry Journal; Penguin Books, \$.25.

Here Mr. Pares attempts a highly desirable thing—a friendly exposition of the Russian land and the character of its peoples, and a sympathetic narration of that country's history over a period of the last 43 years. "Russia,

so to speak," says the author, "does not lie within our 'curriculum.' This is no question of likes or dislikes, but of knowledge or ignorance; and ignorance pays us back for our omissions a hundredfold."

• **"The Super-Powers"** by William T. R. Fox; Harcourt, Brace and Company, \$2.

This is a clearheaded analysis of the possibilities for world peace based on the proposition that in point of fact Great Britain, Russia and the United States are the countries with the power to maintain peace—or disrupt it. Mr. Fox defends the perhaps limited thesis of his book as follows: "It is . . . not a legitimate argument against a program of super-power collaboration that it fails to guarantee permanent peace. To the criticism that it seems to offer no sure solution to the dimly foreseen problems of 1970 or 2070, one can make two comments. (1) History is a succession of transition periods whose problems need to be solved one period at a time. (2) A program of effective three-power collaboration will at least not reproduce in 1970 the 1939 situation in which a solution without world war seemed unavoidable."

• **"How New Will the Better World Be?"** by Carl L. Becker; Alfred A. Knopf, \$2.50.

This book by an eminent American historian is possibly the most valuable of the group in giving historical perspective for the world situation confronting us. It presents with accuracy, succinctness and occasional wit data which we should be told, or have repeated to us. Admitting the partial truth of Mr. Fox's thesis, he urges us to go farther than mere collaboration between great powers (among whom he lists China), and he underlines Prof. Hansen's emphasis on the economic basis of peace.

• **"Primer of the Coming World"** by Leopold Schwarzschild; Alfred A. Knopf, \$2.50.

This provocative and spirited book is written by a former German soldier (in World War I) and journalist whom the nazis chased out of Germany and subsequently out of France. In a volume some part of which may call for sharp differences of opinion, he hammers at the idea that human nature is such that nations do nothing from altruistic motives, and that world order must be founded on power—power represented by Russia, England, and the United States.

• **"Road to Teheran"** by Foster Rhea Dulles; Princeton University Press, \$2.50.

Illumination of two sides of the power triangle is attempted and achieved here in a highly readable account of Russo-American relations over the last century and a half.

Velvet Glove, Mailed Fist

• **"Diplomacy"** by Harold Nicolson; Harcourt, Brace and Company, \$2.

One regrets that this book was published in 1939, and that consequently the writer's observations on diplomatic procedure of the war years have no place in it. As it stands, it is a splendidly written treatise on the subjects of organized diplomacy, the development of diplomatic theory, "the ideal diplomatist" and modern diplomatic practice. A glossary of diplomatic language and a special appendix on the American foreign service are valuable additions.

• **"Makers of Modern Strategy"** edited by Edward Mead Earle; Princeton University Press, \$3.75.

An impressive group of contributors discusses in this 553-page volume the military geniuses of the modern world. It is a profound treatment, and for that reason perhaps not too well fitted to the general reader, of the larger aspects of strategy, tactics, logistics, national morale, economics, geopolitics. Two American professional officers—Admiral Mahan and General Mitchell—are discussed.

• **"The Absolute Weapon"** edited by Bernard Brodie; Harcourt, Brace and Company, \$2.

This is a "de-bunking" book on the atomic bomb—but it does not seek to de-bunk the undeniable power and influence of the weapon itself; rather its aim is to clear away the hysterical false dilemma that mankind's only alternatives are immediate world government or chaos. The book contends that "we come to the final paradox that while the best way to avoid atomic warfare is to get rid of war itself, the strongest present ally in the effort to get rid of war is the capacity to resort to atomic warfare at a moment's notice."

Pocket-Size Politics

The eight booklets, published by the Foreign Policy Association and priced at 25 cents each, which complete the suggested reading list, are Bailey's *American's Foreign Policies*, Dean's *After Victory*, Emeny's *Mainsprings of World Politics*, Johnstone's *Changing Far East*, Miller's *France, Crossroads of a Continent*, Stoyan's *Spotlight on the Balkans*, Reid's *Overseas America* and Van Valkenburg's *European Jigsaw*. Currently these pamphlets are not being distributed by Bu Pers.

Books on Submarine Life

Five new books describing life aboard a submarine have recently been sent to ships' libraries. The titles are *Battle Below*, by Robert J. Casey; *Rig for Depth Charge*, by Edward E. Hazlett; *Silversides*, by Robert Trumbull; *U.S.S. Seawolf*, by George Frank and James D. Horan, with J. M. Eckberg; and *Action Tonight*, by James D. Horan.

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.

Navy Airman Honored for Combat Action

Tribute was paid by the Navy to Lt. Comdr. Edward E. DeGarmo, USN, of Honolulu, posthumously, when he was awarded the Navy Cross, the Silver Star and gold star in lieu of a second award, and the Distinguished Flying Cross and three gold stars, for his part in the successful prosecution of the war in the Pacific. Courageous and aggressive at all times, the gallant airman gave his life in the fight for peace.

As flight leader of a carrier based torpedo bomber on 7 Apr 1945, Lt.



Lt. Comdr. DeGarmo

Comdr. DeGarmo for leading his squadron in two aerial flights on the same day against enemy installations in the Tokyo area, causing severe damage. He received also the gold star in place of a second silver star when, as a torpedo plane pilot, he materially assisted in sustaining the progress of the ground forces at Okinawa on 3 June 1945, by dropping needed supplies and equipment over advance positions.

For distinguishing himself by hero-



Mulvaney on Bomb Disposal (BuOrd)

"It doesn't make a bit of difference, Mulvaney. You still wear it on your chest!"

ism and extraordinary achievement while participating in action as CO of a torpedo squadron over Hiroshima Bay on 18 Mar 1945, he was given his first Distinguished Flying Cross and subsequently for other aerial engagements he was recognized by presentation of a second, third, and fourth award. He also is the recipient of an Air Medal and five gold stars and a letter of commendation from the Secretary of the Navy.

Marine Awarded Medal of Honor For Valor on Iwo

For valiant conduct in the face of fanatic opposition, 1st Lt. (then 2nd Lt.) John H. Leims, USMCR, Chicago, has been paid the greatest tribute of the nation—the Medal of Honor. A dauntless leader, concerned at all times with the welfare of his men, 1st Lt. Leims maintained the strength of his company under extremely difficult conditions and contributed essentially to the success of his division's operations against the vital Jap base of Iwo Jima.

As CO of Company B, 1st Battalion, 9th Marines, 3d MarDiv, on Iwo Jima, 7 Mar 1945 he launched a surprise attack against a Jap hill position and succeeded in capturing the objective in the late afternoon. When it became apparent that his assault platoons were cut off from this newly won position and lacked all communication with the command post, he personally advanced and laid telephone lines across the fire-swept terrain. Ordered to withdraw his forward platoons, he complied, adroitly effecting the withdrawal of his troops without incident. Upon arrival at the rear, he learned that several casualties had been left beyond the front lines.

Although suffering acutely from the exhaustion of battle, he instantly went forward despite darkness and hostile machine gun fire, located and carried to safety one seriously wounded marine. Then, running the gauntlet of enemy fire for the third time in one night he again made his way into the area and rescued another of his wounded men.

Daring and aggressive, he risked his life "above and beyond the call of duty."



1st Lt. Leims

3-Year Limit Extended For Award Recommendations

The three-year limitation on recommendations for awards which was imposed by Executive Order 4601 (of 1926) and an act of 7 Aug 1942, recently was extended by Public Law 444, 79th Congress, and Executive Order 9615. This was announced in Alnav 427-46 (NDB, 15 August).

The limitations shall not apply to cases where the service performed justifying the award occurred during the period commencing 7 Dec 1941 and ending with the date of the termination of hostilities in the present war, and recommendation for official recognition of such service was initiated not more than six months after the latter date.

The date of termination of hostilities will be the date proclaimed by the President as the date of such termination or the date specified by the two Houses of Congress in a concurrent resolution, whichever date occurs earlier.



Gold star in lieu of second award:

★ STOVALL, William S. Jr., Capt. (then Lt. Comdr.), USN, Palo Alto, Calif.: As CO of the USS *Gudgeon* during a war patrol from 8 Oct to 1 Dec 1942 in the Solomons area, Capt. Stovall pressed home his attacks in the face of intense hostile countermeasures. Launching repeated torpedo assaults on his targets, his submarine sank three escorted enemy auxiliary ships, totaling 21,500 tons and severely damaged another escorted auxiliary ship of 7,500 tons. Skillfully he prevented damage to the USS *Gudgeon*.

★ WALSH, Richard J. Jr., Lt. (jg), USNR, Wildwood, N. J. (posthumously): As a pilot in TorpRon 84, attached to the USS *Bunker Hill*, in action against Jap forces southwest of Kyushu on 7 Apr 1945, Lt. (jg) Walsh participated in a coordinated assault against major units of the enemy fleet. Braving powerful and relentless fire from main batteries and antiaircraft guns, he pressed home a daring attack on a large battleship, released his torpedo accurately, and contributed materially to the ultimate destruction of the super-dreadnaught.

First award:

★ CHECK, Leonard J., Lt. Comdr., USN, La Mesa, Calif. (posthumously): While CO of FitRon 7, attached to the USS *Hancock*, operating against the Japanese in the Philippine area on 29 Oct 1944, Lt. Comdr. Check intercepted an enemy formation of seven bombers and eight fighters when he was leading his divisions on air patrol over an Allied task group. Maneuvering his plane for a direct overhead run, he selected one of the bombers as a target and shot it down in flames. Continuing in pur-

12 HEROES RECEIVE NAVY CROSS

suit of the bombers as his flight engaged the fighters he blasted two more from the skies. As he ordered his division to join up, he observed still another making a run on the task group. He attacked immediately and sent it into the sea in flames. By his indomitable fighting spirit Lt. Comdr. Check prevented the enemy formation of 15 planes from making a run on the task group and contributed fundamentally to the success of our sustained drive against the enemy.

★ **ERICKSON, John L.**, Lt. Comdr., USN, New York City (posthumously): While CO of BomRon 7, operating from the USS *Hancock*, during the Battle of Leyte Gulf on 25 Oct 1944, Lt. Comdr. Erickson led his flight of planes in a coordinated attack against major units of the enemy fleet. Pressing home his attack, he released a 1,000-pound bomb at a perilously low altitude and scored a devastating hit on the bow of a large Jap battleship. Thus he contributed directly to the infliction of serious and costly damage on this man-of-war and to the ultimate success of our sustained drive against the enemy.

★ **LAHODNEY, William J. Jr.**, Lt. Comdr. (then Lt.), USN, Milton, Pa.: As pilot of a plane, attached to PatRon 52, in action against the Japanese 70 miles northeast of Rabaul on 26 Nov 1943, Lt. Comdr. Lahodney attacked an enemy task force consisting of a cruiser and three destroyers. In the face of deadly antiaircraft fire, he scored hits with a 500-pound and a 1,000-pound bomb, thus causing severe damage to the cruiser. Though his plane was struck by enemy fire, he skillfully gained control and flying through darkness finally returned safe to base.

★ **MAHER, Arthur L.**, Capt. (then Comdr.), USN, Scranton, Pa.: While gunnery officer aboard the USS *Houston* in action in the Flores Sea, 4 Feb 1942, Capt. Maher instantly braved the inferno when his ship received a direct hit igniting the powder in the gun chamber and fire was swept into the handling rooms. Despite the imminent danger of explosions, he calmly took charge of the chaotic situation to quell the flames and get the fire under control. By his gallant leadership Capt. Maher undoubtedly prevented the *Houston* from being destroyed.

★ **MCCAMPBELL, David**, Comdr., USN, Los Angeles, Calif.: While serving as a target coordinator for the combined aircraft of three task groups on 25 Oct 1944, Comdr. McCampbell's quick thinking and good judgment resulted in the sinking of one medium aircraft carrier, one light cruiser, two destroyers and the damaging of one battleship. By his outstanding performance not only was the maximum damage inflicted on the enemy, but our own losses were kept at a minimum.

★ **MORGAN, Lindsey E.**, Lt., USN, St. Louis: As an aircraft maintenance officer aboard an aircraft carrier that was hit while striking the Jap islands near Kobe on 19 Mar 1945, Lt. Morgan in the face of raging fires, continuous explosions and further air attacks led parties of men in fire fighting on the exposed flight deck and demolished gallery deck until the fires were extinguished. He also heroically led a group which jettisoned a large quantity of ammunition from enclosed mounts and flooded ready service magazines.

★ **NUTT, William R.**, Lt., USNR, Temperance, Mich.: While pilot and leader of a division of four torpedo bombers during operations near Kure 28 July 1945, Lt. Nutt pressed home his attack despite intense antiaircraft fire and scored a direct hit upon a heavy cruiser, thus contributing materially to its destruction. He then effected a rendezvous of his division and led it back safely to the carrier—a distance of 210 miles—despite unfavorable weather conditions.

★ **PHILLIPS, Richard H.**, Capt. (then Comdr.), USN, Annapolis, Md.: As commander of an attack section of destroyers in action against the Japanese in Surigao



Lt. Comdr. Check



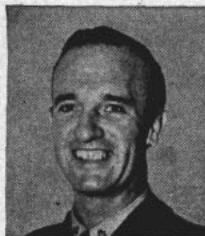
Lt. Comdr. Erickson



Lt. Comdr. Lahodney



Capt. Maher



Comdr. McCampbell



Lt. Nutt



Capt. Phillips



Rear Admiral Sprague



Capt. Stovall



Lt. (jg) Walsh



Rear Admiral Weyler



Comdr. Willis

Photos of Lt. Morgan and Lt (jg) St. John not available.

Strait on the night of 24-25 Oct 1944, Capt. Phillips brought his ships to within short range of heavy enemy vessels and launched a daring torpedo attack which inflicted severe damage on the enemy and retired without loss or injury. The successful attack contributed in large measure to eliminating an imminent and dangerous threat to our transports and other ships in Leyte Gulf.

★ **SPRAGUE, Thomas L.**, Rear Admiral, USN, Oakland, Calif.: While commander of an escort carrier task group engaged in support of landings on a heavily defended enemy-held base, Rear Admiral Sprague directed his units in an outstanding manner. In the Battle of Samar Island on 25 Oct 1944 his personal courage and determination to meet and defeat the enemy were reflected in the bold manner of attack adopted by surface vessels and aircraft of his command while operating at a most severe disadvantage. This attack was the major element in turning back a powerful Jap task force with heavy losses and damage and without accomplishing its objective.

★ **ST. JOHN, BERNARD J.**, Lt. (jg), (then Ens.), USNR, Adams, Mass.: While pilot of a carrier based torpedo plane on 24 Oct 1944 during the Second Battle of the Philippine Sea, Lt. (jg) St. John pressed home an attack at a low altitude and scored a direct hit on a large Jap cruiser. This hit was reported the major reason for the ship's sinking. This action was carried out in the face of intense and accurate antiaircraft fire without regard for personal safety.

★ **WEYLER, George L.**, Rear Admiral, USN, Piedmont, Calif.: While commanding forces in operations against the enemy, Rear Admiral Weyler led his ships against the

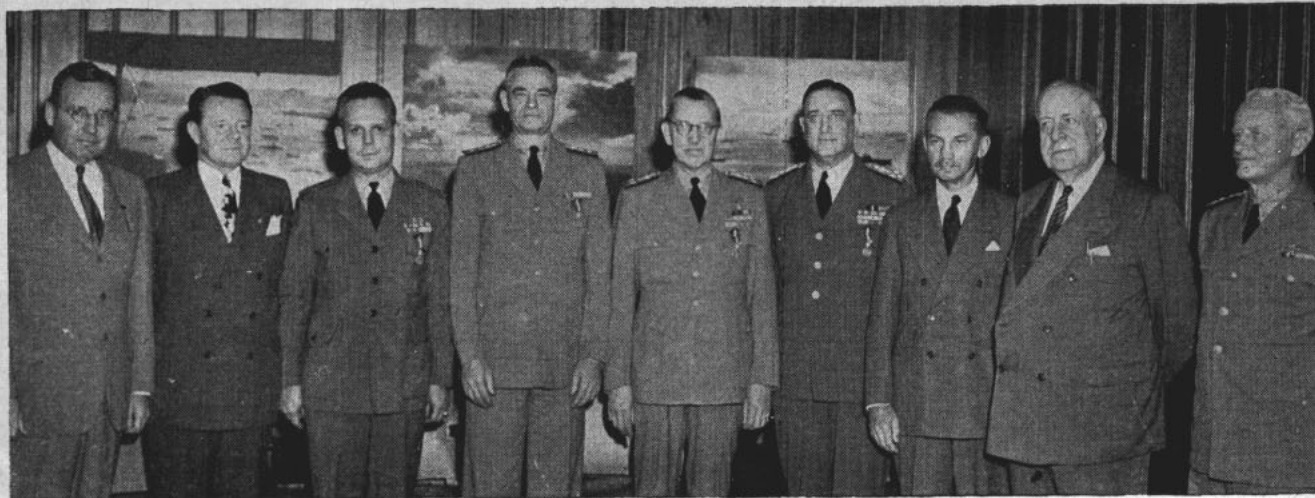
enemy battleline at the Battle of Surigao Strait on 25 Oct 1944. By his courage and determination he gave encouragement to his force in a manner that caused his action to be largely instrumental in the success of a most difficult operation.

★ **WILLIS, James S.**, Comdr., USN, Charleston, W. Va. (posthumously): As ComDesDiv48 in action against the enemy near Okinawa, 6 Apr 1945, Comdr. Willis employed his flagship, USS *Bush*, in the hazardous duty of radar picket and fighter director vessel and skillfully directed the operations of the naval units assigned that station. When three Jap suicide planes crashed into and sank the *Bush*, he was mortally wounded. By his courage and fortitude he aided materially in the safety and success of the U. S. forces operating within the area protected by units of his command.

DISTINGUISHED SERVICE MEDAL

Gold star in lieu of second award:

★ **MOREELL, Ben**, Admiral (then Vice Admiral), (CEC), USN, Washington, D. C.: With the country facing a nation-wide oil crisis following a complete work stoppage, Admiral Moreell, as OinC of the Petroleum Facilities of the Navy Department from October 1945 to April 1946, moved promptly to carry out orders calling for the seizure of facilities of 50 major oil refineries and four oil pipe lines. Organizing the Naval Petroleum Plants Offices, he assumed control of all facilities and restored and maintained full production. A brilliant administrator and mediator, he brought



Official U. S. Navy photograph

NAVY DIGNITARIES witness presentation of Distinguished Service Medals to Vice Admiral Louis E. Denfeld, Chief of Naval Personnel, Rear Admiral Horace D. Nuber, Assistant Chief of BuSandA, and Rear Admiral Milton E. Miles.

★ DECORATIONS

Distinguished Service Medal (Cont.)

about a mutually agreeable settlement of all points of dispute between labor and management before any other officially appointed arbitration board had formulated an effective decision. By his extraordinary leadership and keen foresight, Admiral Moreell secured the release of all seized properties and insured the continuation of supply of vital petroleum products.

