

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPER5-0

FEBRUARY 1947

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for 10 readers. All should
see it as soon as possible.

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DEEP-WATER SAILOR



LOADING LESSON

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

FEBRUARY 1947

NAVPERS-O

NUMBER 360

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: J. W. Park, MOMM3, of Utah, grins as he comes up from his first deep-water dive at Pearl Harbor. Crew members remove his helmet.

• AT LEFT: Members of the crew of USS Macon (CA 132) work out on the ship's 5-inch loading machine.

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LIGHTS, CAMERA, ACTION! In true Hollywood atmosphere, Naval Photographic Center experts shoot training film.

INSTRUCTION FILMS, INC.

ON THE BIG sound stage actors in battle attire take their places on a cruiser's bridge . . . from steel catwalks 30 feet overhead, brilliant arc lights stream down . . . the cameras whir, picturing actions of Navy men as a Jap kamikaze streaks in to attack.

A Hollywood saga of Navy warfare? Not at all. It's the sound stage of the Naval Photographic Center, Anacostia, D. C., where Navy film experts are at work producing a training film.

Blindfold a veteran Hollywood actor, lead him onto this sound stage, remove the blindfold, and he'll swear that he is on one of the film capital's sets. No major studio in Hollywood can boast of newer or finer equipment than that of the Navy's photographic center. Its sound recording facilities, background projection for process shots, and optical printing equipment cannot be excelled by any commercial organization in the world. Its film library of naval combat footage is the most complete stock library of its kind in existence.

Visitors are impressed with the photographic scope of the center. Besides processing thousands of feet of combat film which flooded in daily from all

Navy Peacetime Training Given Fire of Reality By Pictures Taken During World Combat, Processed By Photographic Center

war theaters during major operations, the center produced motion pictures at a rapid rate—so rapid that it reached an impressive total during the peak year from 1 Jan 1944 to 1 Jan 1945 of 423 completed projects. These included 542,328 feet of 35 mm. cut negative, and 249,092 feet of 16 mm. cut negative.

To accomplish its vital war mission, the center at its peak of operations had approximately 800 naval personnel, of which 265 were Waves, directly and indirectly engaged in producing motion pictures. Most of these were highly specialized technicians, directors, cameramen, writers, actors, animators, cutters, sound men, musicians, electricians, set carpenters — all experts at the jobs they performed as

civilians before the war with the axis.

The center produced pictures from A to Z—literally that is—from *Airborne Rockets* to *Zero Jap Fighters*; *Recognition of*. But it couldn't keep pace with the Navy's increasing needs. Faced with the war-born problem of training many men effectively within a very short time, the Navy found mounting need for training films. The photographic center, despite its facilities, could meet only about a third of these training requirements. The solution, of course, was to turn over the remainder of the training film program to civilian motion picture concerns to supplement the naval facilities. And it worked out very effectively. This program from December 1941 to May 1946 produced 4,883 training films and motion pictures, Marine Corps and Coast Guard productions included. Of these, approximately 2,000 were motion pictures, and the remainder film strips.

The program was big, and it is a tribute to the photographic center, plus the Naval Photographic Service's West Coast Production Office in Hollywood, that the Navy contributed a third of the total projects. For the Navy to have

ALL HANDS

carried the entire load would have been comparable to Paramount, for instance, producing all of Hollywood's output. It just couldn't be done in one studio; but cooperation between naval technicians and private studios in New York, Chicago, Detroit, Hollywood and elsewhere made a tremendous contribution to the Navy's training film program.

Training films have been an important part of the training aids program. In the beginning, emphasis necessarily was on procurement and production. The demand for film was urgent; immediate needs had to be met and every effort directed toward drawing together appropriate films available from outside sources and producing others in greatest demand. To BuShips fell responsibility for obtaining projection equipment wherever it could be found. BuPers was called upon to train projectionists in adequate numbers.

Production climbed, films came into general use, and problems of distribution and utilization became paramount. As an example, prints in general were being issued on a permanent basis to activities needing them. A temporary loan and redistribution system had to be instituted to spread the films over a wider area. BuAer and BuPers directed distribution, the former to aviation activities, the latter to other activities.

Too many instructors were having difficulty obtaining films when they needed them most. This was true, in particular, of forces afloat and advanced bases. Distribution machinery was tuned up and sources of supply moved nearer to points of demand.

It was found that many instructors misunderstood the proper use and the potentialities of training films. Some believed that the films would "teach



IMPORTANT PHASE of training film processing at the photo center, Anacostia, D. C., is performed by a pretty Wave, who synchronizes sound track of movie.

themselves," and failed to provide the necessary additional teaching which made them most effective. Others had no faith in the films and used them only haphazardly. A healthy program of instructor indoctrination had to be instituted.

Need also was seen for a continuous method of evaluation of films which were available from commercial sources, and of distribution methods and use techniques, to meet day-by-day changes in our rapidly expanding Navy.

These kinks were ironed out and

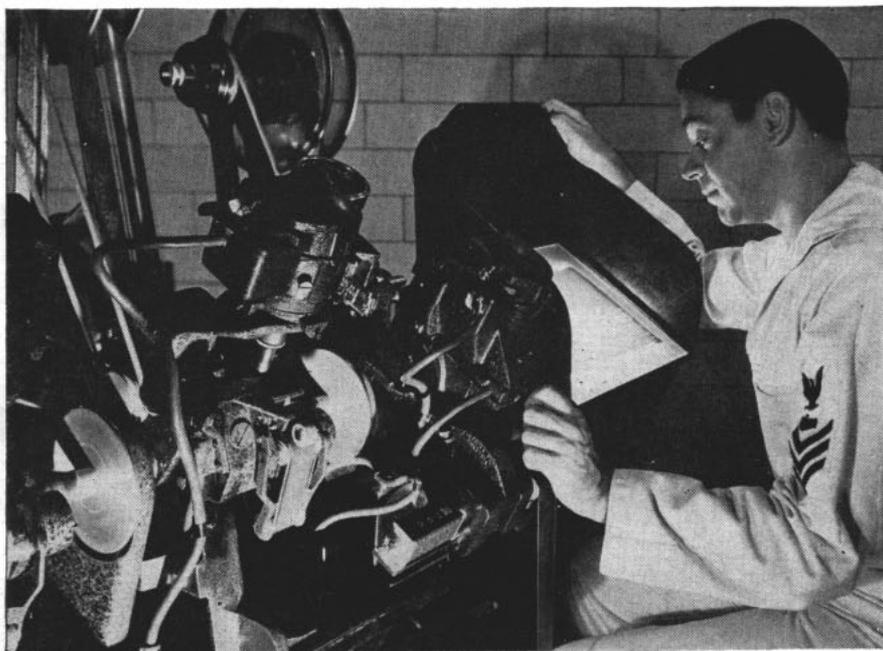
production—commercial and naval—neatly dovetailed. The program moved forward to take its place in the overall Navy training program, teaching the "know how" required of sailors carrying the war to the enemy on all fronts.

At war's end, Fleet Admiral Ernest J. King issued a memorandum which stated that "during the past five years visual aids, particularly motion and still pictures, have proved highly effective; it is expected, therefore, that full use of visual aids will be made in the training of personnel, afloat and ashore, in the postwar period."

A survey taken among the Navy's bureaus resulted in requests for 275 films for the fiscal year 1947, or about half the wartime peak of production. Indications for 1948 are that an even larger number of films will be requested because, in addition to new ones, many of those now in use will need revision or replacement.

Facilities of the Naval Photographic Service, particularly the photographic center and field functions of naval air stations, will continue to be used wherever possible in producing training films in the postwar era. However, it will still be necessary to supplement these with commercial motion picture studios—the Navy demand is that big. Which bears out just how well the service as a whole has taken to this "new fangled" teaching method.

As in every other activity in the Navy, the specter of personnel reduction looms above the training film program, and has caused many problems in production. A year ago, there were about 750 training film projects underway, with about 89 naval officers assigned duties as project supervisors to expedite completion of them. Today, there are roughly 875 requests on the books, with a personnel of only 12 project supervisors to carry the load



PHOTOGRAPHER'S MATE edits the films, using equipment which rivals finest found in Hollywood's studios. Movies make vital contribution to Navy training.



TREMENDOUS SCOPE of center provides the facilities for all types of photography and processing. The technician is engaged in photomicrographic work.

of coordinating and completing these.

Requests for training films now are addressed to the senior member of the Navy Film Production Board of Review (who is the Chief, Naval Photographic Service). This board has the responsibility of approving or disapproving requests in order to maintain a policy of confining film production to an essential minimum. It also establishes production priorities on all approved projects.

Economy in naval training is apparent when it is realized that a large number of requests received by the board contain statements and examples showing that training films can provide efficient instruction where no trained instructors are available, and further indicating that through the use of visual aids, students learn more in less time, and remember their lessons longer.

A significant example of the wartime use of training films is given in a letter received from the Commander, Motor Torpedo Boat Squadrons, Philippine Sea Frontier, by BuShips.

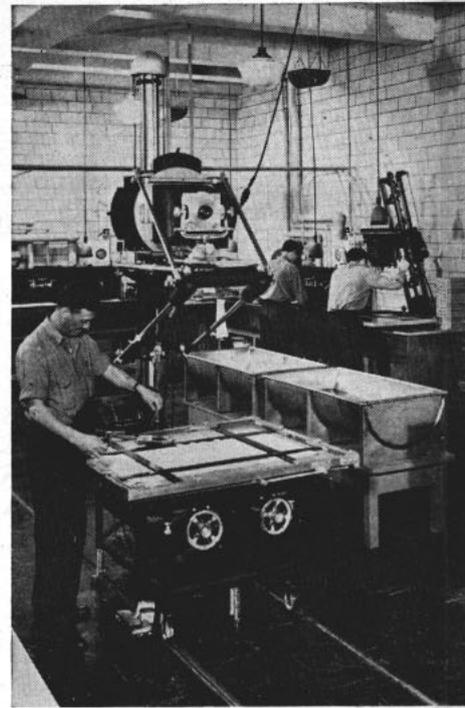
It seems that BuShips had requested information about the use and effectiveness of a training film program for upkeep and overhaul of Packard marine engines. The reply more than justified the expense and preparation of the film:

When two warrant machinists reached Milne Bay on 1 Apr 1944, each with a complete set of the Packard engine program, about 15 Packard engines were being overhauled each month, with approximately 25 per cent rejects (engines to be reprocessed because of poor workmanship). A few weeks after the program was put to use, production began to increase until about 100 engines a month were overhauled, with a negligible percentage of rejects.

The program was then instituted at a base under command of the Commander, Motor Torpedo Boat Squadrons, Seventh Fleet, where a pressing need existed for trained personnel as replacements for nearly 200 operating PT Boats. Use of the films, combined with instruction and review lectures and refresher courses, was so successful that the training activity was recognized by Commander, Operational Training Command, Seventh Fleet, as one of the most outstanding in the southwest Pacific.

Big Battles Filmed

Analyses of current requests show that more films of a scientific nature are needed, to familiarize personnel with modern devices being installed increasingly aboard ship. A series has been requested in shipboard organiza-



WHAT GOES ON in the darkroom when big print processing room. Technicians at

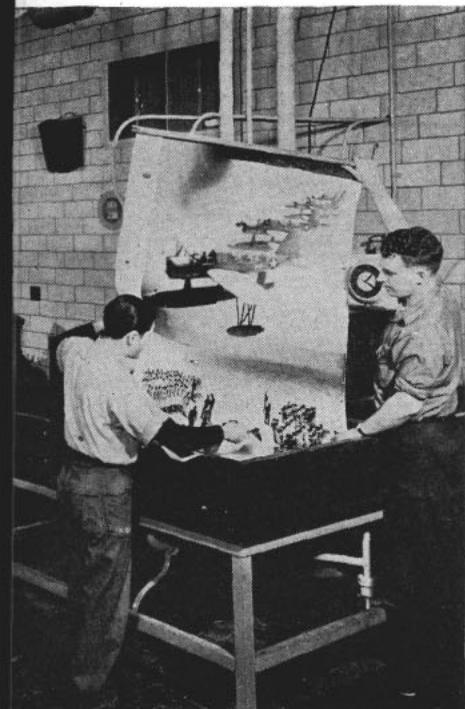
tion, as part of a general fleet training program, while another entitled, *For Which We Stand*, will attempt to dramatize decency and the overall values which underly the American way of life. This latter series will attempt to interpret and explain the various influences which mold the character and behavior pattern of the individual, and seek to inspire the audience to a more consistent allegiance to decency and morality, defined from the broadest point of view.

Speaking of scientific films, a momentous color film, *Operations Crossroads*, recently was produced during a record 24-day period by highly skilled personnel of the Naval Photographic Service. A bang-up job, the film employs color to present a realistic, breathtaking view of the Able and Baker blasts from varied positions of vantage.