First award:

★ DENFELD, Louis E., Vice Admiral, USN, Washington, D. C.: As Assistant Chief of Naval Personnel from 2 Jan 1942 to 29 Mar 1945, Vice Admiral Denfeld undertook an exacting assignment in advancing the difficult and complex program of rapid expansion in personnel necessary to the manning of ships and shore bases in widespread areas of operations. He rendered inestimable service in the initiation, coordination and execution of plans for the various phases of procurement, training and distribution of personnel. His splendid leadership and devotion to duty were essential factors in the successful functioning of our tremendous Navy.

★ MILES, Milton E., Rear Admiral (then Commodore), USN, Chevy Chase, Md.: As Commander Sino-American Cooperative Organization from 15 Apr 1943 to 2 July 1945, Rear Admiral Miles directed and coordinated the joint efforts of the Chinese Government and the U. S. Navy, providing strategic intelligence and weather data of importance to our Pacific Fleet in far eastern waters. As a result of his sound organizational ability, naval personnel under his command effectively trained Chinese guerrilla forces for their subsequent successful combined operations against the enemy.

★ NUBER, Horace D., Rear Admiral, (SC), USN, Arlington, Va.: As OinC of NSD Noumea, with additional duty as ComNavFor, SoPac area superintendent of shipping from December 1942 to March 1943; OinC of the supply group, BuSandA, from June 1943 to March 1945 and Assistant chief BuSandA from March to September 1945, Rear Admiral Nuber expertly coordinated the efforts of his staff in making available all types of supplies and materials necessary to meet the requirements of our Armed Forces. In addition he rendered excellent service as adviser to the SecNav and AstSecNav in the field of supply and logistics during his tour of duty in the Navy Department.

Admiral Ben Moreell, Chief of the Materiel Division of the Assistant Secretary of the Navy, was awarded a gold star in lieu of a second DSM. Shown above, left to right are AstSecNav W. John Kenney, UnderSecNav John L. Sullivan, Admiral Miles, Admiral Nuber, Admiral Denfeld, Admiral Moreell, SecNav James Forrestal, Senator David I. Walsh, and Fleet Admiral Chester W. Nimitz.

SILVER STAR MEDAL

Gold star in lieu of third award:

★ LOWRANCE, Vernon L., Capt. (then Comdr.), USN, New London, Conn.: CO, USS *Kingfish*, Pacific area.

Gold star in lieu of second award:

★ BENSON, Roy S., Capt. (then Lt. Comdr.), USN, Concord, N. H.: CO, USS *Trigger*, during war patrol, Pacific area.

★ BESHANY, Philip A., Comdr., USN, Groton, Conn.: Diving officer, USS *Scamp*, during war patrol, New Guinea-Bismarck Archipelago area, 2 Sept to 1 Oct 1943.

★ VANOUS, William W., Comdr., USN, Annapolis, Md.: CO, USS *Nicholson*, Admiralty Islands.

First award:

★ BAKER, David A., MOMM2, USNR, Seattle, Wash.: Crew member on Allied junk off East China coast, 21 Aug 1945.

★ BARRATT, William K., GM1, USNR, Dunedin, S. C.: Crew member on Allied junk off East China coast, 21 Aug 1945.

★ BECKER, William E., Lt. (then Lt. (jg)), USN, Cincinnati, Ohio (posthumously): Aboard USS *LCI(L) 219*, Normandy, 11 June 1944.

★ CHECK, Leonard J., Lt. Comdr., USN, La Mesa, Calif.: CO, FitRon 7, Philippine area, 26 Oct 1944.

★ DANIEL, John C., Capt., USN, Coronado, Calif., ComDesRon, Okinawa area, 4 May 1945.

★ DAY, Joseph E., Lt. Comdr., USNR, Santa Monica, Calif.: CO, naval armed guards and troops on Dutch flagship, Samar, Philippines, 25 Dec 1944.

★ DEAN, Joseph T., PHM2, USNR, Tallahassee, Fla. (posthumously): Corpsman, 1stMarDiv2ndBatt., Okinawa area, 7 May 1945.

★ ECKER, Clarence O., CEM, USN, Philadelphia, Pa. (posthumously): Petty officer-

in-charge of a repair party aboard USS *Callaghan*, 29 July 1945.

★ FOSTER, Ronald D., AMM1, USN, Detroit, Mich.: Crew member PBV-4, Philippine area, 25 Dec 1941.

★ HOTCHKISS, Douglas M., Lt. (jg), USN, Ocean Beach, Calif.: Gunnery officer, USS *Chowando*, Philippines, 20 Oct 1944.

★ HUMPHREY, Jack, F1, USN, Port Arthur, Tex.: Engineer of a motor launch in a small-boat expedition, attached to USS *Canopus*, Philippine area, 8 Feb 1942.

★ JOHNSON, Stuart E. Jr., CQM, USN, Fisher, Ill. (M): Crew member USS *Bonefish*, Japan Sea.

★ JONES, Noah C., PHM3, USNR, St. Charles, Mo. (posthumously): Attached to 3dMarDiv21stMarines, Volcano Islands area, 22 Feb 1945.

★ KING, Robert D., Comdr., USN, Rochester, Ind.: CO, USS *Redfin*, Pacific area.

★ KOENIG, Robert J., Lt. (then Lt. (jg)), USNR, Chicago, Ill.: CO, MTB 328, New Guinea, 18-19 Dec 1943.

★ LILLIS, Paul B., Lt. (then Lt. (jg)), USNR, San Francisco, Calif.: CO, MTB 329, Pacific area, 18 Jan 1944.

★ MAHER, Arthur L., Capt. (then Comdr.), USN, Scranton, Pa.: Gunnery officer, USS *Houston*, Sunda Strait, 28 Feb to 1 Mar 1942.

★ POWERS, Douglas H., PHM2, USN, Trent, Tex. (posthumously): Aid man attached 3dMarDiv21stMarines, Iwo Jima, 21 Feb 1945.

★ REEVES, Clyde F., EM3, USNR, Woburn, Mass. (posthumously): Aboard USS *Manila Bay*, Philippine area, 5 Jan 1945.

★ REID, James R. Jr., S1, USNR, Charlotte, N. C.: Crew member on Allied junk off East China coast, 21 Aug 1945.

★ SAVIDGE, Maurice D., HA1, USN, Herington, Kans. (posthumously): Corpsman attached 4thMarDiv1stBatt 24th Marines, Iwo Jima, 2 Mar 1945.

★ SCHNIEDERS, Oliver J., Lt. (then Lt. (jg)), USNR, Miami Beach, Fla.: CO, MTB 194, New Guinea area, 3 Mar 1944.

★ SCHRATZ, Paul R., Lt., USN, Pittsburgh, Pa.: Torpedo data computer operator, USS *Scorpion*, off East Coast Honshu, 5 Apr to 8 May 1943.

★ SLEE, Robert V., PHM3, USNR, Sedan, Kans. (posthumously): Corpsman attached 5thMarDiv3dBatt 26th Marines, Iwo Jima, Feb 1945.

★ SNODDY, Robert S., PHM3, USNR, Russellville, Ala. (posthumously): Corpsman attached 1stMarDiv1st Batt 5th Marines, Okinawa, 3 May 1945.

★ STOLE, Gerald J., F1, USNR, Oakland, Calif. (posthumously): Aboard USS *Aaron Ward*, off Okinawa, 3 May 1945.

★ STRAUSS, Frank O., CGM, USN, Camden, N. J. (posthumously): Gun captain aboard

USS *Isherwood*, near Ryukyu Islands, 22 Apr 1945.

★ TALLARY, James Jr., FI, USNR, Pittsburgh, Pa. (posthumously): Gunner aboard *LSM(R) 195*, Pacific area, 3 May 1945.

★ TURNER, Jack S., GM3, USN, Meigs, Ga. (posthumously): Gun captain aboard *USS Aaron Ward*, off Okinawa, 3 May 1945.

★ WALLACH, Joseph C. Jr., S1, USNR, Valley Park, Mo. (posthumously): Aboard *USS Callaghan*, off Okinawa, 29 July 1945.

★ WATSON, Albert J., AMMI, USNR, Lansdowne, Pa. (posthumously): Aboard *USS Intrepid*, Pacific area, 16 Apr 1945.

★ WEGFORTH, John F., Commodore (then Capt.), USN, Berwyn, Ill.: CO, *USS Langley*, Pacific area, 21 Jan 1945.

★ WHALEY, James D., S1, USNR, Myrtle, Miss. (posthumously): Pointer aboard *LCS(L) 27*, Philippines area, 16 Feb 1945.

★ WRIGHT, Jerauld, Rear Admiral (then Capt.), USN, Washington, D. C.: CO, *USS Sante Fe*, Pacific area, 13-17 Oct 1944.

LEGION OF MERIT

Gold star in lieu of fourth award:

★ HENDERSON, George R., Rear Admiral, USN, Pawtucket, R. I.: ComCortCarTaskUnit, Luzon, January 1945.

★ LOUD, Wayne R., Capt., USN, Washington, D. C.: Task group commander, mine sweeping operations, Japanese Empire waters, September-November 1945.

Gold star in lieu of third award:

★ HENDERSON, George R., Rear Admiral, USN, Pawtucket, R. I.: CO, escort carrier division, 18-24 and 28-29 Oct 1944.

★ STYER, Charles W., Rear Admiral, USN, Washington, D. C.: ComSubLant, November 1944 to January 1946.

Gold star in lieu of second award:

★ FRALEIGH, Claud M., Comdr. (then Lt. Comdr.), (DC), USN, Rockville, Md.: POW, Moji, survivor of ship's sinking and bombing and sinking of second prison ship.

★ HENDERSON, George R., Rear Admiral, USN, Pawtucket, R. I.: Commander Air Craft, Munda, and ComFairWing 1, Solomons and Bismarck Archipelago, 4 Feb to 15 June 1944.

★ IRISH, James M., Rear Admiral, USN, Scarsdale, N. Y.: AstCNO for Navy inventory control, 15 June 1944 to 4 Oct 1945

WHAT'S IN A NAME?

Keep Shot In Locker

"Keeping a shot in the locker" has a peculiar ring to it. At least, as its name implies, it may have some singular meaning for which many of the modern sailors may grope.

However, "keeping a shot in the locker," came into being back in the days when slang was being introduced to the seagoing forces. It is the equivalent of the modern version of "putting a little away for a rainy day."

Its true meaning comes down to us from gunnery orders and has nothing to do with the modern version. To be prepared for any emergency, the Admiralty issued orders to "Keep always a good reserve supply in the shot-locker."



and Ass't Chief Office of Procurement and Material, 1 May 1944 to 14 Mar 1945.

★ LOVETTE, Leland P., Rear Admiral (then Capt.), USN, Washington, D. C.: CO, *USS Guam*, supporting fast carriers, task forces 38 and 58, 14 Mar to 2 Sept 1945.

★ MCKEE, Andrew I., Commodore (then Capt.), USN, Lawrenceburg, Ky.: Attached to design and construction of submarines, USNavShipYard, Portsmouth, outbreak of hostilities to 20 Jan 1945.

★ MORAN, Edward J., Commodore, USN, Santa Cruz, Calif.: ComNavFor, Northern Solomons.

★ NELSON, Roger E., Commodore (then Capt.), USN, De Pere Wis.: Operations officer, staff of Commander Landing Craft and Bases, 11th Amphibious Force.

★ RAWLINGS, Norborne L., Rear Admiral (then Capt.), USN, Lawrenceville, Va.: CO, USNavShipYard, Mare Island annex at Hunter's Point, during World War II.

★ REED, Howard A., Lt., USNR, Pomona, Calif.: Intelligence and liaison officer, Middle East, November 1943 and in combat zones in Italy and France.

★ SPRAGUE, Thomas L., Rear Admiral, USN, Oakland, Calif.: ComTaskGroup 77.4, So-WesPac, 20 Oct 1944.

★ VEST, John P. W., Capt., USN, Stevensville, Md.: Director of aviation training, office of CNO, 19 Dec 1944 to 15 Oct 1945.

★ WEGFORTH, John F., Commodore (then Capt.), USN, Berwyn, Ill.: CO, U. S. aircraft carrier, 14 Mar to 14 May 1945.

★ WELLINGS, Timothy F., Capt., USN, East Boston, Mass.: Training and gunnery officer, WestNavTaskFor.

★ WEYLER, George L., Rear Admiral, USN, Emporia, Kans.: Planning and directing, and Commander fire support unit North, Battle of Surigao Strait, 25 Oct 1944.

First award:

★ AVIRETT, John W., II, Capt., USNR, Baltimore, Md.: Assistant counsel BuSanda, executive secretary and coordinator of SecNav's committee of research on reorganization and special assistant and aide to AstSecNav, 15 Feb 1943 to 1 May 1946.

★ BRINSER, Harry L., Rear Admiral, USN (Ret), Washington, D. C.: Inspector naval material, New York, 5 Jan 1942 to 8 Dec. 1945.

★ BRUTON, Henry C., Capt. (then Comdr.), USN, Claremont, Calif.: ComSubDiv 82, and training officer TaskFor 72, Pacific war area.

★ BURGESS, Kenneth F., Lt. Comdr., USNR, Hubbard Woods, Ill.: CO, *USS Fleming*, Pacific Ocean areas, 13 Jan 1945.

★ BUSHNELL, Carl H., Capt., USN, Coronado, Calif.: OinC, production of underwater ordnance in BuOrd, 1 Apr 1943 to 18 Aug 1945.

★ CARLSON, Spencer A., Capt., USN, Santa Rosa, Calif.: Division Naval Communications, beginning of hostilities to 2 Sept 1945.

★ CARUTHERS, William R., Capt. (then Comdr.), USN, Pine Bluff, Ark.: Communications officer, staff of Allied Naval Cominch, Expeditionary force.

★ CLUSTER, Herbert R., Lt. (then Lt. (jg)), USNR, Baltimore, Md.: OinC, *LCT 333*, Anzio-Nettuno, Italy, January-February 1944.

★ COTTER, Carl H., Rear Admiral, (CEC) USN, Washington, D. C.: As representative ComServPac, carrying out duties of type commander, naval construction battalions, 3 Feb to 25 Oct 1945.

★ DUTCHER, Lloyd E., Lt. (then Ens.), USNR, Alexandria, Va.: OinC, *LCT 198*, Anzio-Nettuno area, Italy, January-February 1944.

★ EDSALL, Warner R., Comdr., USN, Arlington, Va.: CO, *USS Melvin*, Pacific Ocean areas, 13 June 1944.

★ FLANAGAN, Henry C., Capt., USN, San Diego, Calif.: As ComTransDiv 28, and as ComTransRon 15, January 1944 to April 1945.

★ FOSTER, Paul F., Rear Admiral, USNR, Washington, D. C.: Assistant naval inspector general, naval districts, sea frontiers, naval air training commands, and shore



Quanset Scout (NAS Quanset Point, R. I.)

"Would you know my son, Willie Granny knot? He's a sailor-boy, too!"

based activities, August 1943 to September 1945.

★ GRANAT, William, Capt., USN, Washington, D. C.: Director, fleet maintenance division, BuOrd, 22 Jan 1942 to 16 Aug 1943, and director of naval ordnance establishments division, BuOrd, 16 Apr to 30 Aug 1945.

★ HASTINGS, William W., Capt., USN, Santa Rosa, Calif.: Fleet Maintenance officer, staff of ComSoWesPac.

★ HAYWARD, John T., Comdr., USN, Pensacola, Fla.: ComBomRon 106, carried out 305 long-range search operations, 25 Mar to 1 June 1944.

★ HOFFMAN, Charles M. E., Comdr., USN, Annapolis, Md.: ComTaskFor 67, 4 Mar to 11 May 1944, completed major transatlantic towing mission.

★ JOHNSON, Ellis A., Comdr., USNR, Chevy Chase, Md.: Naval mining officer with U. S. air force bombing command.

★ KENNEDY, Sherman S., Rear Admiral, USN, Saginaw, Mich.: Manager, USNavShipYard, New York, 9 Dec 1941 to 20 Apr 1945 and director of shore divisions, BuShips, 23 Apr 1945 to cessation of hostilities.

★ LASSING, Walter H., Capt., USN (Ret), Coronado, Calif.: District operations and patrol commander, 11th ND and Commander Surface Task Group, WesSeaFron, during World War II.

★ LAWLOR, William K. A., Comdr., USNR, Savannah, Ga.: Malaria control and sanitation officer, NavGroup, China, 10 Mar to 1 Dec 1945.

★ LECLAIR, Hugh P., Capt., USN, (Ret), Friendship, Md.: OinC engineering and procurement phases of degaussing program, from 7 Dec 1941 to October 1942 and CO, mine warfare test station, Solomons, Md., October 1942 to April 1945.

★ LEE, Edwin S., Jr., Comdr., USN, Coshocton, Ohio: Operations officer and acting chief of staff, ComCarDiv 22, 27 July 1944 to 4 Feb 1945.

★ LEWIS, Thomas L., Capt., USN, Amite, La.: CO, Atlantic fleet antisubmarine warfare unit, March 1942 to May 1943.

★ LEWIS, William C., Jr., Comdr. (then Lt.) USNR, Dyersburg, Tenn.: Attached to House of Representatives Committee on Naval Affairs.

★ LONG, John H., Capt., USN, Silver Springs, Md.: On staff of Com7thFlt, March 1944 to October 1945.

★ LOOMIS, Frederick K., Capt., USN, Washington, D. C.: Engineer and maintenance officer on staff, ComSub7thFlt and ComTaskFor 71, May 1943 to present time.

★ LOWMAN, Kenneth E., Capt. (MC) USN, Orangeburg, S. C.: Fleet surgeon on staff of Commander, U. S. Asiatic Fleet throughout World War II.

★ MAHER, Arthur L., Capt. (then Comdr.), USN, Scranton, Pa.: Senior American off-

★ DECORATIONS

Legion of Merit (Cont.)

cer in Japanese prison camps at Serang, Java and Ahuna, Japan, 3 Apr 1942 to 3 Dec 1943.

- ★ MAYER, Andrew D., Capt., USN, Washington, D. C.: Chief of armor and projectile section, BuOrd, 14 Jan 1942 to 1 Jan 1943 and director administrative division, 1 Jan 1943 to 24 Jan 1944.
- ★ MILLS, George H., Commodore, USN, Rutherfordton, N. C.: ComFairWing 30, November 1942 to July 1943; ComFairShipsLant, July 1943 to July 1945.
- ★ MINTER, Robert O., Capt., USN, Martinsville, Va.: Aerological officer, ComAir7th-Ft, 18 Dec 1943 to 7 Mar 1944.
- ★ MORAN, Edward J., Commodore, USN, Santa Cruz, Calif.: ComMTBRonSoPac, 23 July 1943 to 15 June 1944.
- ★ MOYER, John G., Commodore, USN, Reno, Nev.: Commander attack transport squadron, Okinawa Shima, 15 Feb to 10 Apr 1945.

- ★ NATION, William M., Capt. (then Comdr.), USN, Piedmont, Calif.: ComAir-TransRon 2, 19 Mar 1943 to 9 Nov 1944.
- ★ PALMER, Jean T., Capt., USNR(W), Washington, D. C.: Assistant to director enlisted personnel for enlisted women, assistant director of WR and director of WR, August 1942 to July 1946.
- ★ PECK, Edwin R., Capt., USN, Buchanan, Mich.: With ComAirSoWesPac, and ComAir7thFt, 11 Sept 1942 to 8 Mar 1944.
- ★ PETERS, James E., Lt. (then Lt. (jg)), USNR, Milesburg, Pa.: OinC LCT 237, Anzio-Nettuno area, Italy, January-February 1944.

- ★ REORDAN, Charles E., Capt., USN, Key West, Fla.: ComNOB Key West, 29 June 1942 until end of hostilities.
- ★ ROBERTS, Lyle J., Capt. (MC), USN, Vallejo, Calif.: Executive officer, USNavHosp Canacooa, 7 Dec 1941 to 2 Jan 1942 and POW of Japanese until 20 Aug 1945.

- ★ SEABURY, Claire C., Capt., USN, Washington, D. C.: OinC, 8th Naval Construction Battalion Ryukyus, 10 Apr to 15 Aug 1945.
- ★ SCHUYLER, Garret L., Capt., USN, Washington, D. C.: Contributions to detailed development of guns, BuOrd, during World War II.
- ★ SEALE, William W., Jr., Lt. (then Lt. (jg)), USNR, Houston, Texas: OinC, LCT

210, Anzio-Nettuno area, Italy, January-February 1944.

- ★ SMITH, William H., Rear Admiral, (CEC), USN, W. Concord, Mass.: Public works officer and OinC construction, US-NavShipYard, New York, during World War II.
- ★ TUCKER, Dundas P., Capt., USN, New York City: Chief of radar and guided missiles subsections, BuOrd, during World War II.
- ★ VAN METRE, Thomas E., Commodore, USN, Washington, D. C.: Assistant and deputy naval inspector general, June 1942 to September 1945.
- ★ WEGFORTH, John F., Commodore (then Capt.), USN, Berwyn, Ill.: CO, USS Langley, 27 Sept 1944 to 5 Nov 1944.
- ★ WILLE, Frank J., Rear Admiral, USN, Los Angeles, Calif.: With BuShips during World War II.
- ★ WRIGHT, William A., Lt. Comdr. (then Lt. (jg)), USNR, New York City: OinC LCT 212, Anzio-Nettuno area, Italy, January-February 1944.

DISTINGUISHED FLYING CROSS

Gold star in lieu of third award:

- ★ KROEGER, Edwin J., Lt. Comdr., USNR, Akron, Ohio: CO of a BomRon, Hongkong, 16 Jan 1945.

Gold star in lieu of second award:

- ★ CONNOLLY, Thomas F., Comdr., USN, Beverly Hills, Calif.: CO of a PatRon of Coronado seaplanes, Pacific area, 17 Apr 1944.
- ★ CHECK, Leonard J., Lt. Comdr., USN, La Mesa, Calif. (posthumously): CO, FitRon 7, Battle for Leyte Gulf, 25 Oct 1944.
- ★ Clifton, Joseph C., Capt. (then Comdr.), USN, Paducah, Ky.: CO, FitRon, Solomons and Bismarck Archipelago areas, 25 Sept to 19 Nov 1943.
- ★ Erickson, John L., Lt. Comdr., USN, New York City (posthumously): CO, BomRon 7, Philippines, area, 29 Oct 1944.
- ★ HOUSTON, Charles E., Comdr., USN, Park Rapids, Minn.: Patrol plane commander, East China Sea, 26 June 1945.
- ★ KROEGER, Edwin J., Lt. Comdr., USNR, Akron, Ohio: CO of a BomRon, Takao, Formosa, 21 Jan 1945.
- ★ MARSHALL, Clyde B., Lt. Comdr. (then Lt.), USNR, Gatlinburg, Tenn.: CO, Torp-Ron 7, over Kiiun, Formosa, 13 Oct 1944.

First award:

- ★ ARNETT, Charles J., AOM3, USNR, Sioux City, Iowa (posthumously): Aircrewman, PatBomRon 104, Pacific area, 27 Feb to 15 May 1945.
- ★ BABB, Henry B., AOM2, USNR, Adairville, Ky. (M): Attached to PatBomRon 119, Pacific area, 20 missions completed 1 May 1945.
- ★ BREMER, Carl A., S1, USNR, Marengo, Ill. (posthumously): Tail turret gunner, PatBomRon 121, Wake and Ponape Islands, Iwo Jima, Chichi Jima and Japan, 7 Mar to 11 Aug 1945.
- ★ CLARK, Thurston B., Capt. (then Lt. Comdr.), USN, Coronado, Calif.: Squadron commander, PatRon 14, Southeastern Pacific waters, 7 Feb to 22 Mar 1942.
- ★ CLIFTON, Joseph C., Capt. (then Comdr.), USN, Paducah, Ky.: CO of a FitRon, Rabaul, 5 Nov 1943.
- ★ DAWKINS, Marion V., Jr., Lt. (then Lt. (jg)), USNR, Sumter, S. C.: Commander of a bombing plane, Atlantic area, 25 Nov 1943.
- ★ DREW, Edward J., Capt. (then Lt. Comdr.), USN, Washington, D. C.: Squadron commander, PatRon 72, Southwestern Pacific waters, 20 Mar to 4 May 1942.
- ★ EIDE, Marvell E., Lt. (then Ens.), USNR, Duluth, Minn.: Co-pilot of bombing plane, Atlantic area, 25 Nov 1943.

- ★ ERICKSON, John L., Lt. Comdr., USN, New York, N. Y. (posthumously): CO, BomRon 7, over Kiiun, 13 Oct 1944.
- ★ EWERS, Robert E., Comdr. (then Lt. Comdr.), USNR, Seattle, Wash.: Plane commander, NAS, Patuxent River, February 1944 until cessation of hostilities.
- ★ FLENNIKEN, William M., Lt. (then Lt. (jg)), Corpus Christi, Tex.: Pilot of patrol plane, Pacific area, 12 and 17 Dec 1943.
- ★ GARRISON, James W., AMM3, USNR, Ravenna, Tex. (posthumously): Aircrewman aboard bombing plane, PatRon 104, Pacific area, 27 Feb to 15 May 1945.
- ★ HAWKINS, Arthur R., Lt. (then Lt. (jg)), USNR, Cincinnati, Ohio: Pilot of fighter plane, vicinity Truk Island.
- ★ HEATH, John D., AMM3, USNR, Lebanon, N. H. (posthumously): Aircrewman of patrol bomber in PatBomRon 27 FairWing 1, off China Coast, 29 Mar to 21 June 1945.
- ★ JOHNSON, Roy W., Lt. (then Ens.), USNR, St. Louis, Mo.: Second pilot in BomRon 103, European theater, 10 Nov 1943.
- ★ KALLSTROM, Allen E., S1, USNR, Glen Flora, Wis. (M): Gunner and aircrewman aboard patrol bomber, off Korea, 23 June to 24 July 1945.
- ★ Kay, Neal J., Jr., AMM3, USNR, Clinton, Ark. (M): Aircrewman patrol bomber, PatBomRon 106, Ryukyus, Borneo, Honshu and Shikoku coasts, 15 Apr to 14 May 1945.
- ★ KAYLOR, Gene H., ARM3, USNR, Boulder, Colo. (M): Aircrewman in torpedo bomber, CompRon 96, Okinawa and Sakishima area, 25 Mar to 22 June 1945.
- ★ KRUEGER, Almon E., Jr., AMM1, USNR, Chicago, Ill. (M): Aircrewman patrol bomber, PatBomRon 106, Ryukyus, Borneo and Japan areas, 15 Apr to 14 May 1945.
- ★ KORZIN, Fred M., ARM2, USN, Chicago, Ill. (M): Aircrewman in patrol bomber, PatBomRon 27 FairWing 1, Okinawa, Yellow Sea and China coast, 29 Mar to 21 June 1945.
- ★ MARSHALL, Clyde B., Lt. Comdr. (then Lt.), USNR, Gatlinburg, Tenn.: CO, Torp-Ron 7, Philippine area, 25 Oct 1944.
- ★ MARTIN, Carl C., ARM1, USN, Newberry, S. C. (posthumously): Aircrewman in patrol bomber, PatBomRon 71, forward Pacific area, 18 Dec 1944 to 3 Feb 1945.
- ★ MCCANTS, John R., Lt. Comdr., USN, Coronado, Calif.: Plane commander, Pacific area, November 1942 to February 1945.
- ★ MCCORMICK, Edward J., Lt. (jg) (then Ens.), USNR, North Platte, Neb.: Pilot, CompRon 97, Nansei Shoto area, 9 Apr to 18 May 1945.
- ★ MEYER, Louis D., AOM3, USNR, New Orleans, La. (posthumously): Aircrewman patrol bomber, PatBomRon 119, forward Pacific area, 7 Mar to 15 May 1945.
- ★ MOREY, Richard F., AOM2, USNR, St. Joseph, Mich. (posthumously): Bombardier of PBM, Tsushima Straits area, 15 May 1945.
- ★ MORIN, Robert E., AMM2, USNR, Somersworth, N. H. (posthumously): Aircrewman in patrol bomber, PatBomRon 119, forward Pacific area, 7 Mar to 15 May 1945.
- ★ MORRIS, Louis F., AMM3, USNR, Tuscaloosa, Ala. (posthumously): Aircrewman of bombing plane, PatRon 104, Pacific area, 27 Feb to 15 May 1945.
- ★ MOTT, Delmar W., AMM1, USNR, Pontiac, Ill. (posthumously): Plane captain and forward deck turret gunner in patrol bomber, PatBomRon 121, Wake and Ponape Islands, Iwo Jima, Chichi Jima and Japan, 7 Mar to 11 Aug 1945.
- ★ NEARY, George P., AOM3, USNR, Rochester, N. Y. (posthumously): Aircrewman in patrol bomber, PatBomRon 27, FairWing 1, Okinawa area, Yellow Sea and China coast, 29 Mar to 21 June 1945.
- ★ NICHOLS, Robert S., ARM1, USNR, Painesville, Ohio, (M): Radioman and radar operator in patrol bomber, Korea vicinity, 23 June to 24 July 1945.
- ★ PAXTON, Norman L., Lt. Comdr. (then



Mulvaney on Bomb Disposal (BuOrd)
"You're sure that's a vase, son?"

Lt.), USNR, Jacksonville, Fla.: Pilot of Catalina, Bismarck Sea, 5 and 16 Jan and 4 Feb 1944.

★ PUKITA, Leonard, AMM3, USNR, Scranton, Pa. (posthumously): Aircrewman in patrol bomber, PatBomRon 119, forward Pacific area, 7 Mar to 15 May 1945.

★ RAYMOND, Richard J., ARM3, USNR, Solvay, N. Y. (posthumously): Photographer in dive bomber, BomRon 16, operations against Japanese Empire, 10 July to 15 Aug 1945.

★ REITER, Joseph J., ARMI, USN, Philadelphia, Pa., (M): Aircrewman, PatBomRon 106, Borneo, Celebes, Malaya, and Indo-China coasts, 26 Apr to 1 June 1945.

★ Schoenwalder, George T., Jr., AMM2, USNR, Johnstown, Pa. (posthumously): Aircrewman in bombing plane, PatRon 104, Pacific area, 27 Feb to 15 May 1945.

★ SKEWS, Roger H., ARM3, USNR, Waukegan, Ill. (posthumously): Aircrewman on bombing plane, PatRon 104, Pacific area, 27 Feb to 15 May 1945.

★ SHAFER, Henry R., Jr., AMM3, USN, Miami, Fla. (posthumously): Combat aircrewman in patrol bomber, PatBomRon 25, Pacific area, 27 Nov 1944 to 14 Jan 1945.

★ SHAW, Robert W., AOM2, USN, Augusta, Ga. (M): Aircrewman of patrol bomber, PatBomRon 27, FairWing 1, Okinawa, Yellow Sea and China coast, 29 Mar to 21 June 1945.

★ SHERMAN, James J., RM2, USNR, Blairstown, Mo. (M): Aircrewman on plane, PatBomRon 106, Borneo, Celebes, Malaya and Indo-China, 27 Apr to 24 May 1945.

★ SMITH, Clyde W., Capt., USN, Washington, D. C.: Observer, photographer and co-pilot of patrol bomber, Korea area, 24 June 1945.

★ SMITH, Leonal L., S1, USNR, Macksville, Kans. (M): Aircrewman in patrol bomber, PatBomRon 119, forward Pacific area, 2 Mar to 4 May 1945.

★ UBL, Joseph W., AOM2, USNR, New York, N. Y. (M): Aircrewman on plane, PatBomRon 106, Borneo, Celebes, Malaya and Indo-China, 27 Apr to 24 May 1945.

★ YANKOW, William A., AOM1, USNR, Campbellsport, Wis. (M): Gunner and aircrewman of patrol bomber, Korea vicinity, 23 June to 24 July 1945.

★ YOUNG, Walter C., Lt. (then Lt. (jg)), USNR, Robstown, Tex.: Pilot of PV-1 in BomRon 127, South Atlantic area, 31 July 1943.

★ WAGNER, Lyle W., AMM3, USNR, Reading, Pa. (posthumously): Aircrewman in patrol bomber, PatBomRon 119, forward Pacific area, 7 Mar to 15 May 1945.

★ ZAHN, Edward A., ARM2, USNR, Long Island, N. Y. (posthumously): Aircrewman in torpedo plane, TorpRon 40, Nansei Shoto area, 1-24 Apr 1945.

NAVY AND MARINE CORPS MEDAL

First award:

★ LUKASIK, Henry A., HA2, USNR, Dickson City, Pa. (posthumously): For service with 2nd Battalion, 7th Marines, 1st MarDiv, Peleliu, 18 Sept 1944.

★ MAHER, Arthur L., Capt., USN, Scranton, Pa.: Senior American Officer, Omori prison camp, Japan, 3 Dec 1943 to 29 Aug 1945.

★ MARSHALL, Gordon H., ARM2, USNR, Orange, N. J.: Crew member, TBF aircraft, TorpRon 5, near Marcus Islands, 1 Sept 1943.

★ STAUDT, Henry E., Lt. (then Ens.), USNR, Woodhaven, N. Y.: Member of reconnaissance party, operations at Finschhafen, New Guinea, 11-13 Sept 1943.

BRONZE STAR MEDAL

Gold star in lieu of third award:

★ LEE, John Marshall, Comdr. (then Lt. Comdr.), USN, Long Beach, Calif.: CO, USS Terry, with DesDiv 90, Vunapope-Rabaul area, 24-25 Feb 1944.

★ STEEL, Francis P., Comdr., USNR, New York City: CO, USS *Riddle*, Marianas, June 1944 to 1 Apr 1945.

★ VAN MATER, Blinn, Capt. (then Comdr.), USN, Coronado, Calif.: CO, USS *Anthony*,

with DesDiv 90, Vunapope-Rabaul area, 24-25 Feb 1944.

Gold star in lieu of second award:

★ ADELL, Bruce B., Capt., USN, Oakland, Calif.: Force control officer, on staff, ComPhibForPac, 19 Nov to 6 July 1945.

★ DUNSTANN, Thomas K., Comdr. (then Lt. Comdr.), USNR, Lawrence, N. Y.: CO, USS *Knudson*, Okinawa.

★ WILSON, Cecil E., Lt. (jg), (then Elec.), USN, San Francisco: Assistant machinery superintendent, Navy Yard, Cavite, 10 Dec 1941.

First award:

★ ADAMS, Stanley C., Lt. (jg) (then Ens.), USNR, Chicago, Ill.: CO of an LCT(5), New Britain area, 26 Dec. 1943.

★ ADELL, Bruce B., Capt., USN, Oakland, Calif.: Commander control group, Iwo Jima, 19-24 Feb 1945.

★ ANDERSON, Richard K., Lt., USN, Louisville, Ky.: Prisoner administrative officer, Camp Shinagawa, Japan, November 1942 to August 1943.

★ ARRINGTON, Almer D., RM1, USN, Tenso, Va.: Senior RM of intelligence net area 1, behind Japanese lines, 20 Mar to 28 Aug 1945.

★ BABIONE, Robert W., Capt. (MC), USN, Luckey, Ohio: On staff of ComServPac, January 1944 to October 1945.

★ BAKER, Charles A., Capt., USN, Washington, D. C.: CO, USS *Texas*, Southern France, 15-16 Aug 1944.

★ BARNES, Robert P., Lt. Comdr. (then Lt.) (SC), USNR, Empire, Calif.: Disbursing officer, USS *Northampton*, when ship was struck by torpedoes, 20 Nov 1942.

★ BARR, Warren S., Comdr., USN, Topeka, Kans.: CO, aviation repair unit, Solomons, 6 May 1943 to 8 June 1944.

★ BARRATT, William K., GM1 (then GM2), USN, Dunedin, S. C.: While attached to NavGroup China, near Lee Yaw, 7 June 1945.

★ BINK, Matt W., Lt. (then Lt. (jg)), USNR, Oak Park, Ill.: CO of an LCT(5), resupply of Arawe, New Britain, 26 Dec 1943.

★ BRAGG, Nelson R., Lt. (then Lt. (jg)), USNR, Hill Top, W. Va.: Wave commander, initial invasion, Normandy, 6 June 1944, attached to USS *Charles Carroll*.

★ BREEN, Edward E., CFC, USN, Brooklyn, Conn. (posthumously): Fire controlman, USS *North Carolina*, operating against Japanese, 7 Aug 1942 to 6 Apr 1945.

★ CARTER, Robert E., Lt. (jg), USNR, Montclair, N. J.: Executive officer, MTB 493, Battle of Surigao Strait, 24-25 Oct 1944.

★ CASE, Gerald F., Lt. Comdr. (then Lt.), USN, Brooklyn, N. Y.: Acting CO, USS *Franks*, 7-22 Apr 1945.

★ CASE, Virgil J., AOM3, USN, Chicago, Ill.: Member of guerrilla party, Rabaul, 11 Nov 1943 to 26 Mar 1944.

★ CHAMBERS, Charles E., S1, USNR, San Antonio, Tex. (posthumously): Member, armed guard crew, SS *Logan Victory*, Kerama Rhetto, 6 Apr 1945.

★ CLARK, Sherman R., Capt., USN, Washington, D. C.: ComDesRon 50 of TaskFor 58, Western Pacific, 16 Jan to 1 June 1944.

★ CRESS, Kenneth H., PHM3, USNR, Cohasset, Minn. (posthumously): Corpsman, 4th MarDiv, Iwo Jima, 19 Feb 1945.

★ CROMBE, Charles E. Jr., Capt., USN, Ocean View, Va.: Aide and flag secretary to CinLant, September 1943 to November 1944.

★ CULLEN, William F., ACMM, USNR, San Diego, Calif. (posthumously): With CASU (F) 52, rescue and mission work, SoPac area, 15 Apr 1945.

★ DALTON, Joseph F., Lt. Comdr. (then Lt.), USN, Sparks, Md.: Group control officer, USS *Houston*, Sunda Strait, 28 Feb 1942.