This documentary film was produced by the Training Film and Motion Picture Production section and the Naval Photographic Center from film exposed by an array of Army and Navy photographers at Bikini, at the request of Commander Joint Task Force 1.

In addition to producing the *Crossroads* movie, the photographic center processed a good portion of pictures of the Able-Day blast, and all black and white pictures of the Baker-Day explosion. The center has new film vaults where all Navy film taken in World War II is stored. These vaults are temperature-humidity controlled, and are safety sealed.

A significant trend is shown in requests by the Naval Academy for films on combat photography and other phases of photographic use, which will point out to the neophyte officer



the lights go out is depicted here in the right are inspecting the finished product.

the scientific and informative value of photography. Also in production at present is a series dealing with tactics of the major naval battles of the war. Included will be films concerned specifically with such engagements as Coral Sea, Midway, Savo Island, Santa Cruz and Eastern Solomons. The battles will be re-enacted with models, and tactics evaluated in the light of full information and present doctrines.

New requests indicate a decided swing toward motion pictures rather than slide films. A few years ago, requests predominated for slides, but future orders are expected to run about 90 per cent movies. More films in the future will be produced in 16 mm. rather than 35 mm. size, due to the changeover to 16 mm. projectors throughout the Fleet and at shore stations. This makes possible a greater variety of color films, since the Kodachrome process has developed to the stage where most pictures can be taken in color almost as easily as in black and white. In addition, it is much less costly, and the matter of duplicate prints is considerably more simple in 16 mm. rather than 35 mm.

Approximately 600 Navy films are being translated into Spanish and Portuguese for use of the navies of the other American Republics as part of the President's Inter-American Security Program. Eight officers from various Latin-American countries are assisting as translators and technical advisers on this project.

Another special utilization of training films is a program for the Organized Reserve. In this, films will be used extensively for direct training and for informational purposes in order to keep personnel of the Reserve



STUDENT CAMERAMEN are instructed in the use of movie camera employed by the Navy to produce films which play an important role in training program.

up to date on new developments in the modern Navy.

In line with economy measures being practiced throughout the naval establishment, a plan has been worked out for the greatest possible use of training films. BuPers and BuAer plan to distribute prints of all training films and other motion pictures produced in the future, as well as redistribute those required which were made during the war. Such distribution will be for training activities designated by BuPers and by Aviation Training.

Distribution Planned

Also, films will be distributed to recruiting activities as designated by BuPers' Recruiting and Induction Section. Further, films of public interest will be sent to naval district public information officers on request of the Public Information Motion Picture Section, EXOS. Finally, films will be distributed to district training aids libraries and aviation film libraries for further dissemination to training units.

As films are released by U. S. Navy Office of Public Information to requesting bureaus for civilian public use, printing rights will be granted to the U. S. Office of Education, which will arrange distribution to educational institutions, civic organizations

and interested groups through their contract distributor.

When the Navy's films have served their purpose and are no longer of value to the naval service—because of age or discontinuance of a training program—they will be declared surplus. They will be disposed of by the Photographic and Optical Branch, Consumer Goods Division, War Assets Administration, Washington 25, D. C.

The interest of American educators and civic groups in the Navy's training films is the finest tribute which can be given this vital educational program. At the close of the war, these civilian leaders, aware of the Navy's advance in the use of training films, requested permission to use the films as visual aids in future civilian training. Nearly 4,000 Navy films were examined by educators and the result was the release by the Navy Department of more than 700 training films and film strips for general use through the U. S. Office of Education.

These films are considered by educators to be one of the outstanding wartime achievements in audio-visual education, being technically accurate, professionally produced and educationally sound. Their use in training during World War II speeded and improved instruction, and increased production.

CARRIER PARTY



HANGAR HOP or Swing and Sway the Navy Way. About 2,200 people danced on gay flag-festooned hangar deck.

CHECKING HAT and child, Coxswain Cook and wife prepare for big evening on board USS Midway.





CORSAGES for the ladies, good food and fun for all, were featured at the Midway's first dance for all hands.

USS MIDWAY was host to more than 2,000 guests at a dance for all hands off Norfolk, Va. The ship's crew turned off Norfolk, Va. The ship's crew turned off, decorated three hangar bays, set out three long tables and covered them with food, invited guests from as far as Detroit to share with them the pleasures of a party aboard one of the world's largest warships. One of the most popular sections of the ship was Hangar Bay 4, in which was located a large model of the Midway. Hundreds of visitors, many of whom were aboard for the first time, inspected the model.



U.S.O. troupe guest gets acquainted with two of her hosts.



JITTERBUG CONTEST winners were W. D. Fowlkes, BUG2, and wife (right). A couple enjoy food and talk (left).

SALVAGE

SIXTY PICKED enlisted men and 12 officers, with all the gear to form a school to teach them salvage work, waited in San Francisco while the officer who was to head the school supervised its establishment at Pearl Harbor.

The school was formed; but it was formed by the Japs rather than the U. S. Navy. The day was 7 Dec 1941.

The officer-in-charge—one of two salvage-experienced officers then in the Navy—arrived at Pearl on the sixth; on the eighth his school was prepared, lying, ready for his work, at the bottom of the harbor.

The smoldering wrecks of the *Nevada*, the *California*, the *West Virginia*, the *Shaw* and the *YFD-2*; and the sunken hulks of the *Oklahoma*, the *Arizona*, the *Utah*, the *Cassin* and the *Downes* provided as good a ready-made source of salvage experience as he could have asked.

Shortly after the attack the waiting class was sent from San Diego by air to Pearl, and the Navy's first big wartime salvage operation got under way immediately.

The success of the new school was proved when, in less than seven months, all the ships that were immediately salvageable had been refloated and returned to service, and all essential gear had been rescued from the ships less easy to recover.

In the meantime, acting with a speed that came from a study of British experience early in the war, the Navy had signed contracts with the only American salvage company then qualified for the job, to take over the company's bases, equipment and personnel as a nucleus for a Naval Salvage Service that was soon to conduct operations in all the inland and coastal waters of the United States, the Caribbean and Alaska.

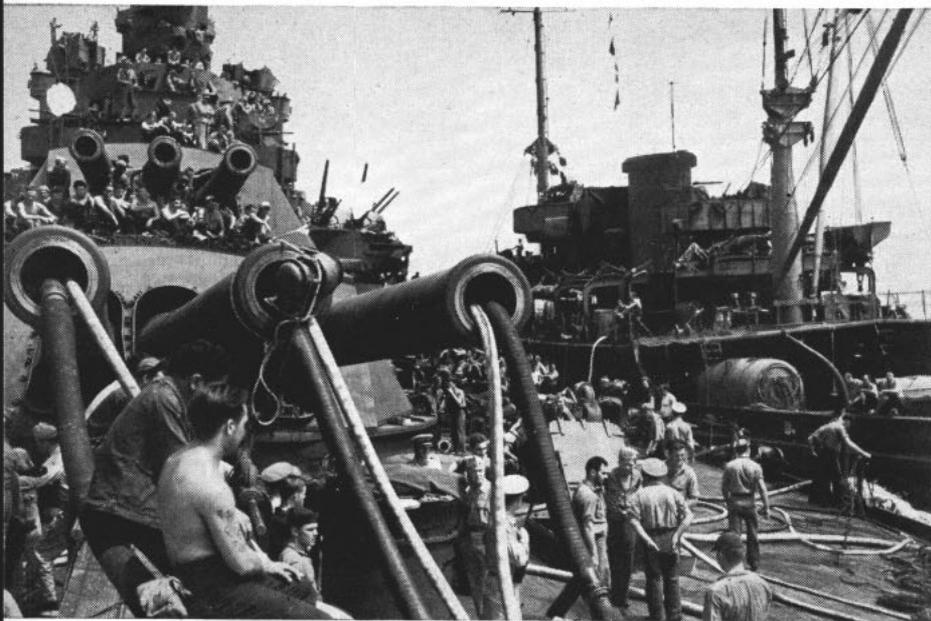
The British, whose peacetime salvage work had been done exclusively by German and Dutch companies, had lost thousands of tons of shipping after the start of the war through lack of men and equipment to repair or to salvage ships hit by bombs or torpedoes. The Navy had studied the British experience and techniques and had initiated the Pearl Harbor school as the first step toward avoiding repetition of their losses.

Now, with the Pearl Harbor salvage class working in dead earnest and because of the war which had burst about our heads, the experienced men of the commercial company were split

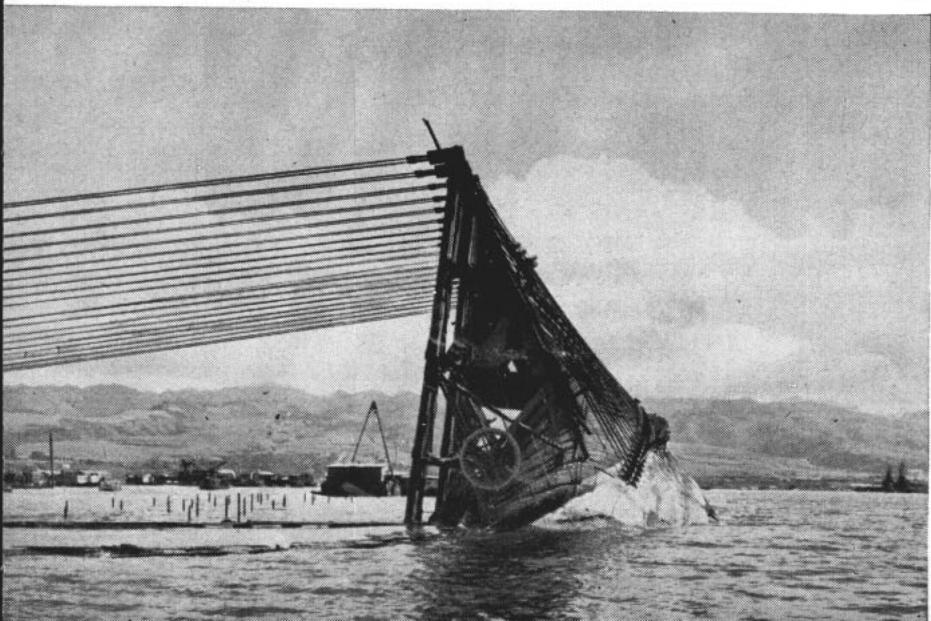
**Naval Salvage Service
Saved the Nation Millions
Of Dollars by Recovering
Sunken Ships—And This
Was Only Part of the Job**



DELICATE MOMENT as huge anchor of USS Pittsburgh comes out of the sea after being removed from damaged bow, torn from cruiser during a Pacific typhoon.



HOSES from gun barrels, above, are pumping water from Pennsylvania's flooded compartments. Below, Oklahoma rises again, salvaged after Pearl Harbor sinking.



SAVVY

into skeleton crews as fast as suitable ships became available. They were sent out with inexperienced complements of Navy men, to whom they taught the work as they did it.

Neither the finding of suitable ships nor the training of their crews was an easy task.

For salvage operations a ship must be small and handy so she may do close work in shoal and dangerous waters; she must be powerful enough to tow much larger, disabled vessels; she must be fast enough to reach quickly the scene of trouble and she must carry enough equipment to pump out a sunken ship, to force compressed air into a holed ship, or to make first aid repairs to all damages the chances of war can bring.

Personnel for salvage work, like their ships, must be versatile. Because the ships are small and because they are necessarily superfluous to the normal complement, salvage crews never exceed 20 men, all of whom must be carpenters, metal workers, construction experts, divers or divers' tenders, plus a multitude of other things.

As an illustration of the old saw that it's an ill wind that blows nobody good, the sinking of the liner *Normandie* at Pier 88 in New York, early in 1942, came as another ready-made opportunity to conduct supervised salvage operations under conditions ideal for training.