★ DAVID, Jay R., Lt., USNR, Cleveland Heights, Ohio: With Division Naval Communications, 7 Dec 1941 to 2 Sept 1945.

★ DAVIS, Paul H., S1, USNR, No. Augusta, S. C. (posthumously): Member UDT, Iwo Jima, 17 Feb 1945.

★ DEMONTIER, Leon R., Lt., USNR, El

WAY BACK WHEN

Hear (or See) Siren?—Beware!

The eerie wail of a ship's siren sounding its warning in the fog is a hangover—in a non-alcoholic way—from Greek mythology.

The siren and her girl friends, fabulous creatures with the faces, hands and sometimes the upper figures of women, and the bodies



of birds, inhabited certain rocky isles in the Mediterranean. By their sweet singing they lured mariners to destruction on the crags.

The sirens, though cruel, were beautiful, and sailors hearing their melodious voices fell easy prey to their wiles. Odysseus (better known as Ulysses), king of Ithaca and one of the Greek brass—or was it bronze?—hats during the Trojan war, is the only person known to have outwitted them.

Justly renowned as the "wily Odysseus" in Hellenic epics, he had his sailors' ears plugged with wax so that they could not hear the enticing melodies of the ladies as they rowed him safely past the danger zone. Unwilling to miss out on the ditties of these predecessors of Frances Langford (whose feathers, however, must have been

a disappointing counterpart to Frances' classy chassis), Ulysses didn't plug his own ears.

He did take the precaution of having himself lashed to the mast, though. When he belloved to be let loose, his sailors couldn't hear him.

Sirens, so authorities on mythological zoology warn us, should never be confused with mermaids, those creatures half woman, half fish, who appear in the folklore of all lands. However, the German Rhine-maidens or Lorelei seem to have been gals with the same aim in life as the Greeks.

Maybe all these conceptions stem historically from the earliest observations of the manatee, one of several mammals of the order *sirena*, found in Caribbean waters. This animal has the curious habit of rearing itself on end partway out of the water. After several months at sea, it's conceivable that lonely sailors might see in this normally homely creature some resemblance to the girl of their dreams.

So when that haunting sound of the siren sends a shudder up your spine, 'ware the collision that may spell disaster; and when some slick chick has your stomach doing flip-flops, recall another twentiet. Century definition of the word *siren*—be strong! Be an Odysseus!

★ DECORATIONS

Bronze Star (Cont.)

Cerito, Calif.: Directing salvage and repair parties, *USS Susan B. Anthony*, France, 7 June 1944.

★ DIX, John P., Capt. (then Comdr.), USN, Mt. Vernon, Wash.: CO, *USS Mizar*, New Guinea area.

★ DUKE, Virgil D., Lt. Comdr., USN, La Mesa, Calif.: Repair officer, *USS Delta*, Sicily and Italy, September 1943.

★ DYROFF, George V., Lt. (then Lt. (jg)), USNR, West New York, N. J.: Wave commander, Normandy, 6 June 1944, attached to *USS Charles Carroll*.

★ EVANS, Howard L., Lt. (MC), USNR, Houston, Tex.: Medical officer, PCE(R) 848, landings at Leyte.

★ EWEN, Edward C., Rear Admiral (then Capt.), USN, Dorchester, Mass.: Liaison officer with British carrier force, Pacific, 28 Feb to 1 Sept 1945.

★ FITCH, John C., Lt. (then Lt. (jg)), USNR, Washington, D. C.: Staff of ComDesRon 21, rescue operations, Kula Gulf, 13 July 1943.

★ FORREST, Rufus H., Lt. (then Lt. (jg)), USNR, Winterville, N. C.: Aerological operations and supply officer, Chungking, 1 Sept 1944 to cessation of hostilities.

★ GARIOTT, Richard R., Lt. (then Mach.), USN, Frankfort Ky.: Rescue and salvage operations while attached to *USS Whippoorwill*, Cavite, 10 Dec 1941.

★ GRAY, Charles W., Capt., USN, Chicago, Ill.: Task commander, amphibious assault, Sadau Island, Tarakan, North Borneo.

★ HARRIS, Walter L., AMM3, USN, Joliet, Ill.: Engineer, motor launch, NavUnit Mariveles, 8 Feb 1942.

★ HARTT, William J., Lt. (then Ens.), USNR, Williamstown, Mass.: CO of an LCT(5), New Britain area, 31 Dec 1943.

★ HELMKAMP, Elmer F., Capt., USN, Oakland, Calif.: Chief of staff, ComFlopTrain-ComPac, 14 Feb 1943 to 8 Apr 1944.

★ HICKS, Mayo P., SFI, USN, Amarillo, Tex. (posthumously): Member of damage control party, *USS Isherwood*, Kerema Rhetto, 22 Apr 1945.

★ HOWARD, Joseph L., Lt. Comdr., (SC), USN, San Diego: Supply officer and material officer of naval construction, Okinawa, May 1945 to September 1945.

★ JANOFFSKY, William, CMOMM, USNR, Brooklyn, N. Y.: While attached to *USS YMS 20*, Anzio-Nettuno area, Italy, 15 Feb 1944.

★ JOHANSEN, Gustave N., Capt. (then Comdr.), USN, Hyattsville, Md.: CO, *USS Halford*, with *DesRon 45*, Solomons and

Bismarck Archipelago, 1 Nov 1943 to 31 Mar 1944

★ KENEDY, Richard L., Lt. (then Gun.), USN, Tacoma, Wash.: Gunnery officer, *USS Whippoorwill*, Philippines, 10 Dec 1941.

★ KING, Hayden A., CGM, USN, Hopkinsville, Ky.: CGM in charge of upkeep and repair, main and automatic weapons, Palau raids, Hollandia operation and Marianas campaign, March to 24 Oct 1944.

★ LEAGAN, Charles L., PHM3, USNR, Black Mountain, N. C. (posthumously): Corpsman, 3d MarDiv, Iwo Jima, 1 Mar 1945.

★ LANGLEY, Ben G., Lt. (then Y1), USN, Richmond, Va.: Rescue and salvage work while attached to *USS Whippoorwill*, Cavite, 10 Dec 1941.

★ LA POINTE, James M., Cox., USNR, Pine Ridge S. D. (posthumously): Hot shellman, 5-inch mount, *USS Laffey*, Okinawa, 16 Apr 1945.

★ LYNCH, Joseph F., TM2, USNR, Elizabeth, N. J. (M): TM in forward torpedo room, *USS Bonefish*, eighth war patrol, Japan Sea.

★ MAHER, Arthur L., Capt. (then Comdr.), USN, Scranton, Pa.: Gunnery officer, *USS Houston*, Java Sea, 27 Feb 1942.

★ MARTINEAU, David L., Comdr., USN, Evanston, Ill.: CO, *USS Phelps*, Pacific ocean areas, 16 Feb 1944.

★ MASTICK, Donald F., Ens., USNR, Sante Fe, N. M.: Serving with atom bomb project, forward Pacific area, July and August 1945.

★ MC CLAIN, Warren H., Capt. (then Comdr.), USN, Athens, Ga.: CO of a destroyer, off Honshu, 22-23 July 1945.

★ McDONALD, Lucien B., Lt., USN, Altoona, Pa.: Diving officer, *USS Crevalle*, first war patrol, 27 Oct to 7 Dec 1943.

★ MELANSON, Herman F., CBM, USN, Cohoes, N. Y.: With firefighting and salvage party, *USS Whippoorwill*, Cavite, 10 Dec 1941.

★ MITCHELL, Gilbert H., Comdr., USN, Shamokin, Pa.: Gunnery and combat information officer, *USS Massachusetts*, 28 Sept 1943 to 9 Dec 1944.

★ NOLD, Ralph A., PHM2, USNR, Millstadt, Ill. (posthumously): Corpsman, 5th MarDiv, Iwo Jima, 14 Mar 1945.

★ NIEKUM, Phil, Jr., Comdr., USN (Ret), Pittsburgh, Pa.: ComPhibTractorGroup, Iwo Jima, Okinawa, Iheya Shima and Aguni Shima.

★ O'BERNE, Frank, Capt., USN, Elgin, Ill.: CO, *USS Breton*, as unit of *CarTransRonPac*, 7 Oct 1944 to 4 July 1945, forward Pacific ocean areas.

★ OSMAN, Stanley D., Lt. (then Lt. (jg)), USNR, State College, Pa.: CO, LCT(5), New Britain area, 31 Dec 1943.

★ PLANDER, Henry, Capt. (then Comdr.), USN, Gloucester, Mass.: ComMinRon 7, Normandy, 8 June 1944.

★ PHILLIPS, Cushing, Capt., (CEC), USN, Washington, D. C.: Deputy director, Pacific division, BuDocks, advance base construction, Pacific ocean areas, January 1943 to June 1945.

★ PHILLIPS, Richard H., Capt. (then Comdr.), USN, Annapolis, Md.: CO of U. S. ship, during assault and capture enemy-held islands, June-July 1944.

★ POSEY, Clarence Y., S1, USNR, Haleyville, Ala. (posthumously): Member, 20-mm gun crew, *USS West Virginia*, off Okinawa, 1 Apr 1945.

★ PRANIN, Stanley H., S1, USNR, San Pedro, Calif. (posthumously): Member, 20-mm gun crew, *USS West Virginia*, off Okinawa, 1 Apr 1945.

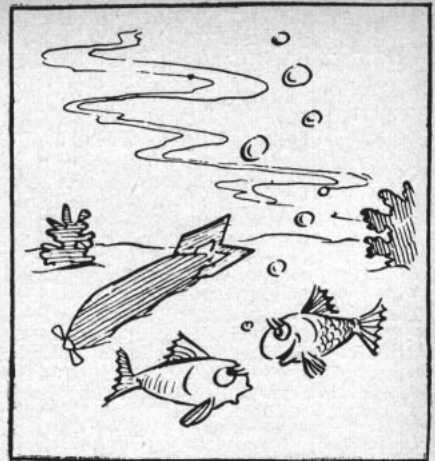
★ PROHS, Wesley R., Lt. (jg) (then Ens.), USNR, Gering, Neb.: With atom bomb project, forward Pacific area, July and August 1945.

★ RIDGWAY, Kenneth R., BM2, USNR, Lima, Ohio: Firefighter on *USS Spectacle*, near Okinawa Gunto, 25 May 1945.

★ ROARKE, Francis J., MM3, USN, Pana, Ill.: POW, Makassar camp, Celebes, 2 Oct 1943 to 25 July 1945.

★ ROBERTS, Charles W., CEM, USNR, Hialeah, Fla.: Attached to NavGroup, Chungsha, China, 25 May to 14 June 1944.

★ ROBINSON, Clarence R., Lt. Comdr., USNR, Merced, Calif.: Legal officer on staff



Mulvaney on Bomb Disposal (BuOrd)
"The strong, silent type, no doubt!"

of ComSoPac, 19 Feb 1943 to 20 Apr 1944.

★ REDFIELD, Herman J., Capt., USN, Montclair, N. J.: CO, *USS Mississippi*, Okinawa, 5 May to 17 June 1945.

★ SEGRAVES, Edward H., GM2, USNR, East St. Louis, Ill. (posthumously): Member gun crew, *USS Maryland*, near Okinawa, 7 Apr 1945.

★ STEWART, David B., PHM3, USNR, Chicago, Ill. (posthumously): Corpsman, 4th MarDiv, Iwo Jima, Volcano Islands, 19 Feb 1945.

★ STONE, Frank P., Lt. Comdr. (then Lt.), USNR, Milwaukee, Wis.: Commander, gunboat support unit, Iwo Jima, 19-23 Feb 1945.

★ TEDROWE, James L., AOM3c, USNR, Woodward, Okla. (posthumously): Gunner, *PatBomRon 117*, Pacific, 10 Dec 1944.

★ TEMPLE, Williard M., S2, USNR, Mason City, Iowa (posthumously): Passer, 40-mm gun, *USS Kimberly*, Okinawa area, 26 Mar 1945.

★ TILLIS, Arnold K. Jr., S2, USNR, Onawa, Iowa (posthumously): While attached to *USS Alpine*, amphibious operations, Leyte, 18 Nov 1944.

★ VOLT, Richard A., HA1, USNR, Normandy, Mo. (posthumously): Corpsman, 5th MarDiv, Iwo Jima, March 1945.

★ WALKER, Lewis M. Jr., Lt., USNR, Hillside, N. J.: CO, *SC 1272*, Iwo Jima, later in vicinity of Okinawa, 22 Jan-4 Apr 1945.

★ WALSH, Harvey T., Capt., USN, Los Angeles, Calif.: Gunnery officer, *USS Washington*, with British home fleet, North-eastern Atlantic and Arctic oceans, 4 Apr to 14 July 1942.

★ WELSH, John D., Lt. (jg), USNR, Brooklyn: Dive-bomber pilot, *USS Bunker Hill*, Tokyo, 16 Feb 1945.

★ WEST, Daniel E., GM1, USN, Charleston, S. C.: While at WuSu, Amoy Harbor, China, 26-27 June 1945.

★ WHALEN, Robert H., API, USN, East Greenwich, R.I. (posthumously): Aircrewman, *PatBomRon 63*, Bay of Biscay, western approaches to United Kingdom, 20 July to 15 Dec 1943.

★ WHEELER, Kenneth R., Lt. Comdr. (SC), USN, Fullerton, Calif.: POW on *Orwoku Maru*, off Olongapo, 15 Dec 1944.

★ WHITE, Robert A., Capt., USN (Ret), Menlo Park, Calif.: Convoy commander, west coast and combat areas, from August 1942 to cessation of hostilities.

★ WILSON, Donald F., Lt. Comdr., USNR, Long Beach, Calif.: Naval communications division, 7 Dec 1941 to 2 Sept 1945.

★ WINQUIST, Carl A., CMOMM, USN, Quincy, Mass. (posthumously): While attached to *USS Amberjack*, first war patrol, Solomons, 3 Sept to 30 Oct 1942.

★ WOODCOCK, Frederick B., Staff Sgt., USMC, Wilmington, Del.: With Marine signal company, Saipan, Marianas, 20 June 1944.

★ WRIGHT, Carroll, Q. Jr., Capt., USNR, Harvey, Ill.: CO, *USS Holland*, June 1944 to September 1945.

HOW DID IT START?

Dead Reckoning

In the 17th and early 18th centuries the practice of maintaining a reckoning to give the theoretical position of a ship without the aid of objects on land was quite properly called "deduced reckoning," or "deduced position."



The old log books had a column for entering the "deduced position," but due to the lack of space, it was shortened to "ded" and it became a general custom to write "ded reckoning."

Later, an unscholarly shipmaster, believing that the "a" had been omitted, inserted it. Ever since then, even the officially printed forms spell it "dead reckoning."

DRIVE ON DRIVING PAYS OFF

SHARP REDUCTIONS in motor vehicle accidents have been reported by naval activities across the nation, attesting the success of the Navy's safe-driving campaign. The safety campaign, which began early in 1945, was climaxed this summer by the concentrated administration of safe-driving tests to more than 100,000 drivers of Navy and Marine Corps vehicles. The tests were ordered by SecNav in May, to be completed by 1 September.

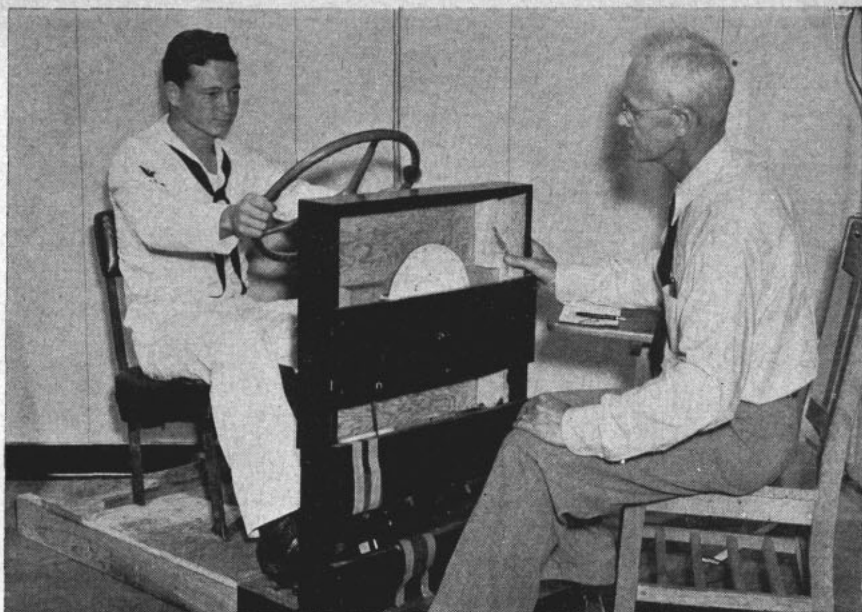
Imposition of the safety campaign had an immediate effect on the accident rate, according to reports from these activities:

- *NSD, Bayonne, N. J.*—Truck accidents reduced 47 per cent, passenger car accidents reduced 92 per cent, from January to October, 1945. This activity had adopted Navy standard safety procedures early in 1945.

- *Naval Station, Norfolk*—Reported accident frequency rates per 100,000 vehicle-miles, as follows — (fiscal years): 1943, 2.83; 1944, 1.61; 1945 (program adopted), .87; first half of 1946, .76.

- *Naval Air Test Center, Patuxent, Md.*—Reduced the average monthly cost of motor vehicle accidents from \$5,222 to \$1,298.50.

- *Naval Shipyard, San Francisco*—Twenty per cent reduction in accident frequency in the first six months after adopting the testing program in June, 1945. A motor pool official said: "This reduction has been accomplished against the hazards of many new employees who are unfamiliar with the



EYE-TO-FOOT reaction time of a Navy driver is tested at laboratory. A car traveling at 30 mph moves 18 feet before average driver is able to apply brake.

Bay area and our traffic problems."

- *NABD, Davisville, R. I.*—An official report said, "Of the first 400 drivers tested, only eight have been rejected. Of these, three were unable to drive and five were totally, or nearly blind in one eye. One of the five was an operator of an emergency vehicle."

- *NSD, Oakland*—Reported 50 per cent drop in motor accidents as a result of the driver tests which began in December, 1945.

The safe-driving campaign was put on firmer footing by the Secretary's order in May of this year, after it had become apparent there was a need for still more stringent action. In 1945, Navy and Marine Corps vehicles killed 161 persons, injured 2,221, and

caused property damage in about 12,000 more accidents. It averaged out to this: In one out of every seven accidents reported, someone was killed or injured seriously enough to require treatment.

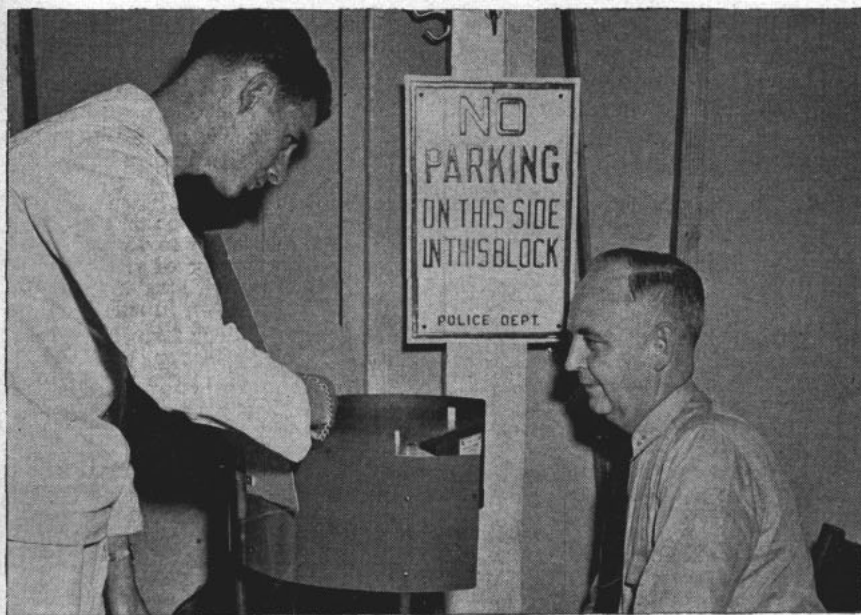
The Navy safe-driving test is the backbone of the safety campaign. The test, in four parts, is more rigorous than any existing state-conducted examinations in the U. S. As expected, the test has resulted in accident reduction. It has been, in fact, so successful that it has attracted the attention of many states and other governmental agencies.

The test itself explores a driver's skill searchingly. Most subjects find they don't know as much about driving as they thought they did. Effect of the test, besides disclosing driving weaknesses, is to instill a sense of pride and responsibility in the operator, whether he's in charge of a sleek, four-starred limousine or drives a 10-ton tractor and semi.

The first part of the test is a psychophysical exam, which uses instruments similar to those employed in pilot-testing to determine vision, reflexes and coordination. The second test, and the one most drivers have the most trouble with, is a quiz of safe-driving rules. A third test examines the applicant's skill with a passenger car in close quarters. The last test examines his driving in traffic.

The last of these tests sometimes leads to hard feelings, as the time an experienced employe of the Naval Gun Factory was road-tested in a vehicle he'd been driving a number of years. He did nearly everything wrong. He spluttered in righteous indignation when told he'd failed the exam, "Why, I've been driving this crate 10 years . . . etc., etc." Maybe so, but the examiner thought it simply an act of God that he'd never had an accident.

Anyway, the whole thing made the driver so mad he went home and studied. Later he passed his exam and was certified to drive Navy trucks.



SAFE DRIVING of Navy vehicles is the goal of 100,000 tests being given to personnel. Rear Admiral F. G. Crisp (above) has his field vision checked.

THE BULLETIN BOARD

POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO ALL HANDS

New Act Offers Inducements of Pay, Rank

New benefits to men making the Navy a career are offered by the Army-Navy Inducement Act, which opens two new paths by which enlisted men may become commissioned officers, and gives increased pay to Fleet Reserve and retired personnel.

The new legislation (Public Law 720, 79th Congress) opens eligibility for permanent commissions CPOs with three years' service in their ratings and any enlisted man under 33 years of age who has been on active duty for four years. (BuPers had not published a directive on this provision as ALL HANDS went to press).

Payments to Fleet Reserves and retired enlisted men, formerly computed as a fixed fraction of their base pay, plus permanent additions, etc., now

may be figured by an optional method at a rate of two-and-a-half per cent of base pay and longevity multiplied by the number of years of active federal service.

Navy personnel transferring to the Fleet Reserve may elect the method under which their retainer and retirement pay will be computed. After 20 years' service, a man in the highest pay grade may choose to receive retainer pay of \$82.50 for the 10 years he spends in the Reserve, and thereafter \$132 a month retirement pay. Or he may choose to receive \$107.25 a month during the entire time he is in the Fleet Reserve and on the retired list. Of course, men having more than 20 years' active federal service prior to transfer to Fleet Reserve will have

their retainer pay increased accordingly.

If a man remains on active duty until he completes 30 years' active federal service, he may elect to have his pay figured by the Army method, which will give him \$185.63 a month on the retired list (if he is in the first pay grade). The maximum, in any event, is 75 per cent of total active duty pay.

The new law provides that Fleet Reserves who were recalled to active duty subsequent to initial transfer to the Fleet Reserve will receive increases in pay due to such additional service.

Fleet Reserves and retired enlisted men, recalled to active duty and subsequently advanced to higher ratings, may return to their former inactive duty status with the retainer or retirement pay allowed for their highest ratings. This provision is retroactive and includes men who were released to inactive Fleet Reserve or retired status before enactment of the law.

The term "active federal service" as used in determining the amount of retainer or retirement pay and eligibility for transfer to the Fleet Reserve, has been extended to include active service in the Army and Coast Guard, as well as Navy and Marine Corps active service. The new law also permits a fractional year of six months or more to be counted as a full year for computation of "active federal service."

Fleet Reserves previously retired for physical disability, who incurred further disability in the line of duty while serving during the war under temporary appointments to higher commissioned or warrant rank, may be advanced on the retired list to such higher rank. They would also be granted pay amounting to 75 per cent of the active duty pay of the higher rank. Total permanent disability of 30 per cent must be shown in such cases.

The new act modifies former law by providing legal basis for Philippine citizens' membership in the Naval Reserve. Those who were in the Navy on 4 July 1946 now are eligible, provided they meet the requirements.

The Inducement Act was passed as a substitute for S. 1438, which sought to reestablish the 16-year Fleet Reserve. This provision was struck out, along with a section providing for a 10 per cent increase of retainer pay for good conduct. However, the new act contains a clause giving a 10 per cent increase in Fleet Reserve and retired pay to men credited with extraordinary heroism in line of duty not to exceed 75 per cent of active duty pay.

Travel to New Stations Given Officers Recalled From Terminal Leave

Rules on payment of mileage to officers on terminal leave, and the transportation of their dependants upon recall to active duty were announced in Alnav 455-46 (NDB, 15 August).

Officers who are on terminal leave and have been recalled to active duty before their leave has expired, may be furnished travel from their last duty station to their new duty station. "Last station" for mileage purposes will, in most cases, be the SepCen at which the officer was processed for separation. Where dependants are concerned, it will be the officers' last permanent duty station.

Mileage and transportation of dependents in excess of this, which was paid before release from active duty, must be refunded. Checkage on pay record or a cash deposit will be made.

Any officer, whose terminal leave has expired and is on inactive duty, whose recall orders are dated prior to the expiration of his terminal leave, is not required to refund his previous travel pay. If the orders are dated subsequent to the expiration date of terminal leave there will likewise be no loss of previous travel pay.

These officers are *not* entitled to active duty pay between the date of expiration of their terminal leave and the date of receipt of and compliance with orders. They may receive repayment of mustering out pay, and lump sum A-V(N) payment.

No further entitlement to lump sum payment accrues because of active duty performed subsequent to recall.



Mulvaney on Bomb Disposal (BuOrd)

"I say I'm your relief from the States!"

Ex-Waves May Reenlist In V-10 Inactive Reserve

Ex-Waves are being reenlisted for inactive duty in order to maintain a nucleus of Wave personnel in the Naval Reserve.

Former members of the Women's Reserve who served in an enlisted status during World War II, who have been honorably discharged or discharged under honorable conditions and who are between the ages of 20 and 64, are eligible for reenlistment for inactive duty at the highest rating held while on active duty. All Wave officers released to inactive duty are automatically members of the Volunteer Reserve.

V-10 inactives are offered the same opportunities as V-6 Reservists for continuing longevity benefits, access to training courses, visits to naval establishments, retaining all GI rights and benefits and for advancement.

Gray Working Uniform Out, Khakis Are Official After 15 October 1948

The Navy's wartime gray working uniform for officers, warrants and CPOs was ruled passe, and khakis again will be established as the official working uniform after 15 Oct 1948, Alnav 406-46 (NDB, 31 July) declared. Previously Alnav 211-46 (NDB, 15 May) had allowed purchase of both khaki and gray uniforms, but the latter may not be worn after the above date.

Alnav 406 stated, "At a later date khaki tropical worsted, wool gabardine, Palm Beach type, or rayon gabardine uniform will be designated as the summer service uniform and the khaki cotton shirt and trousers will be designated as the summer working uniform. Gray uniforms will be permitted until 15 Oct 1948. The white uniform will be designated as summer dress."

All Reserve Officers Get \$50 Uniform Gratuity For Four Years Service

Uniform gratuity of \$50 for four years service is now payable to all Reserve officers, it was announced in Alnav 396-46 (NDB, 31 July). Provisions of Art. 2140-10(E) BuSandA Manual were modified.

Under the Aviation Cadet Act of 1942, Reserve officers with basic USNR classification A-V(N), A1 and A2 (former aviation cadets) were not eligible for the uniform gratuity.

Alnav 396 announced any officer in the above category who completes four years service on or after 11 June 1946 is eligible for such gratuity, but retroactive payments will not be made.

The \$50 uniform gratuity is payable to Naval Reserve officers for four years continuous Reserve service, 112 days of which must be active duty.

Claim for the uniform gratuity must be filed within three years of the date of eligibility. The claim will be submitted in letter form, in triplicate, to the Chief of Naval Personnel, Finance Division, Washington, 25, D. C. It shall state the exact date of entitlement, full name, rank and file number of applicant and address to which check should be mailed.

The form shall also bear the following certificate of the officer: I hereby submit claim for payment of \$50 uniform gratuity, having last been entitled to a uniform gratuity of (insert either \$100 or \$50) on (date) and having performed active duty continuously since that date except as follows: state periods of active duty separately as occurring if not continuous or insert none). No copies of orders are required.

Normally, the date of last entitlement to the \$100 uniform gratuity is the date of first reporting for active duty, other than for physical examination. In other cases, it is the date of first reporting for training duty with pay or the date of completion of 14 drills.

Navy Closes SepCens; 3,500,000 Return To Civilian Life As Demobilization Ends

The gigantic task of demobilization was virtually completed by the Navy during August, and the total of personnel returned to civilian life from the Navy and Marine Corps since August 1945 approached an aggregate of more than 3,500,000. Demobilized Naval personnel alone totaled 2,982,462 on 10 August.

During the week 4-10 August 39,949 persons were discharged. The busiest day for SepCens was 9 August when 7,479 ruptured ducks were issued.

On V-J plus one year, the Marine Corps had released 412,641 persons. During the week ending 9 August 5,115 Marines traded Corps insignia for the duck.

Men inducted into the Navy after 1 Sept 1946 will be required to serve for 18 months under the requirements of the Selective Service Act of 1940 as revised by the 79th Congress.

Marine Corps Headquarters announced that 12 months service would qualify Marines inducted between V-J Day and 1 Dec 1945 for discharge. No inductees have been accepted by the Marine Corps since 1 Dec 1945, and it is anticipated that future recruit requirements will be met by volunteers.

The Navy closed its 29 formal separation centers on 1 September. Permanent naval shore establishments and hospitals are now being used for demobilization processing. Lido Beach, N. Y. was established in May 1944 as the first SepCen, set up to develop the techniques of returning Navy veterans to civilian life. Navy demobilization was completed on schedule.

Twenty-five naval stations have been designated to perform the separation functions and will be utilized to process all male personnel for return to civilian life after 1 September. Thirty-five hospitals received the same additional designation and will be used to process Women's Reserve and Nurse Corps personnel.

Approximately 3,000 hospital corpsmen have been retained beyond 1 September. These corpsmen will be processed for separation on completion of 18 months service, and will receive discharge certificates after terminal leave. However, the reduction in the number of hospitalized veterans will permit all Reserve corpsmen to be processed for separation by 1 Mar 1947. About 500 will be processed on 1 October and 500 on the first of each month thereafter. Wave hospital corpsmen were demobilized as they became eligible. A1StaCon 082228Z of August restated procedure to be followed in the case of Waves agreeing to remain on active duty beyond eligibility for separation date.

Services of Naval Reserve male hospital corpsmen are urgently needed to provide care for more than 32,600 wounded and sick patients in naval hospitals. If all Reserve corpsmen had been demobilized by 1 September, it would have created a most critical situation and resulted in the failure to

provide proper treatment for patients in hospitals.

In Alnav 409-46 (NDB, 31 July), the Navy announced that personnel eligible for separation under current directives could not be held on duty as witnesses for courts martial, courts of inquiry or boards of investigation. Witnesses may voluntarily postpone separation and enlisted personnel are required to sign a page 9 to that effect. Officers submit agreements in writing to their CO with a copy to BuPers. Under Alnav 409-46, COs may request retention of personnel to serve as witnesses on the courts mentioned.

If an officer withdraws his application or declines to accept a permanent commission in the regular Navy, after he has been selected for transfer, his action will be considered as final and he will not be eligible for reconsideration under the present transfer program. When demobilizing such officers, COs are directed to include a statement to the effect that each officer has been informed of his selection and does not wish to accept the permanent commission. This directive is contained in Alnav 422-46 (NDB, 15 August).

Six Months Training Offered to Chaplains

Navy chaplains have been offered six months postgraduate work in religion and related subjects. Chaplain Corps lieutenants, lieutenant commanders and commanders, who took the USN oath before 1 July 1946, are eligible to apply. The course is expected to convene January or February 1947.

Applicants must sign an agreement not to resign during the curriculum and to serve two years in the Navy after completing the course. The college or seminary selected is at the option of the applicant.

Applications for the six-month course must reach BuPers, via official channels, before 1 October.



I think that I shall never rave
About another Navy Wave;
(Continued on p. 55)

Law Now Authorizes Terminal Leave for GIs

Equal leave privileges were conferred on officer and enlisted personnel alike by the Armed Forces Leave Act of 1946, which is expected to put about \$2,700,000,000 in the pockets of some 15,000,000 former Army, Navy and Marine Corps men; but the act affected various persons differently.

The new act was, incidentally, the first major revision of armed forces leave policy in 70 years. The basic law establishing leave for Army officers was passed in 1874 and amended in 1876.

Simply stated, the new act entitles all personnel, officer and enlisted, to accrue leave at the rate of two and one-half days for each month of active service. A maximum of 60 days leave may be accrued in this manner.

In a nutshell, the new act affects servicemen as follows:

- Personnel (officer and enlisted) on active duty on 1 Sept 1946 and having up to 60 days unused leave to their credit as of 31 Aug 1946 will be granted leave under instructions to be promulgated. Personnel on active duty on 1 September and having in excess of 60 days leave accrued as of 31 August will be entitled to compensation in five-year government bonds for the amount of leave between 60 days and 120 days.

- Officers who began terminal leave prior to 1 Sept 1946 will receive terminal leave due in accordance with instructions in effect prior to the new leave act.

- Enlisted personnel released under honorable conditions from active duty prior to 1 Sept 1946 will be compensated in bonds for leave accrued since 8 Sept 1939 and prior to 1 September of this year, not to exceed 120 days. Personnel must submit claims for such compensation following their release from active duty, on forms obtained at any U. S. post office.

Alnavs 445-46 (NDB, 15 August) and 467-46 (NDB, 31 August) have

been issued to clarify Navy administration of the new public law.

Reenlistment leave after 1 Sept 1946 must be taken in accordance with these rules, laid down in Alnav 467:

- Personnel discharged prior to 1 September and reenlisting after 1 September may be granted reenlistment leave not to exceed 30 days, and such leave shall be charged against leave which will accrue during the first year of future active service.

- Personnel discharged on or after 31 August and reenlisting on board the day following discharge may be granted reenlistment leave of up to 60 days, depending upon the amount of accrued leave to their credit for past service, plus leave of up to 30 days which will be charged to leave accruing during the first year of future active service. This provision also is applicable to persons extending enlistments.

- Personnel discharged after 1 September and reenlisting within 30 days of discharge may be granted reenlistment leave up to 30 days, chargeable against leave which will accrue during the first year of future active service. (Personnel who do not reenlist within 24 hours, or extend their enlistments, will upon their discharge have taken or been compensated for all leave due them for past service.)

Alnav 467 defined types of leave which do and do not come under the term accrued leave under the new act. Only types not chargeable against accrued leave are leave recommended by a medical officer, sick leave, convalescent leave, leave granted to repatriated prisoners of war, and liberty of 72 hours or less. Leaves which will be charged against the serviceman's accrued leave are annual leave, routine rehabilitation leave, emergency leave, advance leave, special leave, recruit leave, embarkation leave, reenlistment leave and delay enroute to count as leave. Certain cases were clarified by

the statement that reenlistment or extension leave earned since 8 Sept 1939 and which has not been taken, and leave promised as an inducement to remain on active duty since 8 Sept 1939 and not taken, shall be charged against leave accruing under the new act when taken.

While the new act allows all personnel to accrue leave on the formula of two and one-half days per month of active service, leave may not accrue during periods of AWOL, AOL and confinement as a result of court martial sentence.

In the future, officers will continue to receive unused leave (not in excess of 60 days) prior to the day of release to inactive duty. Enlisted personnel, except those enlisting on board the day following discharge, must receive unused leave prior to discharge or release from active duty.

Officers on inactive duty or who entered terminal leave on or before 1 September may not file claims for additional leave which may have accrued while they were on active duty in officer status, but they may file claim for leave which accrued while they served in enlisted status.

Alnav 467 further rules that no travel time shall be allowed in conjunction with leave.

Alnav 467 announced the following directives are being modified to implement the provisions of the new leave act: Alnavs 384-46 and 436-46, BuPers Circ. Ltrs. 165-46 and 168-46, and the Manual of Procedures sent to separation activities under Alnav 38446.

Temporary USN Officers Get Honorable Discharge

Temporary USN officers will be issued an honorable discharge certificate in addition to a certificate of satisfactory service when they are discharged from their permanent enlisted status.

If the enlistment of a temporary USN officer has not expired when his temporary appointment is terminated he may continue to serve in his enlisted status until the date of expiration. This was announced in Alnav 454-46 (NDB, 15 August) in modification of BuPers Circ. Ltr. 131-46 (NDB, 15 June).

15-Weeks Course Offered In Photo Intelligence

Photographic intelligence course of 15 weeks at the Photographic Intelligence Center, RecSta, Washington, D. C., will convene on 27 September and every 16 weeks thereafter, it was announced in Alnav 397-46 (NDB, 31 July). Successful completion of courses will lead to one tour of duty in a photographic intelligence billet.

Applications are desired from regular Navy and reserve officers accepted for transfer to the regular Navy, ensigns through lieutenant commander.

Navy Reinstates Former Policy of 30 Days Leave Per Year Effective On 1 September

Thirty days annual leave policy was reinstated effective 1 Sept 1946, it was announced in BuPers Circ. Ltr. No. 155-46 (NDB, 15 July), which modified BuPers Circ. Ltr. No. 28-45 (corrected) (NDB, January-June 1945).

Under authority of Art. D-7028 (3) BuPers Manual, COs may grant personnel 30 days annual leave, exclusive of travel time, each calendar year.

As announced in BuPers Circ. Ltr. No. 175-46 (NDB, 30 July), travel performed while on leave after 1 Sept 1946 will be at own expense not subject to reimbursement except in the following circumstances:

- Where personnel are given change of duty assignment with leave as delay in reporting, in which event men

are entitled to usual transportation direct to new duty station.