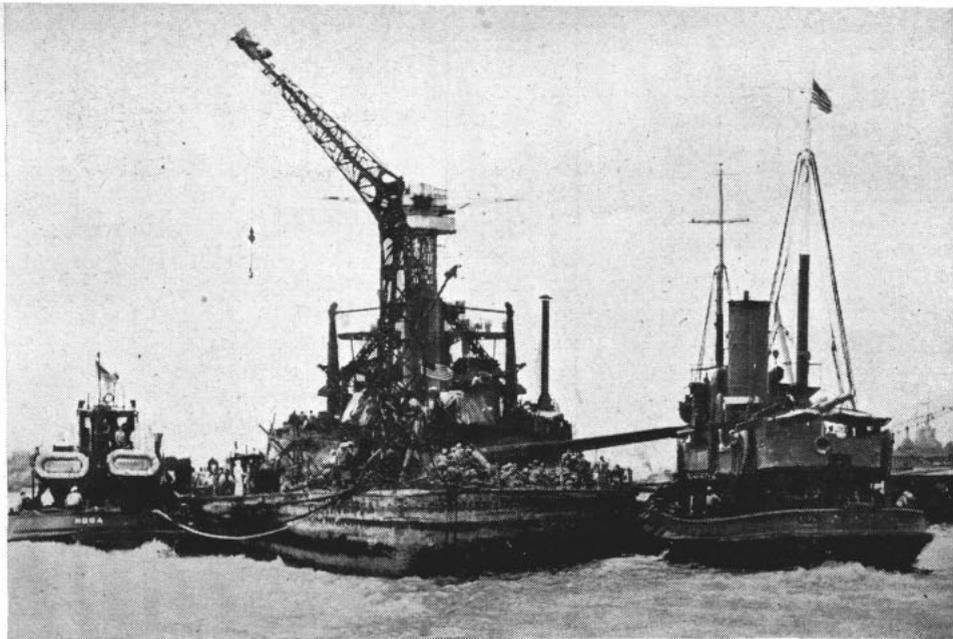
The students learned by doing actual salvage supervised by a few experienced men. The result was the training of more than 2,500 divers who were used to salvage ships and cargoes of the United States and its allies all over the world and who were used to clear the blocked ports of Europe and Asia. The value of the ships and cargoes salvaged during the war by U. S. Navy facilities exceeds two billion dollars.

While ship salvage was the initial purpose of the salvage groups, harbor clearance immediately behind the armies formed a large part of their actual work and kept the men of the service almost continually under enemy fire.

Toward the end of the North African campaign, for instance, it was decided that a ship channel would need to be cleared at Bizerte before plans could be completed for the Sicilian invasion, and Army officers wanted a time set for the clearing.

The channel was important because the Lake of Bizerte, separated from the Mediterranean by a narrow arm of water, was the only place in the vicinity suitable for a staging area for the landing ships to be used in the invasion, and was to be the staging area closest to Sicily.

At the time of the Army's request, Bizerte was still in enemy hands, the



CALIFORNIA FLOATS again. The old battlewagon became one of the Salvage Service's first "classrooms," where the salvage men learned their lessons well

Germans hadn't started their demolitions in the channel, and we knew very little of the area generally.

Setting a time limit for clearing the channel was impossible, but reconnaissance revealed a likelihood that the Germans would sink a number of ships in position to block the channel entirely.

As it turned out, 26 ships were sunk in the critical channel—and to salvage them all by normal methods of repair, raising and towing was a job estimated to take about a year and a half.

The invasion couldn't wait that long, so French officers were called into conference and the geology of the area was determined, as well as local current and tidal data. Then a location with similar characteristics, the

Lyatay River mouth, was selected and divers were sent there to practice a new technique on two old wrecks.

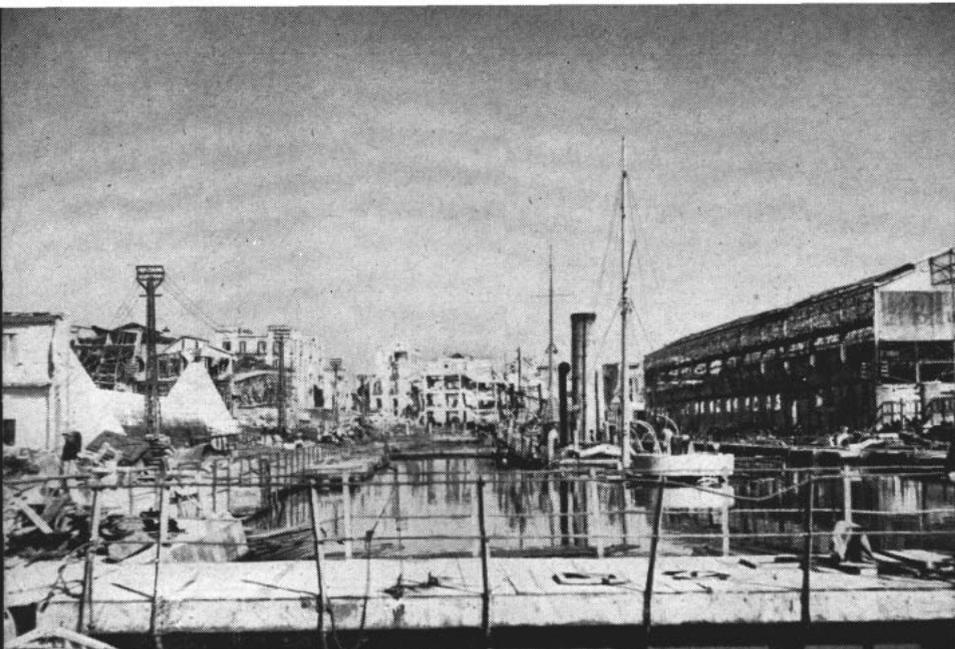
Preliminary plans and practice completed, the salvage crews and their equipment were sent to Philippeville to wait until Bizerte was cleaned out.

The wait was not long and soon all hands and their gear were loaded into trucks for the drive into Bizerte—where they arrived before the Army! Luckily the first persons they saw in the town were friendly Frenchmen who told them the Germans still held it and who showed them a place to hide until the occupation was complete.

Careful preparations paid off and, in May, 1943, a path was cleared



SUNKEN SUB, ships block channel at Bizerte. These important waters were cleared by demolitions which sank whole ships beneath channel's sandy floor.



WRECKAGE AND RUIN left at Ferryville, Algiers, had to be cleared by salvage crews so docks and nearby areas could be used for unloading vital supplies.

through the sunken ships by carefully planned demolitions that sank whole ships completely under the sand floor of the channel. The job took just 16 days.

Actually, the unorthodox channel clearing at Bizerte was an outgrowth of an earlier experience in the Cape Cod ship canal in Massachusetts, which Commodore W. A. Sullivan, USN, head of the Naval Salvage Service, calls "our biggest gamble."

In May of 1942, with the submarine blockade at its peak in the North Atlantic and the United States so short of destroyers and all other warships that convoys could be provided only from Massachusetts Bay across to England, ships were leaving New York and sneaking singly up to Boston in the shelter of Long Island and the Cape Cod canal. Convoys formed at Boston.

Then, through a combination of bad luck and poor seamanship, a damaged freighter was sunk diagonally across the canal, completely blocking it and so diverting the swift currents that highways on both banks were washed out and the railroad on one bank was endangered.

The situation was desperate. Blocking of the canal meant that ships must proceed alone around to seaward of the Cape, exposing themselves to the submarines before convoys could be formed. The freighter had sunk in such a position that normal methods of salvage probably would have required more than a year.

At this point Salvage Service was called in. The estimate of the situation showed that the ship lay in a four-knot tidal current which was amplified by the damming effect of the wreck, that there were only 10 minutes of slack water between tides, and

that the currents were reversed with every tide change. Normal diving and demolition operations were almost impossible in such short periods and heavy currents, but geologic studies of the area suggested there might be a deep strata of sand below the canal bed.

Though no attempt of its kind had ever been made before, explosives were ordered placed beneath the ship at every slack water period, to be detonated while the tides were running so the current would sweep away loose sand. A low grade explosive was chosen to give a greater effect of pressure waves in the sand.

And in 16 days the ship had been blasted and washed to a depth of two to three feet below the level of the canal's bed.

"We just let the current do the work," a report of the operations said.

German demolitions throughout the Mediterranean, Salvage Service found, were generally very thorough but of an unexpectedly low order of effectiveness.

An example of this quality was at Naples harbor, which we needed quickly to unload supplies for the critical Salerno area.

There, even the prewar facilities were inadequate for our purposes. But the Germans had carefully demolished slum sections along one side of the harbor so that our bulldozers pushed through roads from the docks in a few hours where it would previously have taken that long to decide whether to damage the civilian property. The Germans had also destroyed tools and buildings on the docks—tools and buildings we didn't need, traded for dock space we did. And, finally, they carefully destroyed the caisson in one of the two drydocks but left a replacement floating in the

harbor. The drydock was in operation in a few hours.

Salvage, firefighting and harbor clearance work in the Mediterranean were undertaken by an Allied Salvage Force commanded by an American naval officer, with a British naval captain as second in command. The largest individual group in the force was of U. S. Navy personnel, but British, Canadian and New Zealand naval personnel, U. S. and British army, British marines, and British, French and Italian civilians were at various times important parts of the organization.

The U. S. Army furnished uniforms to the combined force whenever possible, while the U. S. Navy furnished food and the British supplied certain rations not ordinarily drawn in our Navy.

The task units created for accomplishing specific tasks were organized by choosing officers and men with particular qualifications, without regard to nationality. Consequently, units were created with British and American and Army and Navy personnel shuffled together in the most efficient teams. So great was the enthusiasm of all hands for the work that there was never any difficulty between services or nationalities, and disciplinary problems were non-existent.

The work of the salvage groups in Europe and the Mediterranean was ceaseless, following the tides of battle or repairing and re-repairing air raid damage. In the harbor of Bougie, for example, the British salvaged the same destroyer three times. The harbor was under almost continual air attack and each time the destroyer was raised the Germans would sink it the following day. The ship was beginning to have a reputation as an elevator before the operations were over. There was no breathing spell for

PERMANENT IMPROVEMENT, the Salvage demolitions at Cherbourg. Ship was left



salvage crews. Sometimes two or three operations were going on ahead before one job was complete.

Despite the pressure, every job undertaken was finished with Palermo as the notable exception. There, the salvage crews were coming along fine with the job and within sight of the end when they woke up one morning to find the Army gone. There didn't seem to be much point in finishing a job to provide unloading space for a campaign that was already over.

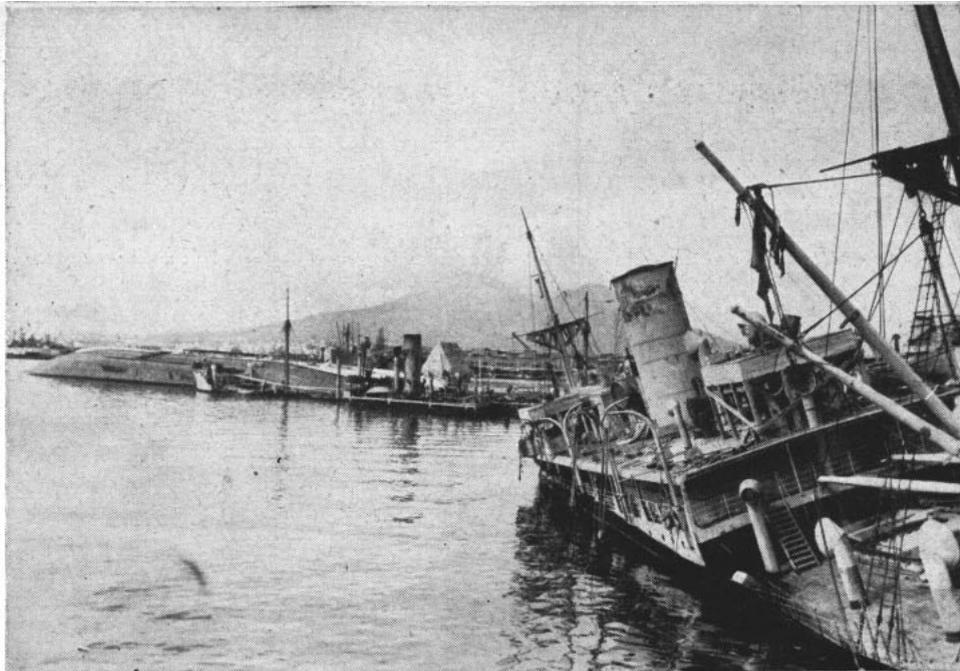
No single job the service accomplished is remembered as "toughest," because each job was unique.

In Casablanca harbor, for instance, the immediate problem was to raise the French liner *Savoy*, which had been sunk by Allied pre-invasion bombardment. The space in which she lay was needed to provide unloading space for Army supplies.

The Allied task force, with the French battleship *Jean Bart* at anchor in the harbor, had used armor-piercing projectiles in the bombardment. The projectiles sliced through the unarmored merchant and other ships in the harbor and exploded only when they hit the rocky bottom, blasting shattered rock in all directions. As a result, the salvage of the *Savoy* called for the placing of about 1500 underwater patches on her hull. Every time the crews tried to raise her they found a few hundred more holes.

An unusual problem encountered by the salvage groups was that at Rouen, France, where fleeing German armies had tried to cross the river and harbor in barges under heavy air attack. There it was necessary to remove from the waters thousands of trucks and cars the aerial bombs had blown from the docks and barges.