- Reenlistment leave for reenlistment or extensions or enlistments made on or after 1 June 1945, in which event furlough travel allowance is payable in accordance with Alnav 360-45 (NDB, 31 October).

- Rated enlisted personnel who otherwise would have been eligible for separation prior to completion of Operation CROSSROADS voluntarily extended their terms of service until the completion of that operation, and entry on page 9 of service record indicates they will be granted 30 days leave on arrival in U. S. after duties and prior to release or discharge, such leave to be granted as delay in reporting to discharge or release activity.

Early Discharges Now Granted at Convenience Of the Government

Early discharges at the convenience of the Government are now authorized, according to Alnav 421-46 (NDB, 15 August), which canceled Alnav 396-45 (NDB, 30 November) and BuPers Circ. Ltr. No. 13-44 (NDB, January-June).

Art. D-9104(4) BuPers manual, which originally authorized such discharges and which was suspended for the duration of the war and six months, was restored under authority of Alnav 421-46.

Convenience of the Government discharges may be effected for any of the following reasons:

- When a ship is about to sail with the probability of not returning to the U. S. before the expiration of a man's enlistment.

- When a ship is about to sail and the travel allowance then payable in the case of a man is materially less than would be due if he were discharged in the port where the ship is expected to be on the normal date of expiration of enlistment. When a man signifies his intention to reenlist, early discharge should be effected only with his consent.

- When a man signifies his intention of reenlisting on board, and the ship is scheduled to sail on an extended cruise, in order to allow him to receive reenlistment leave prior to such sailing.

- When a man's enlistment expires on a Saturday, Sunday, holiday, or day preceding a holiday, in order to permit his discharge and reenlistment on consecutive days other than those indicated.

- When a man is on general detail at a receiving ship, except in the case of a man who chooses the option of making up time lost due to misconduct which is explained in Art. D-9104(2) (b), BuPers manual.

COs are authorized to discharge men under the above circumstances without reference to the Bureau and other cases in which such early discharge appears warranted may be referred to the Bureau.

Applications Sought For Joint Staff College

Applications are desired from regular Navy officers, line and staff, from Naval Academy classes 1930 to 1938 inclusive, for the Armed Forces Staff College which has been established at Norfolk, Va. (see ALL HANDS, August 1946, p. 53). Officers who have been approved for transfer to the regular Navy, of corresponding rank and commissioned service level, also may apply for enrollment.

The mission of the school is to train selected officers of the armed forces in joint operations. The first course is expected to start about 1 Feb 1947 and will be of five months duration.

Applications should be submitted via official channels to reach BuPers (Attn: Pers 4226) prior to 15 October.

Release of Fleet Reservists and Retired Enlisted Men Will Begin in October

Release of Fleet Reservists and retired enlisted men to inactive duty was provided by the Navy last month.

Personnel requirements of the Navy, which necessitated retention on active duty of Fleet Reservists and retired enlisted men, will be sufficiently relieved to permit their release commencing in October, according to Alnav 453-46 (NDB, 15 August).

To cushion the effect of the loss of these experienced men their release will be effected over a four-month period. Fleet Reservists and retired enlisted men are to be transferred for release to inactive duty as follows:

- October 1946—Men transferred to Fleet Reserve after 14 Aug 1945 and prior to 16 Sept 1945, except those who volunteered for retention. The latter may be released in October, November or December increments at the option of the individual.

- November 1946—Men transferred

to Fleet Reserve after 15 Sept 1945 and prior to 16 Feb 1946 will be released.

- December 1946—Men transferred to Fleet Reserve after 15 Feb 1946 and prior to 1 Aug 1946 will be released.

- January 1947—Men transferred to Fleet Reserve subsequent to 31 July 1946 and prior to 1 Jan 1947 will be released.

During October 1946, all retired enlisted personnel will be released, except those retained on active duty under Alnav 213-46 and BuPers dispatches 222100 of February 1946 and 201325 of April 1946. Retired enlisted personnel and Fleet Reservists retained under these authorities may be released in October, November or December increments at the option of the individual concerned, but all shall be transferred for release to inactive duty prior 1 Jan 1947.

- On and after 1 Jan 1947—All men shall be transferred for release to inactive duty upon their transfer to Fleet Reserve or to the retired list.

Fleet Reservists and retired enlisted personnel to be released to inactive duty are to be transferred to a post-demobilization separation activity in accordance with Alnav 384-46 (NDB, 15 July). These men are entitled to transportation in accordance with Art. 2503, Navy Travel Instructions. Upon their release to inactive duty their records are to be closed out and forwarded to the commandant of the naval district in which they intend to reside.

Provisions of this Alnav do not apply to USN temporary officers whose permanent status is Fleet Reserve or retired enlisted.

COs are authorized to exempt from the provisions of this Alnav personnel engaged in instruction, maintenance or operation of electronic equipment, and shall report to BuPers by name men who are so exempted.

75 Officers to Comprise Next Sub School Class

Officers are offered an early chance to get into the submarine service provided they apply before 1 November of this year. Announcement of the next class convening about 2 January at the Submarine School, New London, Conn., was made in BuPers Circ. Ltr. 163-46 (NDB, 31 July). Seventy-five officers are desired for the school.

Eligible to apply are Naval Academy graduates, classes of 1944, 1945 and 1946, and Naval Reserve and USN(T) ensigns, lieutenants (jg) and lieutenants not over 28 who have been selected for line officer transfer to USN. Dates of rank of these lieutenants must not be prior 1 April of this year.

Officers must have completed one year at sea, and must be qualified to stand OOD watches underway. Officers are selected upon the quality of their fitness reports and educational background. USN transferees should have background in engineering, or mathematics and physics. Applications must be accompanied by medical officer's certificate stating fitness for submarine duty.

Officers who submitted applications for the Submarine School before 1 July of this year must resubmit their applications to the next class, if they desire the assignment. Currently, a class of nearly 50 officers is going through the six-month course at New London.

Small Survey Type Ships Get AGSc Classification

Small survey type vessels converted from PCS and YMS type craft have been reclassified as AGScs.

This reclassification was made to distinguish the smaller vessels of that type from the larger AKA conversions, classified as AGSs.



A Wave who looks at me with stars,
Then turns her head for silver bars.

(Continued on p. 57)

Deadline 15 September for Officer Transfers

Deadline for application of Reserve and temporary USN officers for transfer to the regular Navy has been set as 15 September. The only officers exempted from this provision are those who will not have completed one year's commissioned service on 15 September, those commissioned subsequent to 15 September, and those who request transfer as law specialists. Officers applying for transfer as chief warrant and warrant officers were required to submit application prior to 21 July.

Navy Nurse Corps Reserve officers must submit their applications for transfer to the regular Navy Nurse Corps prior to 1 October. This deadline applies to all nurses on active or inactive duty or on terminal leave.

According to BuPers Circ. Ltr. No. 169-46 (NDB, 31 July), many officers are misconstruing the significance of the permanent ranks assigned to officers transferring to the regular Navy. Since this uncertainty exists, dates of rank relative to lineal positions have been omitted from initial appointments and those dates of rank assigned will be disregarded. These initial permanent appointments will be replaced at a later date by new permanent

appointments with dates of rank which will establish each officer's lineal position in the regular Navy.

On 14 August, 10,750 candidates had been selected for permanent commissions. Of these, 8,143 had already been appointed by the President with the consent of the Senate on that date, with the remaining to be so as quickly as possible. Appointments will continue to be effected regularly despite the adjournment of the Senate.

A breakdown by corps of the officers already selected is: line 3,237, line aviation 3,200, aerological and aeronautical engineering 94, chemical engineering 7, diesel engineering 23, electrical engineering 23, electronic engineering 123, industrial and management 15, law specialists 66, mechanical engineering 93, metallurgical engineering 5, naval architecture 91, naval communications 40, naval intelligence 27, ordnance 23, photography 4, petroleum engineering 5, psychology 1, public information 22, hydrography 2, medical corps 317, hospital corps 114, supply corps 916, civil engineering corps 262, chaplain corps 145, dental corps 138, chief boatswain 269, chief torpedoman 35, chief gunner 141, chief electrician 68, chief radio electrician 256, chief machinist 342, chief ship's clerk 154, chief aerographer 24, chief photographer 54, chief pay clerk 151, chief carpenter 137, boatswain 38, gunner 9, torpedoman 1, electrician 10, radio electrician 20, machinist 18, carpenter 8, ships clerk 12, aerographer 1, pay clerk 7, and photographer 2.

The above selections were announced in Alnavs 167-46 (NDB 15 April), 206-46 (NDB, 30 April), 282-46 (NDB, 31 May), 341-46 (NDB, 30 June), 405-46 (NDB 31 July), 443-46 (NDB, 15 August), 449-46 (NDB, 15 August), 456-46 (NDB, 15 August) and 459-46 (NDB, 31 August).

Under the provisions of BuPers Circ. Ltr. No. 123-46 in which appointments are announced, commanding officers may effect appointments to permanent commissions of officers whose names are announced in circular letters in each Navy department SMB.

Present commissions of Naval Reserve and temporary USN officers appointed will be considered as having terminated on the date preceding acceptance of permanent appointment in the regular Navy. Effective from the date of acceptance and oath of office in their permanent ranks, the officers will be appointed for temporary service to the same rank and with the same precedence as that held at the time of appointment in the regular Navy. The temporary appointment of any officer temporarily appointed under this authority who may have been serving in a spot promotion which was still in effect shall be qualified to the same extent and degree regarding its termination.

Officers in an inactive status who are permanently appointed to the Regular Navy upon recall to active duty will be appointed by the President, for temporary service, to the highest tempo-

rary rank other than that attained under spot appointment, and with the same precedence as that held prior to release from active duty. Such officers will be subject to loss of credit in the assignment of both temporary and permanent lineal position commensurate with the period of time between their release to inactive duty or resignation, whichever shall be earlier, and the date of their appointment.

Applications for transfer to the regular Navy received from chief warrants and warrants have been in the ratio of three to one for existing vacancies. Therefore a deadline of 20 July for such applications was established and published in Alnav 335-46.

Alnav 318-46 (NDB, 15 June) announced that reserve and temporary USN officers who applied for transfer to the regular Navy on or after 10 July 1946 would not remain on active duty solely by reason of having applied for transfer but would be demobilized in accordance with existing instructions unless they are included in the provisions of Alnav 161-46, para. 6 (NDB, 15 April) as amended by Alnavs 210-46 (NDB, 15 May), 231-46 (NDB, 15 May) and 299-46 (NDB, 15 June).

Officers who applied for transfer prior to 10 July, other than those on terminal leave, will remain on active duty while their applications are pending unless they desire and are eligible for separation under NavAct 18-46 (NDB, 15 February).

Reserve and temporary USN officers who previously requested transfer and are on terminal leave on and after 10 July, or who commence terminal leave subsequent to 10 July and then request transfer to the regular Navy will remain on terminal leave or inactive duty while their applications are pending.

Officers so released will not be recalled to active duty until offered a commission in the regular Navy. Such officers will not, however, suffer loss of precedence.

Officers on Shore Duty Reverting to Enlisted Need Not Change Station

Temporary officers and warrant officers on duty ashore, who revert to their enlisted status, may be retained on board their present duty station under the following circumstances:

- Employment is such that morale is not adversely affected.
- Individual concerned volunteers for retention on same duty.
- Retention will not exceed normal tour of shore duty, combining time in officer and enlisted status.

Commandants of continental naval districts and river commands, the chief of Naval Air Training and chiefs of naval air functional commands were given authority to retain personnel under the above provisions. Alnav 350-46 (NDB, 15 July) was thus modified by AlStaCon 260026 June, which contained the new provisions.

Forrestal Urges Unity On V-J Anniversary

Secretary of the Navy James Forrestal termed the United Nations "mankind's hope of the future" in a statement released on the first anniversary of V-J Day. He urged maintenance of strength until the United Nations becomes an accomplished and working fact.

The statement follows:

"A year ago today the remnants of the enemy surrendered unconditionally to the combined might of our United Nations. Our wounded in hospitals and thousands of rows of white crosses still bear testimony to the bitterness of the war that ended then.

"Want, fear, intolerance and oppression have survived their champions, and there is as yet no guaranty of permanent peace. We cannot say that this is the anniversary of a complete victory; but we can re-affirm the faith of this country in the United Nations which is mankind's hope of the future. To that we have pledged with high resolve the energies and the unwavering support of the United States.

"On this Victory Day we must firmly resolve to keep ourselves strong for the tests of the future until the United Nations is an accomplished and working fact and in the meantime do our best to forge the bonds of unity and complete understanding between nations, an understanding which must rest on the free exchange of information which alone can dissolve the mists of prejudice."

NROTC Students Entitled To Subsistence Will Get Credit For V-12 Training

Two decisions affecting NROTC students' subsistence and credit for V-12 time for military training have recently been made by JAG.

Payment of subsistence may be made to NROTC members concurrently while such members are receiving educational benefits including subsistence, under the Servicemen's Readjustment Act of 1944.

Credit for V-12 service will be granted as equivalent military training for purpose of admission to the senior division, advanced course, upon the following bases: Each man enrolled in the NROTC program at the end of the spring term 1946, and in good standing, will be considered to have completed the NROTC training requisite for his class at college at that time. Therefore, each student upon successfully entering the junior or higher class as an NROTC student will be entitled to status as an NROTC student in the senior division, advanced course.

French Money Exchange Deadline 30 September

Personnel who hold certain French currency no longer valid may in some cases exchange it, providing they do so before 30 September.

According to Alnav 363-46 (NDB, 15 July), French currency in the denominations of 1,000 Franc notes (printed in England and the U. S.) and 500 Franc notes (red and brown varieties, printed in England) ceased being legal tender 13 July.

Personnel who received such currencies as pay and allowances, or in exchange for other currencies received as pay and allowances, or by exchanging U. S. money other than that received as pay and allowances through official channels, may exchange such notes through their disbursing officer provided: That such currency was received by one of the above means before 13 July; that the individual departed from the area concerned before 13 July, and has a valid reason for not exchanging such currency before leaving.

Enemy Personal Effects Unit Set Up at Guam

The Navy has established an enemy personal effects unit at Naval Supply Depot, Guam, according to PacFlt Ltr. 21L-45 (Revised). All personal effects of enemy dead secured by the Navy, Marine Corps and Coast Guard in the Pacific Ocean Areas must be sent to this unit.

The policy in regard to return of personal effects of enemy war dead was established at the Red Cross Geneva Convention in 1929, and is quoted in part as follows: "... They shall collect and likewise forward to each other all objects of personal use found on the field of battle or on the dead, especially one-half of their identity plaque, the other half remaining attached to the body."

SEPTEMBER 1946

AGREE ON KNOT, NAUTICAL MILE

By joint agreement the Navy and Army Air Forces have adopted the knot as the standard aeronautical unit of speed and the nautical mile as the unit of distance. The Civil Aeronautics Association has been approached on the matter of adoption of these units of measure.

Both units of measure have been in use by the Navy and by navigators of the AAF because of their direct relation to the earth's surface. A nautical mile is 6,080.2 feet, and is 1/60 of one degree, the distance covered by one minute of arc at the equator.

The use of the knot, equivalent to

one nautical mile per hour, facilitates plotting of planes' tracks on aeronautical charts.

Navy and AAF will specify the use of the knot and nautical mile in all future procurement of air speed indicators, charts, handbooks and related equipment.

Incidentally, the knot takes its names as a division of log line serving to measure the rate of a vessel's motion. Each knot on the line bears the same proportion to a nautical mile that 28 seconds bear to an hour. The number of knots which run off the reel in 28 seconds, therefore, shows the number of miles the vessel is sailing per hour.

Temporary Officers Get Discharges to Accept Permanent Commissions

Honorable discharges of temporary USN and USNR officers whose permanent status is enlisted can be made for the convenience of the Government for the purpose of accepting a permanent commission, it was announced in Alnav 435-46 (NDB, 15 August).

Officers in the above category will be discharged on the same date as their temporary appointments are terminated and will be paid pay and allowances as temporary officers up to and including the date of discharge. Personnel otherwise entitled to mustering out pay will receive such pay on the date separated to accept permanent appointment. Travel allowance will not be paid pending decision of the Comptroller General.

PubInfo to Help Writers Get Material Published

Writers on naval subjects may receive help in getting their material published through the Magazine and Book Section of the Office of Public Information. This section has access to literary markets and maintains contact with publishers and editors, which an individual—and in particular a new writer—may not know or be able to reach.

An experienced staff in the Magazine and Book Section will read and have manuscripts reviewed for security and attempt to put them in appropriate editors' hands. Work which the Section determines is not salable will be returned to the author with suggestions and a list of possible markets.

The following suggestions should be noted by writers:

- Type all manuscripts neatly on 8½ inch x 11 inch paper with clear, wide margins, double space.
- Unless of a novel or unusual character, with a human interest or humorous slant, personal war stories are not much in demand.
- Two copies of all material should be sent, in order that Art. 113, Navy Regs, may be complied with.
- Mail your manuscripts flat.

- Send pictures if available, as they help to sell a story.

Naval writers interested in availing themselves of this service should send manuscripts to Director of Public Information, Magazine and Book Section, Navy Department, Washington 25, D. C.

Shorthand Refresher Book Issued for Navy Personnel

A new book, "Refresher Shorthand in Naval Terminology" (Gregg), by Stewart and Sullivan, is being published by the U. S. Naval Institute, Annapolis, Md. It is a complete Gregg shorthand course, written in Navy language for use by naval personnel. This course has been approved by BuPers for training yeomen and civilian employees alike, and is designed to provide theory review, to increase dictation and transcription speed, and to develop a naval vocabulary.

This publication, when available, may be purchased from the U. S. Naval Institute, Annapolis, Md., at a special price of 25 cents for orders over 100 on Navy requisition. Single copies may be purchased for 60 cents.



A Wave whose appetite's no joke,
Who orders dinner instead of coke
(Continued on p. 59)

Enlisted Pilots No Longer Made USN(T) Officers; May Become Reserve Ensigns

Reduced needs of the service necessitated discontinuance of the practice of granting temporary USN commissions to aviation pilots who complete flight training. This decision, effective 1 September, was announced in BuPers Circ. Ltr. No. 179-46 (NDB, 15 August).

In the future, enlisted naval aviators will have the option of continuing their services in an enlisted aviation pilots status or, if recommended and qualified, they may apply for a permanent commission as Ensign A3L in the Naval Reserve. However, if an enlisted man elects to accept a Reserve commission there is no guarantee that he will be retained on active duty during the period covered by his contract.

Discharge from enlisted status in the regular Navy is authorized for the purpose of accepting a Reserve com-

mission. Such discharge will be at the convenience of the Government and the individual concerned will be issued the character of discharge to which he is entitled under the provisions of Art. D-9102, BuPers Manual.

In submitting the application and recommendation for permanent commission in the Naval Reserve, in order to expedite the delivery of commissions and orders to those accepted, the following procedure will be followed:

- Sixty days prior to the earliest expected completion date of flight training, the application, recommendation and NavMedAV-1 Form, with original and one copy, shall be forwarded to the Chief of Naval Personnel via the Chief of the Bureau of Medicine and Surgery.

- If additional physical defects which might be disqualifying are noted subsequent to the above physical examination date, such additional defects should be reported promptly to the Chief of Naval Personnel.

- In addition to the application and recommendation for commission as required above, a dispatch report shall be forwarded to BuPers on the date of completion of training, advising date of successful completion of flight training.

Additional Residencies In Naval and Civilian Hospitals Now Available

The Navy medical training program has been augmented by additional courses in civilian institutions and residencies in naval and civilian hospitals, according to Alnav 411-46 (NDB, 31 July).

Residencies now are available in naval hospitals in all specialties and include ophthalmology, otolaryngology, pediatrics, general surgery and urology. Previous mention of such opportunities appeared in Alnav 260-46 (NDB, 31 May).

Additional residencies and courses have been obtained in civilian institutions for cardiology, dermatology, internal medicine, physical medicine, neurosurgery, orthopedics, ophthalmology, otolaryngology, pathology, radiology, general surgery and urology. Prior announcement of these courses was in Alnav 328-46 (NDB, 30 June).

Lieutenant commanders and above who normally are due for 18 months shore duty may make application for courses in civilian institutions. Applicants must furnish an agreement to remain in the Navy for three years following such courses.

Medical officers of any rank may receive residency type training in naval hospitals. One year agreement is required.

New Designators Set For Officers Qualified In Electronics Phases

Additional designators have been established to indicate officers not fully qualified for the "T" (radio specialist), but who are qualified in a category of electronics. The new designators were announced in BuPers Circ. Ltr. 177-46 (NDB, 31 July).

BuPers Circ. Ltr. 84-45 (NDB, 31 Mar 1945) established the "T" designator, and provided it should indicate officers trained in technical and material aspects of radio, radar, sonar and related electronics equipment. It is not given to those qualified in one of the above subjects only.

The new designators provide for officers qualified in certain phases of electronics, but not qualified for the straight "T". The new indicators are as follows:

T1, electronics administration; T2, electronics distribution; T3, radar; T4, communicating equipment; T5, sonar; T6, electronic aids to navigation; T7, electronic fire control; T8, guided missiles and/or pilotless aircraft; T9, electronics specialty N.E.C. (not elsewhere classified).

BuPers will assign only one of the above designators to each officer. It will be added to such designators as he already has qualified for (i.e.—A, D, DE, DL, etc.). Requests for addition of the new designators may be initiated by COs or by individual officers, including those on inactive duty, who are qualified. Address requests to BuPers, Attn: Pers 3123.

2,500 Lost Binoculars Will Be Replaced Soon

Legislation has been enacted which will enable the Navy to replace the 2,500 privately-owned binoculars lost or damaged during the war. Replacement will be surplus standard Navy binoculars.

Losing Appeal? Don't Blame Radar

Radar has stood trial and been acquitted by the Navy and the Army on charges that it causes nightmares and baldness.

Scuttlebutt grew almost as fast as radar itself, accusing the mysterious new gear of causing everything from hypnosis to sterility. Radarmen were rumored to be victims of a psychosis almost as serious as that which, according to more rumor, afflicted ping-pong happy sonarmen. Shipmates shook their heads sadly when a seaman announced he wasn't afraid of micro-waves and intended to strike for radarman.

By the time the scuttlebutt had worked its way from the radar shack down to the engine rooms and back to the fantail, BuMed was conducting experiments in which men were given doses of micro-waves.

These proved to be harmless.

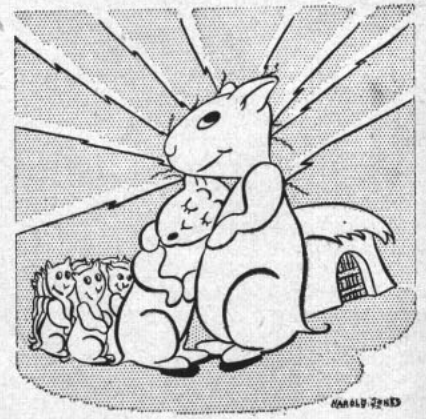
It was further found that only after extremely long exposure did X-ray film, which had been attached to various parts of the subjects' anatomies, become fogged. Hence, Bu Med concluded there is no occupational hazard associated with the operation of radar equipment. This conclusion is further bolstered by the obvious statistic that of the hundreds of thousands of persons who have been exposed to radar, no person is yet known to have suffered any injury.

More recently, Army Air Forces

surgeons added their voices to the Navy medics, and they say the radar rumors just ain't so! Plagued by complaints, they ran a series of tests. They exposed male guinea pigs to 10-centimeter waves. The guinea pigs lost no hair. Nor did they get indigestion, or, presumably, bad dreams. Their . . . uh . . . family life went on unimpaired as it has in millions of generations of enthusiastic guinea pigs.

The Army's Office of the Surgeon General said: "There is no reason to suppose that human beings would be affected differently than the experimental animals."

Quod Erat Demonstrandum, mates!



Transfer of Qualified Boatswain's Mates to Aviation Rates Urged

Commanding officers may effect changes of boatswain's mates to aviation boatswain's mates ratings of equal pay grade in the cases of fully qualified personnel, without regard to actual vacancies, provided the appropriate aviation boatswain's mate rating group is included in the allowance of the activity and personnel concerned are currently assigned to aviation boatswain's mate duties, it was announced in BuPers Circ. Ltr. 159-46 (NDB of 15 July).

Postwar personnel requirements of this rate show a deficiency of regular Navy personnel in the ABMAG, ABMCP, ABMGA and ABMPH ratings and corresponding excess of regular Navy personnel in the boatswain's mate rating. COs are urged to encourage changes of fully qualified coxwains and boatswain's mates, second class, to the aviation branch, and are authorized to effect such changes up to 16 Sept 1946.

Enlisted personnel in the boatswain's mate rating group, who are attached to non-aviation activities and have had extensive practical experience in the duties of aviation boatswain's mate, are authorized to request a change to the aviation branch. Men who have satisfactorily completed the course in catapult and arresting gear at Naval Air Material Center, Philadelphia, are also urged to request change of rate to aviation boatswain's mate of equal pay grade.

Personnel assigned to ships or stations which do not include the aviation boatswain's mate rating group should send their requests, via administrative commands, to the Chief of Naval Personnel for consideration. These requests should be accompanied by completed Forms NavPers 624, and shall contain details of previous experience in the aviation branch.

800 Navy Dental Officers Ordered to Army Duty

Dental officers of the Navy now are being assigned to duty with the U. S. Army through Presidential authority, it was announced in Alnav 425-46 (NDB, 15 August).

Approximately 800 naval dental officers have been ordered to report to overseas and continental Army installations. These officers will be assigned to this duty until completion of active duty service required of each officer individually.

Reason for assigning naval dental officers to Army establishments was to establish comparable discharge criteria for dental officers of both the Army and Navy.

Through acquisition of these officers, the Army was enabled to reduce service requirements for their dental officers to a period of service equal to the Navy officer requirements. Navy dental officers currently are required to have 30 months active duty before becoming eligible for release.

NSLI Liberalizes Policy to Provide Lump Payments, Endowments, Disability Pay

Insurance benefits to veterans were materially extended and liberalized by an Act amending the National Service Life Insurance Act of 1940, the Veterans Administration announced.

The Act provided for: New endowment types of policies which were not included in the original law; naming of beneficiaries outside the restricted classes included in the original bill; lump sum payments and total disability benefits.

Almost 6,000,000 policies now in forces are eligible for the benefits provided by these new amendments. Veterans whose policies have lapsed may still be entitled to reinstate them and take advantage of the low cost protection provided for their families by GI insurance.

The originally issued permanent policies provided in National Service Life Insurance were: Ordinary life, on which the policyholder pays as long as he lives at a level premium; 20-payment life, on which premiums are paid for 20 years and after which no more premiums are required; and 30-payment life, on which premiums are paid for 30 years.

In addition to these types of policies the amendments provide for 20-year endowment policies, endowment at age 60 and endowment at age 65. On all of these endowment policies the premiums must be paid for the indicated length of time, at the expiration of which the face of the policy may be paid to the veteran. Those veterans who have converted their term insurance to one of the previously autho-

riized plans are permitted under the amendments to change to one of the endowment plans if they wish.

Applications for insurance which were rejected solely for health reasons between 8 Oct 1940 and 2 Sept 1945 are validated by these amendments in cases where the applicant was killed or totally disabled in line of duty while in service. This amendment will provide income for beneficiaries who received no insurance payments under the old law.

The new law provides that the insured may now designate any person or persons, a corporation or his estate as beneficiary in his insurance policy.

The only method of settlement previously provided was monthly income or annuity payments which were provided for a guaranteed period of 120 months, or as a refund life income paid in equal monthly installments with the guarantee that the face of the policy would be repaid. The new law provides an option under which the insured may have his insurance paid in a single lump sum to beneficiaries, or he may elect payments in equal monthly installments ranging from 36 to 240 months.

The amendments provide for the payment of benefits to an insured who is totally disabled for as long as six months. These payments are at the rate of \$5 a month for each \$1,000 of insurance and are payable for as long as the disability exists. The insurance itself is not affected by these payments so that the beneficiaries receive the full face value of the policy upon the death of the insured.

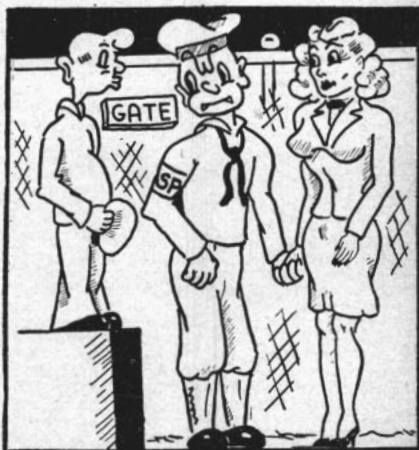
All persons who served in the armed forces between 8 Oct 1940 and 2 Sept 1945 are entitled to apply for NSLI. The total amount of Government life insurance which may be carried by any applicant may not exceed \$10,000. The application may be filed at any time and will be granted upon proof that the applicant meets the required health standards.

Control Over On-the-Job Training To Be Tightened By Vets Administration

A new law (Public Law 679, 79th Congress) has given the Veterans Administration authority to exercise tighter control over the on-the-job training section of the Serviceman's Readjustment Act. Authority was needed to curb growing abuses of this section of the law, which pays subsistence allowances to veterans while following an 'earn-while-you-learn' course.

The act in no way infringes on individual states' basic authority to control the program. It does permit VA to give financial assistance to the states to maintain supervision over training establishments, and provides nationwide standards for training.

The act limits subsistence allowances, stating that "... in no event shall the rate of such allowance plus the compensation received exceed \$175 per month for a veteran without a dependent or \$200 per month if he has a dependent or dependents." The provision applies regardless of whether the veterans' wages come from on-the-job training or from outside work while enrolled in the school.



A Wave who loves to stay out late,
Who can't be kissed at her front gate.

(Continued on p. 61)

Marines Plan Revision of Training Programs

The Marine Corps, amphibious striking arm of the Navy, is being converted from wartime to peacetime status. New training programs, revised division strengths, more compact administration, plus aviation duties are in store for the leathernecks in the postwar years.

The Marine Corps is now centered in two Marine divisions, a brigade, and two airwings. The 1st Division reinforced at present is the Marine force in China, while the 2nd Division is reorganizing at Camp Lejeune, N. C., after occupation duty in Japan. The divisions will have 12,000 men each, supplemented by one tank battalion of 500 men in each division.

The Fleet Marine Force, established in 1935, is an integral part of the U. S. Fleet, and is available for immediate action on call of the Commander in Chief. The FMF will be

comprised of 13,802 men including headquarters, special troops, and supply personnel, in addition to the forces mentioned previously. In a matter of hours, thousands of these leathernecks in the Fleet Marine Force can be ready for movement to any part of the world, with full pack, arms, and all that it takes to conquer an objective.

Operating at present on the wartime training basis of eight weeks recruit training, the Marine Corps program will be revised soon to permit 12 weeks basic training. The Marine Corps has not received any draftees since October 1945, and will continue to depend entirely on voluntary enlistments to maintain its quota of 100,000 men. There are now 139,800 leathernecks, but by 1 October when all Reserves and draftees are demobilized, the number will be cut to 100,000 plus 7,000 commissioned officers and 1,200

warrant officers. There are now approximately 8,600 officers in the Marine Corps.

The oldest Marine base in operation, Quantico, Va., will continue to be the hub of MarCorps activities. All Marine training schools with the exception of a signal communication school set up at Camp Pendleton, Calif., will be at Quantico. Schools at Quantico are officer training, basic, amphibious warfare, and all the various technical schools.

Postwar MarCorps plans call for an active air arm. The Marines will furnish all necessary aviation personnel, including pilots, aircrewmen, aircraft gunners, ordnancemen and mechanics, on six carriers, three in the Atlantic and three in the Pacific. The carriers to be manned by MarCorps are the *Badoeng Strait*, *Mindoro*, *Palau*, *Rendova*, *Saidor* and *Salerno Bay*. Marine air activities will center at El Toro and Miramar, Calif., the latter being GHQ for air activities on the West Coast. On the East Coast the Marine Aviation Center will be Cherry Point, N. C.

VOTING INFORMATION

General elections will be held during 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 Standard Form No. 76) as an application for an absentee ballot. These cards may be obtained from the CO or the voting officer.

STATE	OFFICERS TO BE ELECTED	EARLIEST DATE BALLOT WILL BE MAILED	LAST DAY BALLOT WILL BE RECEIVED TO BE COUNTED
Alabama (c)	F,S,L	8 September	5 November
Arizona (e)	F,S (d)	5 September	5 November
Arkansas (f)	F,S,L	.....	5 November
Colorado	F	24 September	20 November
Connecticut	F,S,L	5 July	4 November
Delaware	F,S,L	8 September	5 November
Idaho	F,S,L	.....	2 November
Illinois	F,S	21 September	5 November
Kansas	F,S	.....	5 November
Louisiana	F,L	.....	5 November
Maryland (g)	F,S,L	.....	5 November
Michigan	F,S,L	8 August	6 November
Minnesota .....	.....	.....	4 November
Missouri .....	.....	6 September	5 November
Montana (h)	F,S	.....	4 Nov (noon)
Nebraska	F,S,L	26 September	4 Nov (noon)
New Hampshire	F,S,L	1 September	5 November
New Mexico	F	.....	5 November
New York (k)	F,S,L	20 September	30 October
Ohio	F,S,L	6 September	.....
Oklahoma	F,S,L	1 September	5 November
Oregon	F,S,L	10 September	.....
South Dakota (l)	F,S,L	.....	.....
Tennessee	F,S,L	30 August	1 November
Rhode Island	F,S,L	.....	5 November
South Carolina	F,S,L	.....	5 November
Texas (j)	F,S,L	.....	5 November
Utah	F,S,L	1 September	23 November
Vermont	F,S,L	17 September	5 November
Virginia	F,S,L	27 August	5 November
Washington	F,S,L	21 September	5 November
West Virginia	F,S,L	.....	5 November
Wisconsin	F,S,L	18 September	5 November
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 commissioned 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 absent 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.
- (k) Only members of armed forces may vote absentee. Absentee ballot furnished upon request to New York State residents who are in the armed forces. Such application may be in letter or post card form. It must be signed and contain military as well as home address.

MarCorps Initiates School For Inspector-Instructors

The Marine Corps Reserve announced something new in schools with the opening of an indoctrination school for inspector-instructors at Quantico, Va., on 12 August. The school will be of one month's duration, and is designed to give to the Organized Reserve of the Marine Corps a group of instructors who are up on the latest in tactics. Inspector-instructors, both officer and enlisted, have been selected on the basis of their outstanding war records.

The Organized Reserve at present has units in 20 of the principal cities throughout the country. When completely organized, it will have a membership of 26,437 Marines and 803 Naval Reserve medical personnel.

The Reserve units include field artillery, infantry, tank and amphibious tank battalions, engineer and signal companies, and anti-aircraft groups. In event of a national emergency, they will supply the Fleet Marine Force with trained personnel.

MarCorps Will Retain 300 Women Marines

Three hundred women Marines will be retained on active duty after the demobilization date of 1 September. They will remain only at their own request and applications have far exceeded the quota. Those retained on active duty will remain in the service for a period not to exceed 10 months.

The women Marines will be employed in Headquarters, Marine Corps. One hundred will be used to accomplish payments under the new terminal leave legislation, and the remaining 200 will be given other specialized assignments.

Personnel Qualified in Small Arms Use Again Will Get Extra Compensation

Enlisted personnel qualified in the use of small arms again may receive extra compensation under rules announced in CNO ltr. 1602P34 of 17 July. Such compensation was discontinued in 1942, and now is returned with a new scale of payments.

The letter also lists qualifications in other types of ordnance gear for which enlisted men may be compensated. These compensations were not discontinued during the war, nor has their scale of payments been revised.

The CNO letter provides that men who have established their special qualifications in the use of small arms and certain other ordnance gear which they may be required to use, and who are so stationed by their CO that they may be required to use such gear, shall receive additional monthly compensation for periods prescribed by SecNav. The additional pay will continue in effect while personnel are transferred for temporary duty away from the ship or station to which normally attached (provided the CO retains them in the battle stations to which they are normally assigned on their permanent ship or station).

Payments are listed in BuPers Manual, Art. D-5312, which was modified so far as small arms are concerned by the new scale in the CNO letter. Additional compensation is paid as follows:

• **First class (\$5)**—Spotter and rangekeeper operator, first class; gun pointer, first class; gun director pointer, first class (pointer, trainer); gun range-finder operator; gun captain, first class; torpedo data computer operator, first class; master horizontal bomber; aircraft machine gunner, first class; sonar operator (except rated sonarmen); radar operator (except rated radarmen), and expert rifleman.

• **Second class (\$4)**—Gun pointer, second class; gun director pointer, second class (pointer, trainer).

• **Third class (\$3)**—Rangekeeper operator, second class; gun captain, second class (non-rated men); gun director pointer (leveler), first class; gun director pointer (cross leveler), first class; rifle sharpshooter, expert pistol shot, and horizontal bomber, first class.

• **Fourth class (\$2)**—Gun captain, second class (rated men); gun director pointer (sightsetter), first and second class; gun director pointer (leveler),

second class; gun director pointer (cross leveler), second class, and aircraft machine gunner, second class.

Men qualified in two types may receive extra compensation for both, but total extra compensation is not to exceed \$5. Extra compensation is authorized for men aboard all types of naval vessels and aircraft having the installations for which such payment is allowed. Payment may be suspended temporarily or canceled by SecNav as deemed necessary. When standards of performance on target practices are a requirement, qualifications may vary as prescribed by CNO.

Thorough exams covering each item of the qualification requirements are to be conducted by three commissioned officers appointed by the CO. Examinations are required for all gunnery details except gun pointer, first and second class; aircraft machine gunner, first and second class; horizontal bomber, first class; expert rifleman, rifle sharpshooter, and expert pistol shot.

In event qualifications are changed and a man cannot meet the new qualifications, his CO shall relieve him from his station and discontinue the extra money. Any man reenlisting in the Navy is entitled to extra compensation for qualifications held at discharge.