Still another difficult task was the job in the Sicilian harbor where three



DESPITE SUNKEN ships in Naples Harbor, salvage men termed German demolitions here as "amateur." Their destructions in this area actually aided our efforts.

ammunition ships loaded with land mines had been sunk. Thousands of the undetonated mines, their buoyancy little more than neutral, were washed by tidal currents along the bottom until they were packed into sandbanks filled with death.

Everything went fine until something unknown happened to one of those sandbanks—then the whole harbor blew up.

In Ferryville, another North African staging area, the salvage crews found the remains of an Italian ammunition ship which had been in the harbor during an Allied air attack. The ship had been fully loaded forward with TNT, and aft with small arms ammunition and a stock of medals.

Hit forward by an aerial bomb, the bow of the ship had disintegrated and the force of the explosion had blown the stern across the harbor to block entrance to the drydocks. The old wreck of a French ship which had long been in the harbor was blown entirely out of the water by the same explosion and lay on top of the loading docks.

The comic relief in that situation came when the crews discovered the stock of medals in the former ammunition ship. Struck by the Axis as a North African victory medal, they optimistically showed a German and an Italian soldier prying open the jaws of a crocodile (symbolizing the forcing of the Suez canal) with the pyramids prominent in the background. All hands were well supplied with souvenirs.

Another case when the divers and salvage crews had their share of souvenirs came later, in the Pacific, when they took the job of retrieving silver pesos dumped into Manila Bay before the Japanese occupation (ALL HANDS, December, 1946, p. 8). The retrieved

coins were counted carefully by Army personnel and all divers searched after every dive, to prevent the acquisition of souvenirs—and morale was dropping when a group of newspaper writers approached the officer in charge and asked permission to write the story of part of the recovery operation.

Knowing that the Manila banks were offering the recovered pesos at their par value of 50 cents, the officer okayed the deal on condition that the interested newspapers take a collection to get pesos as souvenirs for the crews. Both sides were well satisfied with the arrangement.

The Japanese were very competent with their demolition work in Manila, and made far more trouble for the salvage service than was encountered any place in Europe.

In Manila Bay, for example, the Japs blocked the entrance by sinking four ships, and they so placed them and loaded them that their removal was a most difficult job.

Part of the reason for this Jap efficiency, salvage men explained, was that the Japs sank their ships with the crews still aboard. In normal scuttling operations the ship is anchored in place, the crew is removed and the sea cocks opened or the bottom holed, leaving time for the unmanned ships to drift slightly out of place with the tides or currents. In the Jap system the crews remained aboard and held the ships in position while the magazines were blown up.

Another trouble encountered in Manila was that the Japs could never be counted on to stay out of a place once it was supposed to be cleared. They would swim out at night, climb aboard the partially raised hulks, and wait until morning for a little sniping.

On one occasion, when our troops had reached the north bank of the

Service labeled this example of German in place because it protected backwater.





DOCKSIDE RUINS in Naples had to be cleared before supply lines could operate efficiently. Salvage Service, closely following the conquerors, did the work.

Pasig river, the Army wanted North Harbor opened for ship unloadings to shorten supply lines. Salvage Service was called on for the job and a Navy officer, an Army colonel and a few workers went on an inspection trip. After inspecting one dock they left two workers to begin clearing and started for the next, only to hear rifle fire behind them.

When they looked around, both workers had been killed by Japs who were lined up on the breakwater in "cleared" territory. Artillery couldn't reach the Japs who simply slid down behind the breakwater for protection from the shell bursts. Machine gun fire pinned them down to their position while a hurried call brought a Navy PT boat to sweep the offshore side of the structure with its machine gun. The procedure had to be repeated three days before the Japs were convinced.

Meanwhile, harbor clearance work continued. Of an estimated 750 vessels of all types sunk in the harbor, salvage crews raised, moved or demolished over 400 to make the harbor safe for operations.

One of the interesting harbor clearance jobs given to the Salvage Service was at Le Havre, France. There, due to the extreme high tides, the harbor was formed of a number of wet "bassins," each capable of taking a number of ships for loading or unloading, separated from the open sea by large double locks made with huge swinging steel doors. Each lock had an "emergency" set of doors.

Unloading facilities were urgently needed to supply an army then attempting to crush the Germans before they could retreat across the Rhine.

It had been supposed that the job of restoring the locks at Le Havre

would require too much time, and plans were to use the port only for such supplies as could be landed by barges from ships moored in the outer harbor.

However, the first survey of the port showed the damage not as bad as had been estimated. About half of the gates had been damaged by blowing off the hinges. These gates were generally in good condition. The remaining gates had been badly damaged by explosives placed against them, but their hinges were unhurt. In a comparatively short time, salvage removed the badly wrecked gates and hung the undamaged ones on the good hinges. The fact that each set of

locks had its spare set of gates provided enough gates for all the "bassins."

Another interesting harbor clearance job came at Cherbourg, where Intelligence officers arriving with the combat troops found the complete German chart for all demolitions and sinkings in the harbor, with exact distances, depths and extent of planned damage indicated.

The demolition was a very poorly planned job, salvage officers said in reviewing the job.

As an example they cite the fact that only a single ship blocked the main entrance to the Arsenal Bassin, while three others blocked the sub-basin entrances and 49 assorted vessels had been sunk in various positions inside. There was some trouble for the crews in fighting the 20 to 25-foot tides and mines, but once the main blockading ship had been moved these same tides helped clear all three sub-basin entrances within 12 hours, salvage officers said.

At one spot in the harbor, a ship sunk by the Germans was left in place as a permanent harbor improvement. Sunk partially across the channel from the main breakwater to the inner harbor, it had changed the tidal current and shifted the navigable channel to a better position while adding the protection of an inner breakwater to the harbor.

So the salvage crews followed the trend of the war through Africa, Europe and the Pacific, expediting the work of the armies and supporting the amphibious invasions by their swift, efficient clearance of captured harbors and by their competent, fast repair and rescue of battle-damaged ships.

"It was a tremendous job," Commodore Sullivan says, "but we had a wonderful gang to do it."



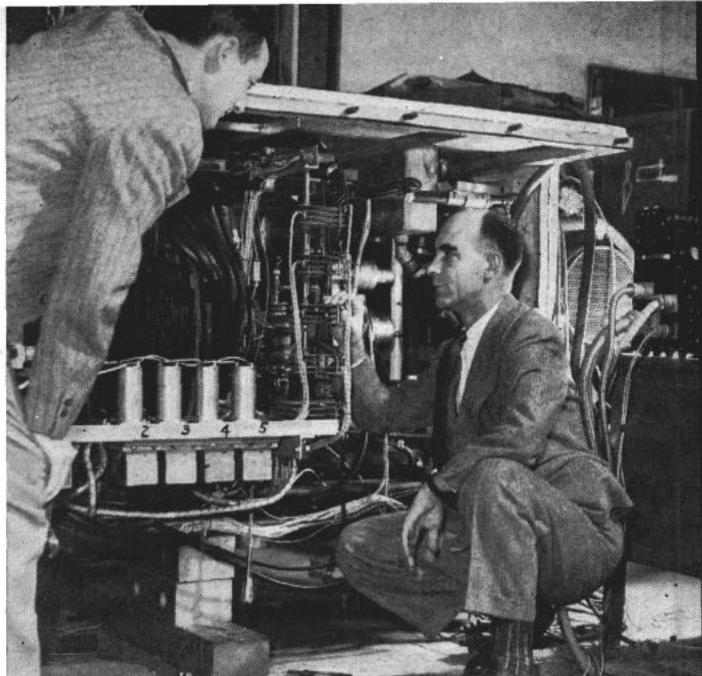
DIVERS FROM New Caledonia Salvage School learned by experience while recovering cargo from SS Elihu Thompson. The ship was soon back at work.

BEACH BUSTERS



STRIKING POWER of the Navy and Army was tested in amphibious maneuvers off the Southern California coast when 20,000 men poured ashore from 60 troopships and landing craft. Fifth Fleet guns battered "enemy" installations. More than 500 planes roared overhead. Soldiers of the Second Infantry Division, veteran of European campaigns, were landed. The crucial moment, when the men first go ashore, is shown above. Right: Closeup of a landing craft discharging heavy equipment. Below, left: Infantrymen wet their feet in dash for shore. Below, right: Underwater demolition team rides the surf to set explosives to blast beach obstacles.





AUTOMATIC CAMERA (left) and magnet-cloud-chamber (right) get final tests before soaring above the Mojave Desert.

COSMIC RAY HUNTERS

THE CONQUEST of atomic energy has found some of the world's leading physicists riding B-29s high above a California desert, 30,000 to 40,000 feet up where the cosmic rays are thick and strong. It's a project of the Office of Naval Research, using AAF planes and crews based at the Naval Ordnance Test Station, Inyokern, Calif.

Cosmic rays are the world's most intense atom-smashers, and scientists hope that an unprecedented study of them may result in increased knowledge of the nuclear forces which may be harnessed to mankind's service.

Physicists have been on the trail of the cosmic ray before. But it never has been produced artificially and can be observed at its best only at altitudes high above the earth. Tremendous efforts were expended in moving laboratories up to mountain peaks, 15,000 to 20,000 feet high, and arduous labors were performed in recording the behavior of cosmic rays at those levels. Now, with the high altitude heavy bomber, the physicist has a device which can move his air-conditioned laboratory from sea level to high altitude in less than an hour, fly him

around upstairs nearly all day, if he wants to stay up that long, and bring him down again for supper, a considerable improvement over life on a windswept mountain top.

Evidence already has been found which greatly increased scientists' estimates of the energy of cosmic rays. Cosmic ray particles have been observed with energies of one million billion (1,000,000,000,000,000) electron volts—about 50,000,000 times the energy released in particles by the atomic bomb explosions.

The AAF assigned three B-29s and their crews to the naval research program. Planes and airmen are veterans of wartime high altitude missions. The Superforts were stripped for their new task, combat weights were removed to make room for scientific instruments, and drag was reduced by removal of turrets, guns and other impedimenta which formerly poked out into the slipstream.

You can't see a cosmic ray; you can't feel it. It has no manifestation that can be discerned ordinarily. That makes it quite a trick to study, with or without a B-29. Specialized instruments of various sorts are required to enable the scientist to observe the cosmic ray.

One useful device is the cloud chamber, several varieties of which are carried in the bomb bays of the Superforts over the Mojave Desert. At its simplest, a cloud chamber is just an enclosed space filled with air. The air is saturated with water vapor close to the condensation point, like air in which a cloud or fog is about to form, like air which causes you to remark, "Isn't the humidity awful." Into such a chamber a cosmic ray may flash, if you lift the chamber up to where the

TO 100,000 FEET BY BALLOONS

Clusters of balloons designed to lift a gondola of scientific instruments and two observers to an altitude of 100,000 feet will be employed by the Navy this year in its explorations of the atmosphere. The Office of Naval Research has entered into a contract for construction of the balloons, and for the services of Dr. Jean Piccard, noted aeronaut.

One hundred balloons, each 57 feet in diameter, will support the 400-pound aluminum gondola, its equipment, Dr. Piccard and a Navy pilot not yet named. It's all part of the Navy's program of high altitude research in chemistry and physics.

If successful, the cluster balloons would erase the previous high-altitude record set in 1935 by Capt. Albert W. Stevens and Capt. Orvil A. Anderson of the Army, who hold the distinction of having ascended higher than any other humans—72,395 feet. Use of clusters of bal-

loons, Dr. Piccard believes, gives greater control and eliminates inflation hazards as the higher, rarefied regions are reached. It is planned that the "skyhook" laboratory will be held at an altitude of 100,000 feet for hours, while controlled scientific measurements are made, something impossible in unmanned balloons and rockets streaking at mile-a-second speeds.

Dr. Piccard has been experimenting since 1937 with cluster balloons, and has made successful ascents to comparatively low altitudes.

The Navy-sponsored ascent is planned in mid-June from NAS, Ottumwa, Iowa. It will be Dr. Jean Piccard's first trip to the stratosphere since 1934 when he and his pilot wife, Jeannette, ascended to 57,979 feet. Dr. Piccard is twin brother of the noted August Piccard, who made the first stratosphere ascent—51,795 feet in 1931 in Bavaria.

rays are strong. The cosmic ray leaves behind it a path of disturbed atoms each with an electrical charge. Because of their electrical charge the atoms act as condensation points, just as dust particles in the atmosphere. An automatic device, at this point, expands the cloud chamber slightly, and that, our high school physics teacher told us, cools the air just a bit. The water vapor promptly condenses like rain and each electrically charged particle becomes the center of a droplet of water. Instantly, a camera photographs the event, recording it permanently for later study.

With the aid of such a cloud chamber, Dr. Carl D. Anderson, professor of physics at California Institute of Technology, discovered the particle of matter he called the "positron," for which he was awarded the Nobel Prize in 1936. The same cloud chamber used in those early experiments, with added equipment for remote control and low temperature operation, is being used by Dr. Anderson and his associates in one of the B-29s at Inyokern.

Three more cloud chambers were installed in the planes for the use of Dr. Robert B. Brode, professor of physics at the University of California, and a group of physicists from that institution. These chambers are of specialized types and sizes for recording different kinds of data. One is an 8-inch cloud chamber in a magnetic field, and there is a 6-inch chamber with three lead plates and a 12-inch chamber with six plates.

Cameras designed for the chambers take pictures at the rate of about one per minute. With flights lasting an average of five hours per day and with four cloud chambers in operation, physicists hope to be taking some 1,200 pictures per day in recording the elusive cosmic ray.

Dr. Brode is in search of informa-

tion about mesotrons. Mesotrons are a mystery; their origin and fate unknown. Cosmic rays are the only certain source of mesotrons at present, which explains why Dr. Brode is riding the B-29s. Knowledge of the formation of mesotrons is thought by physicists to be essential to better understanding of the potentialities of nuclear energy. While man has thus far been unable to produce mesotrons in the laboratory, there is a possibility that the high altitude investigations may result in data which can be used in construction of high energy accelerators to produce mesotrons, projects which are under way in a number of laboratories.

Low temperatures encountered at high altitude posed a problem to the physicists. Scientific instruments must be maintained at constant temperature to perform accurately. The instruments are mounted in the B-29s in thermostatically controlled housings throughout flight, are remote-controlled as necessary, and are transferred on the ground to control chambers for adjustment and study. Exposed equipment in the bomb bays must operate at temperatures as low as 40 degrees below zero and must be lubricated with low temperature greases. Many of the problems of low temperature, high altitude operation were, of course, solved in operational wartime missions.

It was pointed out that the research program is affording opportunity for the training of graduate students. Many of the assistants to the top-ranking physicists are graduate students.

The scientists expect that most of the photographic records they obtain will support already-known facts, but they hope that with the great volume of experiment something new will turn up. The U. S. Fleet, one of the world's largest consumers of power, is understandably interested in any new knowledge which may be uncovered, pointing to a new source of energy.

Cosmic ray investigations are but one phase of upper atmosphere research sponsored by the Office of Naval Research. The upper atmosphere program includes also spectroscopic measurement, infrared measurement, studies in photometry and sky brightness, meteorology, coronagraphic recordings, terrestrial magnetism and electricity, and atmospheric composition. Leading universities are cooperating in the Navy research program, including the Universities of Chicago, Colorado and California; Harvard, Yale and Johns Hopkins Universities, and Massachusetts, Carnegie and California Institutes of Technology.

Crews of the three B-29 research planes probably will find their scientific missions tame in comparison with the high altitude flights they made during World War II. But the upper atmosphere provides the battleground for an assault against the cosmic ray, a peacetime battle which may enable scientists to better understand the mysteries of nuclear forces so that they may be harnessed for the service of mankind.

QUIZ AWEIGH

Allow a point for each correct answer and check your score:

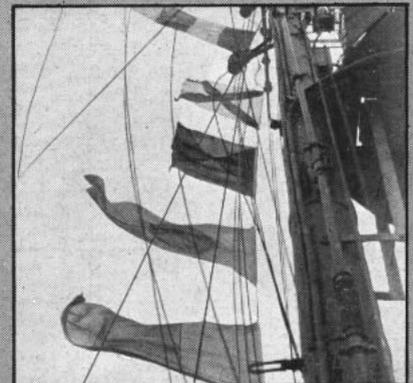
- 6..... Super Salt
5..... Old Salt
4..... Young Salt
3..... Boot



1. Medal at left is (a) Distinguished Flying Cross (b) Air Medal (c) Air Crewman's Medal.
2. Award at right is (a) Legion of Merit (b) Croix de Guerre (c) Medal of Honor.



3. Plane about to be launched is (a) PBM (b) SNJ (c) OS2U.
4. Ship catapulting the plane is (a) escort carrier (b) cruiser (c) battleship.



5. Hoist in the air is (a) Navy signal (b) International signal (c) CO's laundry.
6. Name the flags displayed.



ATOM-SMASHING cosmic rays are best examined at high altitude, so technician puts scientific equipment aboard B-29.

RESERVE LEATHERNECKS



MANNED BY MARINES, 155 mm guns boom on Carolina shore. MarCorps Reserve gives men chance to retain these skills.

THE MARINE CORPS RESERVE, war service completed, is in process of reorganization for peacetime training and preparation for possible future emergencies. The Reserve, designed to help personnel keep up with military affairs without disrupting their civilian life, is planned in four components, Organized Reserve, Volunteer Reserve, Fleet Marine Corps Reserve and Women's Reserve.

The Marine Corps Reserve is divided into Reserve Districts, each under the administration of a colonel in the regular MarCorps, who is designated as District Director. Offices of these

directors are being established in downtown offices, which will be more accessible to reservists than were the former offices located at regular MarCorps activities. Thus far 10 of these offices have been established. They are:

Director, 1st MarCorpsResDist, Naval Receiving Station, 495 Summer Street, Boston 10, Mass.

Director, 3rd MarCorpsResDist, Room 1412, Federal Office Bldg., 90 Church Street, New York 7, N. Y.

Director, 4th MarCorpsResDist, Room 816, City Centre Bldg., 121 North Broad Street, Philadelphia 7, Pa.

Director, 5th MarCorpsResDist, 901 16th Street N.W., Washington 6, D. C.

Director, 6th MarCorpsResDist, Atlanta National Bldg., 50 Whitehall, Atlanta 3, Ga.

Director, 8th MarCorpsResDist, 305 Custom House Bldg., 423 Canal Street, New Orleans 6, La.

Director, 9th MarCorpsResDist, Room 622, America Fore Bldg., 844 North Rush Street, Chicago 11, Ill.

Director, 11th MarCorpsResDist, Navy-MarCorps Reserve Armory, 850 Lilac Terrace, Los Angeles 12, Calif.

Director, 12th MarCorpsResDist, Room 550, 100 Harrison Street, San Francisco, Calif.

Director, 13th MarCorpsResDist, Bldg. 22, Navy-MarCorps Reserve Armory, 860 Terry Avenue North, Seattle, Wash.

THE ORGANIZED RESERVE is made up of units which meet regularly for training. It is planned that these units will include two amphibian tractor battalions, seven engineer companies, one engineer battalion, five 105 mm and two 155 mm howitzer battalions, two tank battalions, two heavy antiaircraft artillery groups, one 40 mm battery, four signal companies and 16 infantry battalions.

These units take a two-hour weekly

WOMEN'S RESERVE

A post-war Volunteer Women's Reserve Unit was established 23 Dec 1946, patterned on the volunteer organization of the male Reserve. Although the establishment of a Women's Organized Reserve Component awaits legislation, plans are being pushed for the activation of such a Reserve. The two combined would have an estimated 500 officers and 4,500 enlisted women.

FLEET MARINE CORPS RESERVE

The Fleet Marine Corps Reserve is made up of enlisted men who have transferred to the Fleet Reserve after having served in the regular Marine Corps for the required number of years.

period of instruction and drill and a 15-day training period once a year, all with pay. An officer to serve as inspector-instructor is furnished by the regular MarCorps.

The ground forces of the Organized Reserve will number 27,240 officers and men when expected enrollment is met. Locations of the various units of the Organized Reserve (Ground) established are as follows:

1st Infantry Battalion, USMCR, Naval Reserve Armory, Fort Schuyler, New York 61, N. Y.

2nd Infantry Battalion, USMCR, Naval Receiving Station, 495 Summer Street, Boston, Mass.

3rd Infantry Battalion, USMCR, Naval Reserve Armory, Foot of Ferry Street, St. Louis, Mo.

5th Infantry Battalion, USMCR, 3rd and C Streets, N.W., Washington, D. C.

6th Infantry Battalion, USMCR, Marine Barracks No. 2, U. S. Naval Base, Philadelphia, 12, Pa.

7th Infantry Battalion, USMCR, Cleveland Grays' Armory, 1234 Bolivar Road, Cleveland, Ohio.

8th Infantry Battalion, USMCR, Naval Armory, Bayview Park, Toledo, Ohio.

9th Infantry Battalion, USMCR, 321 S. Plymouth Court, Chicago, Ill.

10th Infantry Battalion, USMCR, 305 U. S. Customhouse Building, 423 Canal Street, New Orleans, La.

12th Infantry Battalion, USMCR, Hangar No. 2, Treasure Island, San Francisco, Calif.

1st 155 mm Howitzer Battalion, USMCR, Marine Barracks, U. S. Naval Base, Philadelphia 12, Pa.

2nd 155 mm Howitzer Battalion, USMCR, Building No. 11, Naval Air Station, Dallas, Texas.

11th Infantry Battalion, USMCR, Naval Reserve Armory, 860 Terry Ave., North, Seattle, Wash.

13th Infantry Battalion, USMCR, Navy-Marine Corps Reserve Armory,



TANK CREWS and infantrymen learn to work together just as they will in weekly drills and annual training periods of the ground forces of the Organized Reserve.

850 Lilac Terrace, Los Angeles, Calif.

16th Infantry Battalion, USMCR, Naval Armory, 30th Street at White River, Indianapolis, Ind.

17th Infantry Battalion, USMCR, Naval Armory, 7600 E. Jefferson St., Detroit 14, Mich.

11th Engineer Battalion, USMCR, Fort McHenry, Baltimore, Md.

1st 105 mm Howitzer Battalion, USMCR, East end of 4th Street, Richmond 24, Va.

2nd 105 mm Howitzer Battalion, USMCR, Navy-Marine Corps Reserve Armory, 850 Lilac Terrace, Los Angeles, Calif.

11th Tank Battalion, USMCR, Marine Corps Base, San Diego, Calif.

The Aviation branch of the Organ-

ized Reserve, to number 6,022 men, is under the direction of the Commander, Marine Air Reserve Training, with headquarters at the Naval Air Station, Glenview, Ill., headquarters of the Naval Air Reserve program.

At each of 21 naval air stations in the United States a CO of a Marine air detachment is in charge of Marine Reserve aviation in the area. He assists in the formation and supervision of the Organized Reserve squadrons.

Members of the Organized Reserve (Aviation) will spend a minimum of an hour and a half a week at the nearest air station, plus a two-week annual active duty period. For each drill period members will receive a full day's pay for their rank, plus full pay and allowances for the two-week active duty period. Those in a flight status will receive flight pay.

Weekly drills will be held at a time convenient to members, and will consist of training flights by the pilots, maintenance of aircraft by ground crews, ordnance and communication work, ground instruction in all phases of squadron duties, and in general will follow the routine of a regular squadron throughout the year.

COs of regular Marine air detachments in Reserve localities will have duties with Reserve squadrons similar to the inspector-instructors of ground units. Each of these air detachments is commanded by a lieutenant colonel of the regular MarCorps. Their job is to support all Marine Air Reserve activities in the area where the naval air station is located.

MarCorps Reserve squadrons, commanded by Reserve officers, are located as follows:

VMF 112 MAD, NAS, Dallas, Tex.

VMF 121 MAD, NAS, Glenview, Ill.

VMF 123 MAD, NAS, Los Alamitos, Calif.

VMF 124 MAD, NAS, Memphis, Tenn.



OVER THE SIDE go Marines during maneuvers with amphibious tractors at Camp Lejeune. Two battalions of Marine Corps Organized Reserve will operate vehicles.

RESERVE LEATHERNECKS



HELLDIVER prepares to peel off for dive over Imperial Valley of Southern California, where two of the 21 fields used by the MarCorps air reserve are located.

VMF 132 MAD, NAS, N. Y., N. Y.
VMF 141 MAD, NAS, Oakland, Calif.

VMF 142 MAD, NAS, Miami, Fla.
VMF 143 MAD, NAS, New Orleans, La.

VMF 144 MAD, NAS, Jacksonville, Fla.

VMF 213 MAD, NAS, Minneapolis, Minn.

VMF 215 MAD, NAS, Olathe, Kans.
VMF 216 MAD, NAS, Seattle, Wash.

VMF 217 MAD, NAS, Squantum, Mass.

VMF 221 MAD, NAS, St. Louis, Mo.
VMF 233 MAD, NAS, Norfolk, Va.

VMF 234 MAD, NAS, San Diego, Calif.

VMF 235 MAD, Squantum.

VMF 236 MAD, NAS, Denver, Colo.
VMF 241 MAD, Los Alamitos.

VMF 244 MAD, NAS, Columbus, Ohio

VMF 251 MAD, NAS, Grosse Isle, Mich.

VMF 321 MAD, NAS, Anacostia, D. C.

VMF 351 MAD, NAS, Atlanta, Ga.
VMF 451 MAD, NAS, Willow Grove, Pa.