Hospital Corpsmen are not generally eligible for compensation, because their stations do not normally require the use of ordnance gear. Corpsmen are prohibited from performing military duties other than those pertaining to the Medical Department. But Corpsmen attached to the Fleet Marine Force or a naval landing force are allowed to carry small arms for self defense, and are eligible for extra compensation if qualified in these weapons.

Small arms are defined as the service pistol (.45-caliber), service rifle (M-1), carbine and .38-caliber revolver. Expert riflemen, rifle sharpshooters and expert pistol shots must qualify under current instructions of CNO and the current Landing Force Manual (chapter 19, Small Arms Marksmanship).

VA Lowers Interest Rates On Insurance Policy Loans

Interest rates on Government Life and National Service Life policy loans have been reduced from 5 to 4 per cent annually. In announcing the reduction, VA said the new rate is in keeping with the present trend of interest rates on policy loans made by commercial life insurance companies.

Loans may be secured on permanent plans of Government Life or National Service Life Insurance after the policy has been in effect for one year. Loan value is 94 per cent of the cash value of the policy. The new interest rate will apply to all loans regardless of their size.

Present Uniform Favored By 3 to 1, According to 5,000 Letters to BuPers

Regular Navy men have revealed their dislike for the proposed new uniforms. Nearly 5,000 letters have been received by BuPers from men in the ranks and some three quarters of these writers favored the old uniform in preference to the new one.

The Navy is not the only service in search of new uniforms. The Army's Quartermaster Corps' research and development branch is now making queries at installations near Washington, D. C., in search of new GI garb.

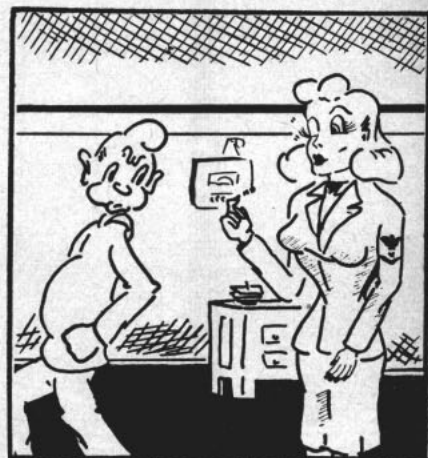
Out of six possibilities for men's wear, the simplest uniform, plain dark blue with yellow chevrons, gold braid on cap and one strip of gold set several inches from the cuff, is out in front. This outfit was the overwhelming favorite of 450 soldiers and Wacs at Bolling Field.

The War Department stated it would not buy materials needed for civilian clothing, so it may be later than 1948 before the public can see the Army's new blues on a large scale.

Classifications Listed For Electronic Warfare Officers in Naval Reserve

Naval Reserve officers, to be eligible for assignment to Reserve electronic warfare companies and platoons, must be included in the following classifications: C, CD, CL, SCOM, SE (with electronic training), SET, ELT or ET. Any of the classifications mentioned may have the suffix R, X or N.

Reserve officers of classifications other than those listed may be assigned to these companies and platoons by commandants if considered qualified or partially qualified for reclassification to one of the required classifications. Those officers considered qualified shall submit request for reclassification. Officers partially qualified for reclassification will be required to qualify within a reasonable time and request such reclassification.



Flight (USNAS, Grosse Ile, Mich.)
God give me strength, my love to save,
And never date another Wave.

QUIZ ANSWERS

ANSWERS TO QUIZ ON PAGE 41

1. Alaska class; CB.
2. Four scout-observation planes.
3. Patent anchor.
4. Ring or jewsharp.
5. Stock.
6. Fluke.
7. Landing Signal Officer.
8. Cut your throttle and proceed to a normal landing.

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. 390—States Navy appropriation bill provides no funds for expenses incident to any property after such property is declared surplus.

No. 391—Lists officers recommended for transfer to the Nurse Corps, USN.

No. 392—Announces merger of Paymaster and Quartermaster Departments, MarCorps, into single Supply Department.

No. 393—Reports that pending decision of the comptroller general personnel serving in temporary higher grades on 30 June 1946 and drawing saved pay and allowances of lower grade are not entitled to any increase in saved pay by reason of passage of new pay bill.

No. 394—Directs strict compliance with amended sections 804 Navy Regs and 726 NCB in reporting marine accidents.

No. 395—Extends Alnav 375-46 (NDB, 15 July), regarding cashing of money orders on par with Canadian dollar, to Navy post offices in Newfoundland.

No. 396—Announces additional \$50 uniform gratuity approved for A-V(N), A1 and A2 reserve officers (see p. 53).

No. 397—Requests officer applications for photo intelligence course, Washington, convening 27 September and each 16 weeks thereafter (see p. 54).

No. 398—Announces personnel census to be taken 1 October.

No. 399—Directs compliance with immunization procedures in Manual

of the Medical Department, Part 3, Chap. 5B, prior to embarkation of personnel and dependents for outside CLUSA addresses.

No. 400—States Type A supplemental military yen is only authorized money for official and quasi-official establishments in Japanese area.

No. 401—States procedures for more rapid demobilization of officers (see p. 53).

No. 402—Orders ocean bills of lading on shipments for NSD, Oakland, be forwarded via air to Code 2FTB, Incoming Cargo Division, Bldg. 441B, NSD, Oakland.

No. 403—Modifies Alnav 325-46 (NDB, 30 June), and gives list of Pacific accounting activities and establishments within their jurisdiction.

No. 404—Rules retired personnel, Reserve personnel on terminal leave or inactive duty, and dependents, shall not be authorized NATS travel except in special cases.

No. 405—Fifth in a series listing officers selected for transfer to the regular Navy (see p. 56).

No. 406—Announces gray uniforms will not be permitted after 15 Oct 1948 (see p. 53).

No. 407—Modifies Alnav 390-46 (NDB, 31 July) regarding surplus property accounting.

No. 408—Refers to Alnav 79-46 (NDB, 15 February), regarding authority to convene general courts martial, and states a naval station is defined as an activity having an authorized allowance of 800 or more naval personnel.

No. 409—Restricts retention of personnel on active duty, who are witnesses for naval proceedings (see p. 53).

No. 410—Requests applications of certain officers prior 15 October for first class in Armed Forces Staff College, Norfolk (see p. 55).

No. 411—Announces additional postgraduate medical training (see p. 58).

No. 412—Modifies Alnavs 325-46 (NDB, 30 June) and 403-46 (NDB, 31 July) regarding supply accounting activities.

No. 413—Extends Alnavs 316 and 333-45 (NDB, 15 October), regarding shipment of effects of personnel upon release to inactive duty, through fiscal year 1947.

No. 414—Announces procedure for transportation of property declared surplus to WAA.

No. 415—Directs activities shipping naval material to comply with Art. 1830-5(E)(3), Navy Shipping Guide, Part 1.

No. 416—States deadline for applications for transfer of USNR and USN(T) officers to USN, with certain exceptions, is 15 September (see p. 56).

No. 417—Announces doubling of annual allowances in BuDocks Manual, para. 25-06, for replacement and repair of furniture and maintenance in government quarters.

No. 418—Deletes first five words of Alnav 411-46, to correct communications error.

No. 419—Promotes for temporary service on 1 August following officers of active list of regular Navy and Naval Reserve, including Women's Reserve: Lieutenants, regular Navy line and staff corps, whose dates of rank are within period 2 Apr 1944 to 1 May 1944, inclusive; lieutenants (jg) and ensigns, regular Navy line and staff corps, whose dates of rank are within period 2 Oct 1944 to 1 Nov 1945, inclusive; lieutenants (jg) and ensigns who have accepted permanent appointment in regular Navy in same rank in which previously serving, whose dates of commencement of continuous active duty in such rank are within period 2 Oct 1944 to 1 Nov 1944, inclusive; lieutenants of line and staff corps of Naval Reserve whose dates of commencement of continuous active duty in rank of lieutenant are within period 2 Apr 1944 to 1 May 1944, inclusive, and lieutenants (jg) and ensigns of line and staff corps of Naval Reserve whose dates of commencement of continuous active duty in respective ranks are within period 2 Oct 1944 to 1 Nov 1944, inclusive.

No. 420—Cancels authority of individual officers or commands to execute leases, contracts or permits.

No. 421—Restores original provisions of BuPers Manual Art. D-9104 (4), relating to early discharges (see p. 55).

No. 422—Directs commanding officers, when forwarding requests for release to inactive duty of officers selected for transfer to regular MarCorps, to insure that officer has included statement declining commission.

No. 423—Directs all commands to comply with Sec. 16, Navy Shipment Marking Handbook, regarding markings for personal effects.

No. 424—Announces retention of male hospital corpsmen who have completed less than 18 months active duty (see p. 53).

No. 425—Gives pay records procedure relative to Navy dental officers assigned duty with Army (see p. 59).

No. 426—States that correspondence formerly addressed to Navy Ships Store Office, 111 E. 16th St., N. Y., in accordance Alnav 257-46, will be directed to Navy Ships Store Office, 29th St. and Third Ave., P.O. Drawer 12, Brooklyn 32, N. Y.

No. 427—Removes three-year time limitation for recommendations for awards imposed by act of 7 Aug 1942 and Executive Order 4601 (see p. 44).

No. 428—Gives procedure whereby Navy, MarCorps and civilian personnel under orders may be exempted from five per cent tax on rental charged for New York hotel rooms.

No. 429—States that recommendations of boards convened under provisions of Public Law 305 to consider officers in ranks of captain, commander and lieutenant commander for retirement have been approved by the President.

No. 430—Reveals that aliens who entered armed services prior 28 Dec 1945, and who served honorably, may



Mulvaney on Bomb Disposal (BuOrd)

"Just what makes you feel you need a leave at this time, Tilmon?"

file petition for naturalization prior to 31 Dec 1946.

No. 431—Announces that since the war has not been officially terminated by appropriate action, persons now on active duty regardless of date of enlistment or re-enlistment are eligible to apply for family allowance benefits.

No. 432—Cancels Alnav 413-46, and states that shipments of personal effects of naval personnel upon release to inactive duty remain in effect in accordance Alnavs 316-45 and 333-45.

No. 433—Modifies directive to govern Navy and MarCorps recreation funds (NDB, 31 May 1946) by providing that \$10,000 bond for custodian of recreation fund is sufficient surety for funds in excess of \$10,000.

No. 434—Interprets Navy Regs., Art. 1868 (5), relative to inspections of books, records and documents relating to public funds.

No. 435—Constitutes authority for honorable discharge "for convenience of the government to accept permanent appointment to officer rank in the regular Navy" in the cases of present temporary officers whose permanent status is that of enlisted men in Navy or Naval Reserve (see p. 54).

No. 436—Summarizes provisions for separation of enlisted personnel after 21 August (see p. 53).

No. 437—Establishes a deadline for applications for transfer of certain MarCorps Reserve and temporary MarCorps officers to regular MarCorps.

No. 438—Interprets language used

in Sec. 119 of Naval Appropriation Act for 1947, dealing with cost of handling surplus property.

No. 439—Twelfth of a series listing officers selected for transfer to regular MarCorps.

No. 440—Modifies Alnav 407-46 in regard to list of types of vessels not convertible.

No. 441—Establishes a deadline for submission of applications for transfer of officers of the Navy Nurse Corps Reserve to regular Navy Nurse Corps (see p. 56).

No. 442—Gives provisions of Public Law 589 (79th Congress), which further amends the National Service Life Insurance Act of 1940 (see p. 59).

No. 443—Sixth in a series listing officers selected for transfer to the regular Navy.

No. 444—Modifies Alnav 221-46 to permit transfer without reimbursement of certain items of surplus property between Army and Navy.

No. 445—Gives provisions of Armed Forces Leave Act of 1946 (Terminal Leave Bill) (see p. 54).

No. 446—Outlines accounting procedure for fuel, water, utilities and ice furnished vessels assigned to Naval Reserve during fiscal year 1947.

No. 447—Modifies Alnav 29-42 to provide for wearing of civilian clothes by medical and dental officers assigned to Veterans Administration.

No. 448—Cites certain provisions of Legislative Reorganization Act of 1946.

No. 499—Seventh in a series listing

officers selected for transfer to the regular Navy (see p. 56).

No. 450—Changes term "air-sea rescue" to "search and rescue," to conform with international terminology.

No. 451—Enjoins cognizant officers to reduce volume of encrypted message traffic by more careful application of classification rules.

No. 452—Requests nominations not later than 15 September for Naval Academy Preparatory School.

No. 453—Announces policy for release of retired enlisted men and Fleet Reservists (see p. 55).

No. 454—Orders that honorable discharge certificates be issued to former temporary USN officers, whose enlistments have expired.

NavActs

No. 57—Establishes clothing allowance for enlisted men of \$119.95, effective 1 July 1946, and states that quarterly maintenance allowance remains unchanged.

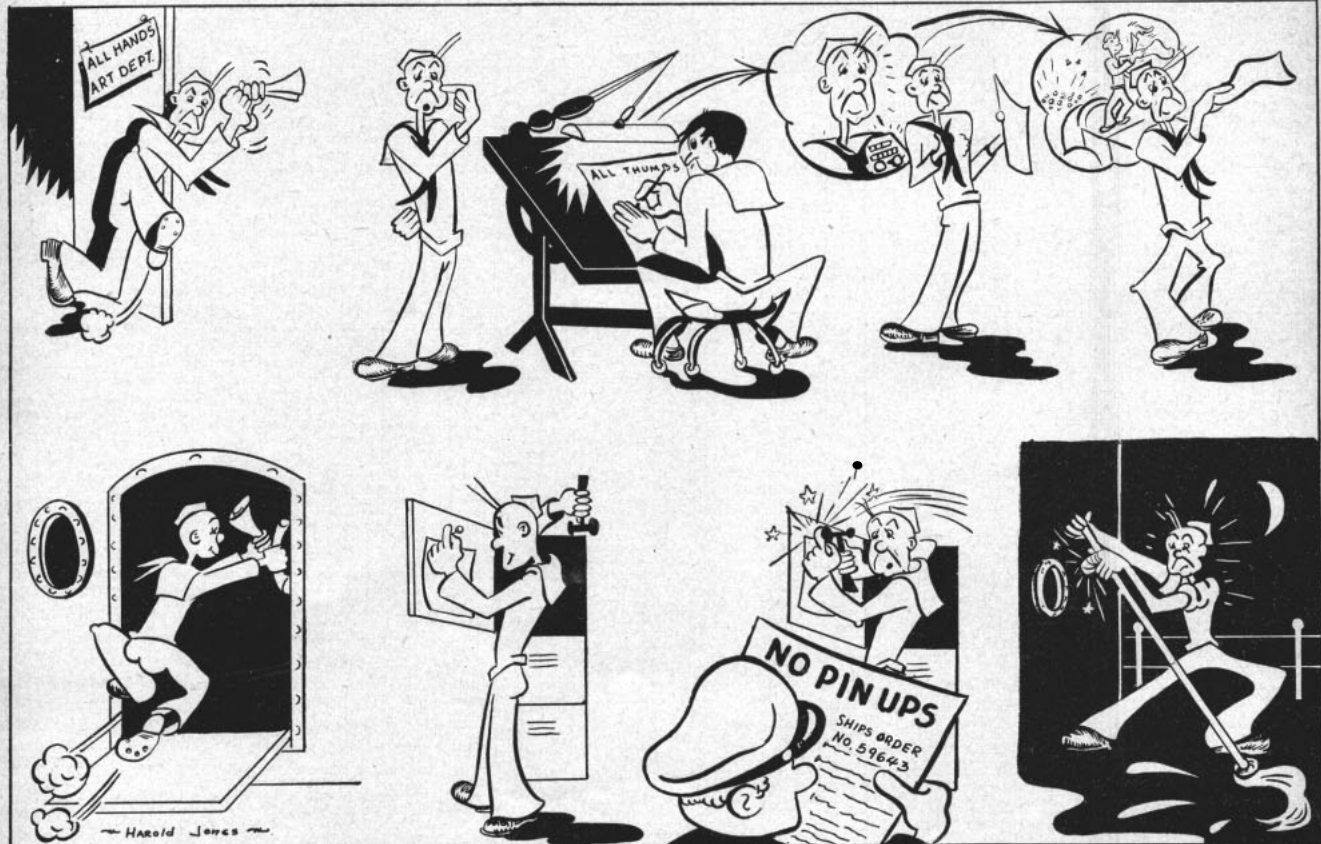
No. 58—Sets new terms of service for first enlistment and reenlistment in regular Navy, and lists certain exceptions.

No. 59—Requests applications for half-year postgraduate course in religious or closely allied subjects (see p. 53).

No. 60—Announces that certain minor items in allowances for Fleet air activities will require revision, but authorizes utilization of allowances previously promulgated until receipt of revised allowances.

ALL THUMBS

PINNED DOWN



FANTAIL FORUM

QUESTION: Do you think ex-Navy men make good husbands?

(Interviews on this question were conducted at Headquarters, 11th ND.)



Jean Fenn, CY, Inglewood, Calif.: The man I marry will be an ex-Navy man. He will love forever the things he fought to keep—his home, family, security and freedom.



Juanita Harper, RM1, Los Angeles: Having to assume responsibilities and get along with others have made the ex-Navy man's judgments mature. He will be a good husband.



Norma Holt, RM2, Phoenix, Ariz.: An ex-Navy man would make a wonderful husband because his experiences in the Navy have prepared him for anything and everything.



Ann Orenchak, PHM2, Masury, Ohio: I'd consider an ex-Navy man for a husband. The average sailor has high principles which he learned living up to Navy standards.



Mary Vanskike, SPS1, Arkansas City, Kans.: Not knowing, I cannot say with any accuracy. By the way, have you seen any single ex-Navy men around? Or even USN ones?



Helen Herrington, Y1, Anaheim, Calif.: I don't see why not. If he was a true sailor and "had a girl in every port" he should have a good idea of the wife he wants.



Elaine Westphal, Y1, Waukesha, Wis.: Heavens! That's quite a question. After all, Navy men are just civilians in uniform. It depends entirely on the individual.



Dixie Kolb, CY, Bergenfield, N. J.: Why not? Being able to talk about the same things would give each a better understanding and help bring happiness.



Mary McCluen, Y2, San Leandro, Calif.: I certainly do. But maybe I'm prejudiced. In fact, I would like to marry a regular Navy man—I'm thinking of ONE in particular!

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired. Original articles of general interest may be forwarded to the Editor.

DATES used throughout are local time at scene of action unless otherwise indicated.

SECURITY: Since this magazine is not classified, it sometimes is limited in its reporting and publication of 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.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issue.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price \$2.00 a year, domestic (including FPO and APO addresses for overseas mail); \$2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

• **AT RIGHT:** "It's not all work on a peacetime Navy cruise," says P. P. Kearney, S2, of the USS Houston, who is shown widening his circle of Scandinavian acquaintances near Oslo, Norway.

OSLO LIBERTY



KEEPING FAITH WITH THEM



IN 1945 GIFTS TOTALING
MORE THAN \$1,000,000
WERE MADE BY THE
NAVY RELIEF SOCIETY TO
14,250 NAVY FAMILIES
FOR THEIR
HOSPITALIZATION