Each of these stations is equipped with late model combat aircraft. Reserve pilots fly the same airplanes that are in general use by the regular MarCorps. Squadrons consist of approximately 45 pilots, 12 ground officers and 164 enlisted men. The organization is similar to that of wartime, and close air support is the basis of all training.

At each of four of the Marine air detachments there will be a Marine Ground Control Intercept Squadron, its purpose to train communication, electronic, and fighter-director personnel with a Marine Reserve fighter squadron located at the same air station in ground controlled flying. The first of the four has been activated as

MGCIS 15, located at the naval air station, Atlanta, Ga.

THE VOLUNTEER RESERVE meets the need of a large number of officers and men with useful military skills, who desire to keep their affiliation with the Marine Corps but who are unable to attend scheduled classes and drills, as are members of the Organized Reserve. Members are carried on the records of the District Commander of the Marine Reserve District in which they reside.

Volunteer Training Units have been established for those Reservists who are unable to belong to the Organized Reserve, but wish to increase their knowledge of military skills. These



SIGNALMAN explains a field telephone like that to be used by four signal companies of Organized Reserve.



FIGHTER PLANES, being lined up here on Kyushu, will be flown by Reserve pilots,

units may be composed entirely of Reservists interested in one specialty, such as communications, public information and similar interests; or of Reservists of different specialties training as battalion, regimental, division, group or wing staffs. Each unit must have at least 10 members, commissioned or enlisted, male or female. Members participating in training periods of these units will do so on a voluntary basis and without pay, but reports of attendance will be made a part of the official record of each Reservist participating.

The aviation branch of the Volunteer Reserve is similar to that of the ground forces. Members of the Volunteer Reserve (Aviation) may keep their proficiency in any one of the following ways or combination of ways; flying government aircraft (in cases of pilots); taking correspondence courses from MarCorps schools; attending two-week periods of active duty with pay and allowances. This training is voluntary, but members must maintain their military skills through at least one of these activities to be eligible for promotion.

Volunteer Reservists will go on active training duty at a time convenient to them, in the case of aviation units, at the nearest Marine aviation activity, regular or Reserve, while Ground units will go to a regular MarCorps establishment. If such duty is for 15 consecutive days, the volunteer receives full pay for that period.

A quota of 21,000 officers and 70,000 enlisted men has been established for the Volunteer Reserve.

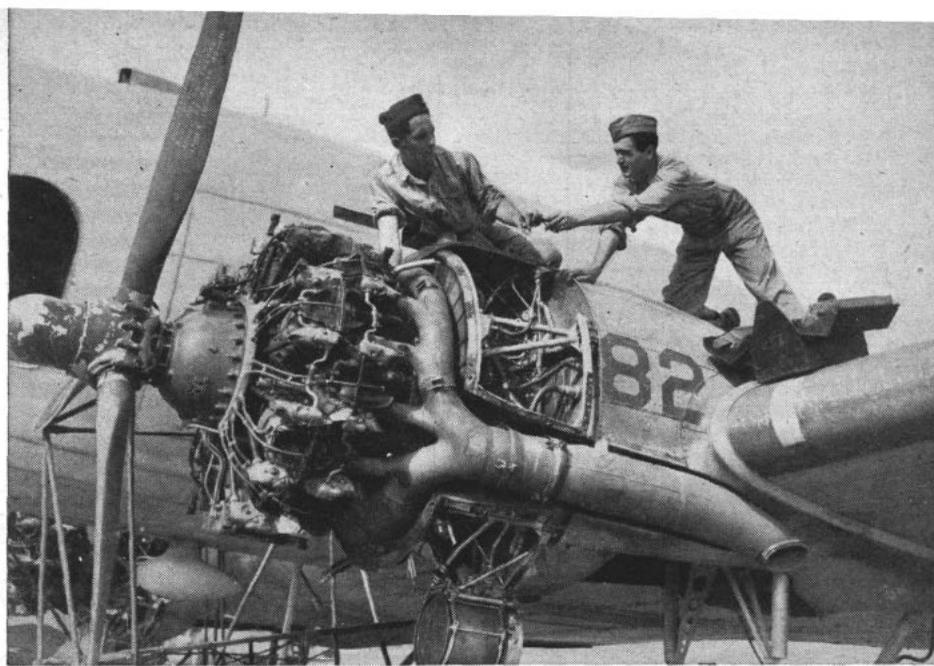
Budgetary limitations have required a reduction in the officer strength of Marine Corps aviation, Almar 192-46 announced.

Aviation line officers of the Marine Corps Reserve, who were formerly naval aviation cadets and commis-



who will use the same airplanes as those in general use in the regular MarCorps.

sioned subsequent to 1 Dec 1945, were authorized by the Almar to request immediate release to inactive duty. The Almar announced that contracts to serve on active duty for four years or to serve one year beyond comple-



GROUND CREWS, skilled in all phases of squadron duties, will follow the routine of a regular squadron during weekly drills and get the full pay of their rank.

tion of advanced flight training would be waived in the cases of officers requesting such release.

COs were to forward a list of Reserve officers, by name, within their commands who desire such release, the

list to reach MarCorps headquarters by 1 February. Each Reserve officer concerned must submit an individual letter to the Commandant, prior to 15 February, requesting immediate release to inactive duty.

ORGANIZED AND VOLUNTEER RESERVE REQUIREMENTS

THE ORGANIZED RESERVE will enroll former members of any armed service and men without previous military service between the ages of 17 and 18½, if they meet the physical requirements. The physical requirements are the same as for enlistment in the regular MarCorps.

Applicants interested in becoming members of the Organized Reserve may obtain detailed instructions from COs and inspector-instructors of Organized MarCorps Reserve units; directors, MarCorps Reserve districts, or at any MarCorps recruiting office.

The aviation branch of the Organized Reserve will enlist interested applicants if they meet specific qualifications. Men desiring to enlist may see, call or write the CO of the Marine air detachment nearest their residence, or applications may be sent to the Commandant of the MarCorps, via a Reserve detachment officer and district Reserve commander. Maximum age for officers in the ground units or aviation squadrons is: second lieutenant, 31; first lieutenant, 33; captain, 37; major, 42; and lieutenant colonel, warrant and commissioned warrant officers, 45.

Membership is open to Marine pilots, ground officers and enlisted men with an interest in aviation.

Although all former MarCorps

personnel, regular or Reserve, and inductee, who enlist or reenlist in the Marine Corps Reserve (inactive), Volunteer or Organized, will be given the rank held at time of discharge, only those who enlist or reenlist in the Reserve within twenty-four hours after discharge will be given the same date of rank held on discharge. All others receive date of rank as of the date of enlistment or reenlistment in the Reserve.

VOLUNTEER RESERVE applicants, male or female, may be enlisted *without physical examination* into this branch of the Reserve if they meet these requirements:

- Must have served on active duty in the MarCorps or MarCorps Reserve after 16 Sept 1940 (for at least six months, or overseas, in the case of male applicants).
- Be between the ages of 17 and 32 inclusive, unless length of service in MarCorps when subtracted from actual age places candidate in the foregoing age group. (Does not apply to women. No age limits for enlistment in the Women's Reserve have been prescribed.)
- Be a citizen of the U. S.
- Must have received an honorable or under-honorable-conditions discharge for reasons other than

medical survey, unsuitability or inaptitude.

Enlistments in the Volunteer Reserve may be for 2, 3 or 4 years.

Reserve officers are retained in the Reserve (Volunteer) when relieved from active duty, except those who resign or are discharged from the Reserve. Enlisted personnel are not automatically members of the Volunteer Reserve when discharged, but may reenlist after separation from the MarCorps or MarCorps Reserve.

Eligible to enlist either male or female applicants into the Volunteer Reserve are the following: COs; recruiting officers; officers on duty with the staff of NROTC units; Directors of MarCorps Reserve Districts and members of his staff; Reserve officers on inactive duty designated as MarCorps Reserve recruiting officers; and Inspector-Instructors and their assistants of Organized MarCorps Reserve units.

Applicants may not enlist if they have claims pending for or are drawing a pension, disability allowance, disability compensation or retired pay from the Government unless they agree to waive all rights during the term of their enlistment.

Any Marine air detachment or recruiting office will enlist eligible applicants into the aviation branch of the Volunteer Reserve.



PEARL of the Orient—Manila—war-ravaged and digging herself out from under the debris, still presents some interesting sights to the sailors on shore leave.



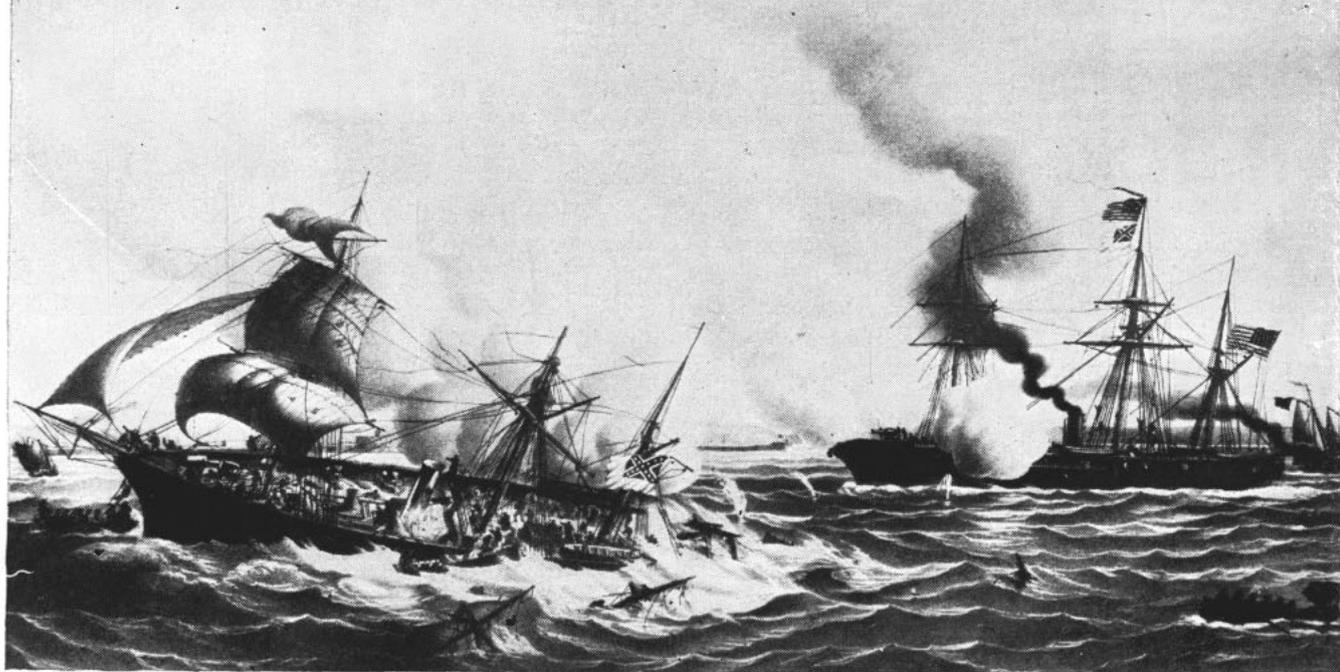


ANCIENT churches, old fortifications and guns mingle with new sights in the islands. Corregidor, scene of an epic fight, is high on the list of places to visit.

LUZON LIBERTY



REBEL RAIDER



EFFECTIVE GUNNERY gives USS Kearsarge victory over raider Alabama in long and bitter battle off the French coast.

THE CREW of the *Alabama* called him "Old Beeswax" in tribute to a large and fierce mustache.

In the Confederate States where the depredations of the *Alabama* stirred admiration he was both Admiral and General.

Outraged northern newspapers dubbed him the "British Pirate," an appellation that delighted his sardonic sense of humor.

He was, by any name, the most contradictory character to tread a quarter-deck—bold seaman, ardent oceanographer, adroit counselor-at-law and master of purple prose. His aristocratic parents christened him Raphael at his birth on 27 Sept 1809 in Piscataway, Md.—Raphael Semmes.

Although orphaned at an early age, Semmes was reared by affluent relatives in the posh Georgetown district of Washington, D. C., and he quickly learned that most things came his way easily. An uncle, Congressman from Maryland, appointed him midshipman. He led his class in the midshipman's examinations. Two years study in a brother's law office sufficed to have him admitted to the bar.

Even the practice of law gave him no difficulty despite its unpopularity among followers of the sea. Ward-room acquaintances called him "the lawyer of the Navy," but good-naturedly lumped this auxiliary profession with other Semmes idiosyncrasies—because he had others.

He spiced dull days at sea with studies in oceanography, oratory and literature. Admiral David Dixon Porter described him as a dilettant with tastes "rather those of a scholar than of a dashing naval officer," an evaluation that couldn't have been farther from the truth. Semmes became a scourge of the sea, driving U. S. commerce under the shelter of foreign flags and—in the opinion of many—wrecking the American merchant marine.

None of these varied interests proved profitless for Semmes, with the possible exception of oceanography, which merely provided dull passages for his memoirs. His literary bent yielded three best sellers, two of them based on experiences in the Mexican War. As for oratory, Semmes undoubtedly found it handy for recruiting speeches. Certainly it was of help in the court room, where he won a follower of unsurpassed loyalty in John McIntosh Kell.

Semmes represented Kell, then a midshipman, before a court-martial board at Pensacola Navy Yard. He failed to prevent Kell's suspension from the service but captivated the young man, whose offense had been refusal to obey an order on a point of honor.

In 1861, with the United States tottering on the brink of war, Semmes was a commander and member of the Lighthouse Board in Washington.

Twenty years earlier he had moved his family to Alabama and, whether he knew it or not, thrown in his lot with the South. Committed to secession, like his home state, Semmes wrote in early February 1861, "I am still at my post at the Lighthouse Board, performing my routine duties, but listening with an aching ear and beating heart for the first sounds of the great disruption. . . ."

Alabama seceded on 11 January but not until 14 February was Semmes called to Montgomery, Ala., then capital of the Confederacy. He resigned from the Navy on the 15th and departed for Montgomery the following day.

Undoubtedly Confederate President Jefferson Davis had other things on his mind, but he was slow to see the value of Semmes. First, he sent him to New York on an arms-buying errand (successful in that pre-OSS era), and later commissioned him a commander in the Confederate States Navy to head a Lighthouse Bureau. The South's SecNav, Stephen R. Mallory, rescued Semmes from this incongruous cranny.

Mallory ordered him to command of the *Sumter*, formerly the *Habana*, which was then docked at Algiers, La., across the river from New Orleans. Semmes demanded and obtained Kell as his first lieutenant (executive officer). Together they went to Algiers to view their ship,

the "defective, little" *Sumter*, soon to see action.

She had been a passenger liner on the Cuba run. After conversion, she carried an eight-day supply of coal and under steam could make nine tremulous knots. "... I think I can make her answer the purpose," Semmes told Mallory.

On 30 June 1861, when Semmes snaked her out past the blockading *uss Brooklyn*, the *Sumter* was the only Confederate warship at sea.

Semmes lost no time in executing orders to deal northern shipping "the greatest injury in the shortest time." He made his first capture, the *Golden Rocket*, on 3 July off the west coast of Cuba. Then in 48 hours he took seven enemy vessels, herding six of them into Cienfuegos, Cuba, in an effort to convert their cargoes into cash for the Confederacy.

Due to Spain's neutrality, the scheme failed and Semmes resorted to the torch, making the *Golden Rocket* the first of 60 hulks he left flaming in the sea. The program was always the same—ascertain that the cargo was U. S.-owned, remove the crew and passengers, then set her ablaze. He left a trail of charred Northern merchantmen through the Caribbean—a scorched path that later stretched to the ends of the earth. Now it led to St. Pierre, Martinique, where the *Sumter* evaded a blockading Federal vessel and to Cadiz, Spain, where Semmes landed prisoners.

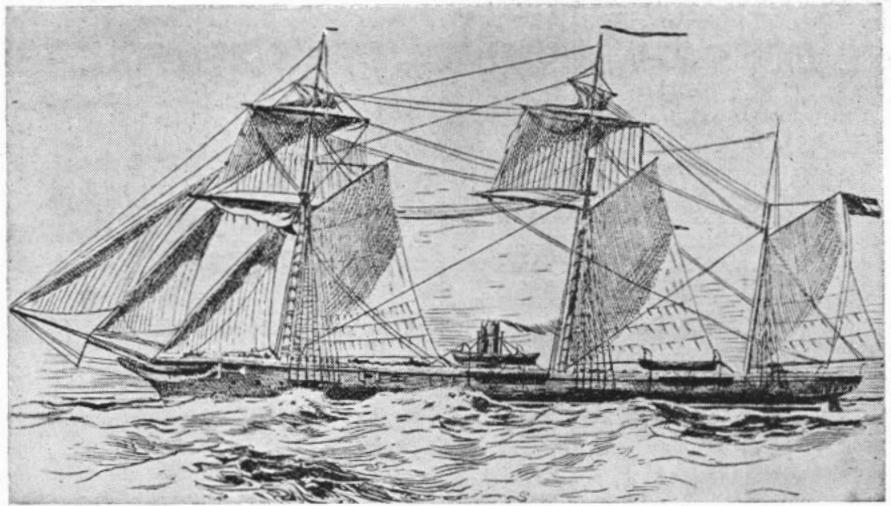
On 18 January in the Strait of Gibraltar Semmes set the bonfire that was the pride of his raiding career. She was the *Neapolitan*, a Yankee bark laden with sulphur, which burned so brightly that half the town of Gibraltar rushed to Europa Point to view the spectacle.

The *Neapolitan* still crackling, Semmes brought the *Sumter* into Gibraltar, hopeful of coaling and effecting repairs. The *Sumter's* boilers leaked like a wicker whaleboat and, although Semmes didn't know it, her day as a ship of war was spent.

While he struggled to put her back to sea, Messrs. Laird began building in their yards across the Mersey from Liverpool a ship of mystery identified merely as the "290." On 15 May 1862 she was launched as the *Enrica*, ostensibly a merchant vessel. The "*Enrica*" made her trial run and fitted out in this guise.

Meanwhile, Semmes and his first lieutenant, despairing of the *Sumter*, came to London and believed themselves headed for duty ashore in the South. They sailed soon for Nassau, where late in May Semmes received his promotion to captain and orders to command the mystery craft, only now revealed in Confederate dispatches as the cruiser, *Alabama*.

Her departure from England on 29 July was dramatic. Aware that the vigilant U. S. minister, Charles Francis Adams, had divined her purpose, Confederate agents sent the *Alabama* to sea for a trial run. The trial run ended in Terceira of the Azores. There the *Alabama* rendezvoused with the



'BEAUTIFUL THING to look upon,' Semmes called the *Alabama*. Incidentally, she took a heavy toll among northern merchant shipping in the Civil War.

Agrippina, which was to be her collier, and the *Bahama*, which carried the delighted Semmes.

He fell in love with the *Alabama* at sight. "Her model was of the most perfect symmetry, and she sat upon the water with the lightness and grace of a swan. She was barkentine rigged, with long lower masts, which enabled her to carry large fore-and-aft sails, as jibs and try-sails... Her sticks were of the best yellow pine, that would bend in a gale, like a willow wand, without breaking, and her rigging was of the best Swedish iron wire..."

A screw steamer with full sail efficiency, the *Alabama* measured 235 feet overall and 32 feet abeam. She drew 15 feet with full bunkers, a 1,000-ton beauty. Two horizontal engines turned up 1,000 horsepower, while the double-bladed screw could be hoisted clear of the water in a trice and lowered just as rapidly.

Observers said the *Alabama* logged 13.4 to 13.6 knots, but Semmes claimed that 10 knots was her best under steam alone. She carried 375 tons of coal, enough for 18 days' steaming. Armament was an 8-inch smooth-bore gun aft, a nine-pound rifle on the quarterdeck, a 7-inch rifled 100-pounder and six 32-pounders in broadsides of three.

Besides, unusual in her day, the *Alabama* had a fresh water condenser and repair facilities for machinery, hull and ordnance. As Semmes wrote, "She was, indeed, a beautiful thing to look upon."

Armed, provisioned and coaled on the spot, the *Alabama* was commissioned a Confederate warship and sailed on 24 August for the shipping lanes of the North Atlantic.

'British Pirate' Was Name Given Raphael Semmes By Northerners After He Almost Drove Merchant Fleet From the Seven Seas

The first capture was a whaler, the *Ocmulgee*, taken on 5 September not far from the Azores. Going as far north as the Banks and, in defiance of the Federal Navy, within 200 miles of New York Harbor, Semmes took 23 ships in two months and burned 20 of them. Slowly, alert for unwary prizes, Semmes worked his way south to Martinique and met the London coal tender, *Agrippina*, in Fort-de-France on 18 November.

Word of the *Alabama's* arrival had reached the *uss San Jacinto*, however, and Semmes sent the *Agrippina* to the islet of Blanquilla off the Venezuelan coast. On a dark and rainy night, the *Alabama* crept out of port, slipped away from the *San Jacinto* and joined the *Agrippina*.

Semmes coaled at Blanquilla and headed for the Gulf of Mexico and the route of California gold steamers. He took and burned one ship, releasing three others, before meeting the *Agrippina* again two days before Christmas. They moored in Yucatan Channel until 5 Jan 1863, when Semmes sent the *Agrippina* back to Liverpool and sailed the *Alabama* for Galveston.

With consummate cunning, simulating a blockade runner by use of suspicious maneuvers, Semmes lured the side wheeler, *uss Hatteras*, to her death on the night of 11 January just off the Texas coast. Devastating fire from the Confederate 32-pounders riddled the ancient Union vessel.

"Give it to the rascals," Semmes shouted. "Fire low, men. Don't be all night sinking that fellow."

They weren't.

In exactly 13 minutes the *Hatteras* signalled that she was beaten. It was one of the quickest victories on record, and, as Semmes asserted, "the first yardarm engagement between steamers at sea."

The *Alabama* sailed to Jamaica and was greeted with considerable enthusiasm by the British colonists at Kingston. There he landed the Union prisoners, rested briefly and got under

HERE'S THE REBEL RAIDER'S REMARKABLE RECORD OF RUIN

SUMTER	ENEMY TAKEN	DISPOSITION	ALABAMA ENEMY TAKEN	DISPOSITION	ALABAMA ENEMY TAKEN	DISPOSITION		
1861			1862		1863			
3 July	<i>Golden Rocket</i>	Burned	18 Sept	<i>Elisha Dunbar</i>	Burned	25 Mar	<i>Nora</i>	Burned
4 July	<i>Cuba</i>	Recaptured by enemy	3 Oct	<i>Brilliant</i>	Burned	26 Mar	<i>Charles Hill</i>	Burned
4 July	<i>Machios</i>	Interned and lost	3 Oct	<i>Emily Farnum</i>	Bonded	26 Mar	<i>Kingfisher</i>	Burned
5 July	<i>Ben Dunning</i>	Interned and lost	7 Oct	<i>Wave Crest</i>	Burned	4 Apr	<i>Louisa Hatch</i>	Burned
5 July	<i>Albert Adams</i>	Interned and lost	7 Oct	<i>Dunkirk</i>	Burned	15 Apr	<i>Lafayette</i>	Burned
6 July	<i>Naiad</i>	Interned and lost	9 Oct	<i>Tonawanda</i>	Bonded	15 Apr	<i>Kate Cory</i>	Burned
6 July	<i>West Wind</i>	Interned and lost	11 Oct	<i>Manchester</i>	Burned	24 Apr	<i>Nye</i>	Burned
6 July	<i>Louise Kilham</i>	Interned and lost	15 Oct	<i>Lamplighter</i>	Burned	26 Apr	<i>Doreas Prince</i>	Burned
25 July	<i>Abby Bradford</i>	Recaptured by enemy	23 Oct	<i>Lafayette</i>	Burned	3 May	<i>Union Jack</i>	Burned
27 July	<i>Joseph Maxwell</i>	Interned and lost	26 Oct	<i>Crenshaw</i>	Burned	3 May	<i>Sea Lark</i>	Burned
25 Sept	<i>Joseph Parkes</i>	Burned	28 Oct	<i>Lauretta</i>	Burned	25 May	<i>S. Gilderstieve</i>	Burned
27 Oct	<i>Daniel Troubridge</i>	Burned	29 Oct	<i>Baron de Castine</i>	Bonded	25 May	<i>Justina</i>	Bonded
25 Nov	<i>Montmorenci</i>	Bonded	2 Nov	<i>Levi Starbuck</i>	Burned	29 May	<i>Jabez Snow</i>	Burned
26 Nov	<i>Arcade</i>	Burned	8 Nov	<i>T. B. Wales</i>	Burned	2 June	<i>Amazonian</i>	Burned
3 Dec	<i>Vigilance</i>	Burned	21 Nov	<i>Clara L. Sparks</i>	Released	5 June	<i>Talisman</i>	Burned
8 Dec	<i>Ebenezer Dodge</i>	Burned	30 Nov	<i>Parker Cook</i>	Burned	19 June	<i>Conrad</i>	Commissioned as cruiser
1862			5 Dec	<i>Union</i>	Bonded	2 July	<i>Anna F. Schmidt</i>	Burned
18 Jan	<i>Neapolitan</i>	Burned	5 Dec	<i>Nina</i>	Bonded	6 July	<i>Express</i>	Burned
18 Jan	<i>Investigator</i>	Bonded	7 Dec	<i>Ariel</i>	Bonded	5 Aug	<i>Sea Bride</i>	Sold at Angra Pequena
						9 Aug	<i>Martha Wenzell</i>	Released
ALABAMA			1863			6 Nov	<i>Amanda</i>	Burned
1862			11 Jan	<i>Hatteras</i>	Sunk in action	10 Nov	<i>Winged Racer</i>	Burned
5 Sept	<i>Ocmulgee</i>	Burned	26 Jan	<i>Golden Rule</i>	Burned	11 Nov	<i>Contest</i>	Burned
7 Sept	<i>Starlight</i>	Burned	27 Jan	<i>Chastelaine</i>	Burned	18 Nov	<i>Harriet Spalding</i>	Released
8 Sept	<i>Ocean Rover</i>	Burned	3 Feb	<i>Palmetto</i>	Burned	24 Dec	<i>Martaban</i>	Burned
9 Sept	<i>Alert</i>	Burned	21 Feb	<i>Olive Jane</i>	Burned	26 Dec	<i>Highlander</i>	Burned
9 Sept	<i>Weathergauge</i>	Burned	21 Feb	<i>Golden Eagle</i>	Burned	26 Dec	<i>Sonora</i>	Burned
13 Sept	<i>Altamaha</i>	Burned	27 Feb	<i>Washington</i>	Bonded			
14 Sept	<i>Benjamin Tucker</i>	Burned	1 Mar	<i>Bethia Thayer</i>	Bonded	1864		
16 Sept	<i>Courseur</i>	Burned	2 Mar	<i>John A. Parks</i>	Burned	14 Jan	<i>Emma Jane</i>	Burned
17 Sept	<i>Virginia</i>	Burned	15 Mar	<i>Punjab</i>	Bonded	23 Apr	<i>Rockingham</i>	Burned
			23 Mar	<i>Morning Star</i>	Bonded	27 Apr	<i>Tycoon</i>	Burned

way on 25 January for a frequently traversed shipping lane near the Equator, where East Indian and Pacific traders criss-crossed wakes.

He took the *Golden Rule* and burned her with Jamaica hardly in his lee. In February, when he took three more vessels including the *Golden Eagle*, Semmes was moved to caustic observation of the Yankee fondness for the prefix "golden." Much of his hatred for the Union is traceable to this distaste for mercantilism.

Of his enemy Semmes vouchsafed that he "is certainly a remarkable specimen of the genus homo . . . He is ambitious, restless, scheming, energetic, and has no inconvenient moral nature to restrain him from the pursuit of his interests, be the path to these never so crooked. In the development of material wealth he is unsurpassed, and perhaps this is his mission on this new continent of ours. But he is like the beaver, he works from instinct, and is so avid of gain, that he has no time to enjoy the wealth he produces."

"Old Beeswax" did his best to make the accumulation of wealth difficult for the foe. In two months on station near the Equator he seized eight more prizes, heading south for the island of Fernando de Noronha on 29 March.

There, from the coal-laden prize *Louisa Hatch*, Semmes filled his bunkers and idled two weeks at the Brazilian penal colony. In the three weeks after sailing from that port he took four more U. S. ships and, crammed with prisoners, put into Bahia on 11 May to set them ashore.

From Brazil the *Alabama* sailed toward the Cape of Good Hope, taking eight ships on that leisurely trip. One of them was the *Conrad*, 350-ton bark out of Philadelphia. Semmes armed her with two rifled twelve-pounder brass guns, taken from an earlier cap-

ture, christened her the *Tuscaloosa* and placed Fourth Lieutenant John Low in command of the auxiliary raider.

When the *Tuscaloosa* and *Alabama* next met it was 5 August just outside Cape Town, where Semmes made another spectacular capture in view of crowds on the shore. The prize was the *Sea Bride* of Boston, carrying a general trading cargo. Semmes succeeding in selling the ship and cargo, the only such deal of his cruise, at Angra Pequena.

At the Cape the *Alabama* missed the *USS Vanderbilt* by only a few days. The *Vanderbilt* was not the only ship

in pursuit of the "British Pirate." A flying squadron of 16 vessels had hunted him unsuccessfully in the West Indies. In the China Sea, where Semmes next assaulted American commerce, the *USS Wyoming* also failed to catch the *Alabama*.

Semmes sailed from South Africa on 24 September, using five monotonous weeks under canvas to raise the Strait of Sunda between Java and Sumatra. The *Alabama* cruised in Eastern waters for three months and took four ships before dropping anchor at Singapore for repairs to boilers and bottom. On 24 December, when Semmes left Singapore, the *Alabama* was a battered vessel bereft of her earlier speed and in need of overhaul. "She was like the wearied foxhound," Semmes mourned, "limping back after a long chase, footsore and longing for quiet and repose."

The road back was uneventful, interrupted by six captures and a brief stay in South Africa. There Semmes learned that the British had impounded the *Tuscaloosa* at Simon's Town, where she remained until the war's end.

This blow caught Semmes when he was as weary as his ship and despondent about the progress of the Southern cause. In this mood he brought the *Alabama* to anchor at Cherbourg, France, on 11 June 1864. Three days later Capt. John A. Winslow sailed the Union cruiser, *USS Kearsarge*, to the harbor entrance. Winslow loitered patiently, waiting while Semmes coaled the *Alabama*, overhauled the rigging, cleaned the guns and holy-stoned the deck.

France wouldn't let the Confederate raider go in drydock, and Semmes was determined to challenge the *Kearsarge* without delay. "Kell," he told his first lieutenant, "I am going out to fight the *Kearsarge*." Semmes, ignoring the



'OLD BEESWAX' to his crew because of mustache, Raphael Semmes became both rear admiral, brigadier general.

Lighthouses—Ancient Guardians of the Sea

Lighthouses have always been the angel guardian of mariners and have, in the course of years, saved unestimated thousands of lives, guiding ships past dangerous shoals, rocks and jutting headlands.

One of the first lighthouses known to man was built on Pharos Island about the year 285 B.C. It was a crude affair. The light was made from burning fuel in a brazier hung from a pole projecting from the tower toward the sea.

Many lighthouses were built by the Romans, the most remarkable of which was the one at Boulogne. It was the first one to be constructed of masonry. It was 12 stories high and octagonal in shape. Each story was three feet less in diameter than the story beneath it. For more than 1450 years, the Boulogne light warned the mariners approaching it, until 1640-45, when it was undermined by the sea.

Our modern lighthouse dates back to 1756-59 when John Smeaton, "Father of modern lighthouses," constructed the one at Eddystone, England. It was 72 feet high and marked a reef in the English channel, 14 miles from Plymouth.

Another form of lighthouse known as the Rothsand was erected on the Fourteen Foot

Bank in Delaware Bay. These lighthouses were built far back from shoal and were of a different type and construction from the lighthouses in use at that time. The Rothsand Light was built by first sinking a caisson into the ground.

In 1847-50, Col. Harthman Bache, United States Engineers, built the first of the "screw pile" lights. Alexander Mitchell, with his son, is credited with the initial light of the screw pile kind at Malpin Sound at the mouth of the Thames River in England.

Screw pile lights get their name from the type of construction, the light being built on piles, the lower ends of which resemble a screw and are driven deep into the ground.

Some famous first lights in American history are the Minot's Ledge in Cohasset, Mass., built in 1849 but later destroyed in 1851, and for which the Congress appropriated money for construction of a new light.

Spectacle Reef Light in Lake Huron was first used on June 1, 1874 at a cost of \$375,000. Its base is 11 feet under the water.

Tilamook Rock Light, 20 miles south of the Columbia River, was erected in 1880.



fact that his ammunition was faulty, got under way on Sunday morning, 19 June, shortly after 0900.

Crowds lined the heights on shore and others observed the maneuvering from the British yacht *Deerhound* and the French ironclad *Couronne*. They saw the *Kearsarge*, as soon as the *Alabama* headed out, slowly steam seven miles to sea then turn to meet the Confederate.

Capt. Winslow's cruiser appeared an even match for the *Alabama*. In tonnage they were equal—1,000 each. The *Kearsarge* threw more metal, but the *Alabama* fought eight guns to the *Kearsarge's* seven and had a broadside advantage of seven to five. Rifled guns gave the *Alabama* an edge at long range, but the *Kearsarge* had heavier weapons for close quarters.

The great advantage held by the Union vessel was not visible, even to Semmes who later complained bitterly about it. Spare chain had been stopped up and down the *Kearsarge's* hull then covered with light planking. Her vitals were protected and her silhouette unchanged.

At 1050 the *Kearsarge* was headed for her foe, while the *Alabama* had veered so that her starboard broadside came to bear. At 1057, with the ships still a mile apart, Semmes opened with a shell from his forward 100-pounder and then let go with the entire starboard battery.

The *Kearsarge* let three such blasts go unanswered, sustaining damage only to her rigging, before replying. Her first projectiles fell short. As the gap between them narrowed, the antagonists sheered off and began fighting in a series of seven circles. While they slugged away, the distance varied from a quarter to a half mile with the *Kearsarge* struggling to bear closer.

Under the increasingly effective fire of her broadside, she succeeded and by the time the action ended only 500 yards separated the ships.

Semmes saw that the *Alabama's* fire had no effect on the *Kearsarge*, even with direct hits. "Mr. Kell," he ordered, "use solid shot. Our shell strike the enemy's side and fall into the water." This did not help, and Kell began to alternate shot and shell with no appreciable difference.

Firing rapidly, but probably not as accurately as the enemy, Semmes sent 370 shot and shell toward the *Kearsarge*. One shell lodged in the stern post, but did not explode. Meanwhile, inferno raged on the *Alabama's* deck and her engine room was worse.

Three shells in quick succession kept the 8-inch silent, until Kell replaced the crew with that of a 32-pounder. Shell after shell pierced the hull, turning all below decks into a single compartment. Still the *Alabama* stayed afloat for an hour and 10 bitter minutes, and even when the wounded Semmes realized he was beaten he tried to beach the ship on the French coast. Winslow cleverly blocked the attempt.

Final blow was an 11-inch shell, plunging through the *Alabama's* skin

at the water line and exploding in the engine room. The stricken vessel spun half around. Kell told Semmes she "could not float 10 minutes." Semmes ordered sail shortened and the colors struck, but the *Kearsarge* fired five times into the *Alabama*, stopping only when a white flag was hung from the stern of the sinking ship.

Only three of the *Kearsarge* crew were wounded, one fatally, but the *Alabama* lost nine killed in action, 20 wounded and 12 drowned. The *Deerhound* picked up Semmes, Kell and 40 others. Nine Confederates escaped in a French pilot boat. It was generally agreed that Semmes had done no wrong by accepting outside aid. "Was I," he asked his critics, "under these circumstances, to plunge into the water with my sword in my hand and endeavor to swim to the *Kearsarge*?"

Semmes erred, as Commodore Dudley W. Knox pointed out in his "A History of the United States Navy," in accepting a challenge "with everything to lose and very little to gain in a large sense." The Commodore compared this unwise decision with that of Capt. James Lawrence, who chose to pit his *Chesapeake* against the *Shannon* (ALL HANDS, p. 23, November 1946).

The mission of the *Alabama*, as in the case of the *Chesapeake*, was the destruction of enemy shipping. "Old Beeswax," perhaps in an effort to demonstrate his valor, jeopardized his major military purpose by engaging the Union cruiser.

From England, where he was taken by the *Deerhound*, Semmes sailed in October 1864 for Havana, eventually

reaching Richmond, Va., in January 1865. In the Capital of the Confederacy he refought the *Alabama-Kearsarge* battle for President Davis. SecNav Mallory and General Robert E. Lee.

On 10 Feb 1865 Semmes was appointed rear admiral and given command of all boats on the James River, only force in the South that resembled a Navy. On board his flagship, the *Virginia*, Semmes received orders to evacuate Richmond on 2 April. He was the last high-ranking officer to depart, reporting on 5 April to President Davis at Danville, Va.

The President converted the shattered naval forces into an artillery brigade. Then and there, five days before Appomattox, he commissioned Semmes a Brigadier General, who would retain his standing in the Navy.

Admiral-General Semmes, after hostilities ended, was imprisoned for three months in Washington, awaiting trial on five charges. The accusations melted under the glare of logic, and he was released on 6 Apr 1866.

Semmes spent his declining years in practicing law, teaching and—possibly—in contemplation of the *Alabama's* record of destruction. When he died on 30 Aug 1877 at his home near Mobile, Ala., the American merchant marine was a ghost fleet, largely through the efforts of "Old Beeswax."

The damage he wrought, estimated by some authorities at \$10,000,000, was settled by England with a cash payment to the U. S. of \$6,750,000. There is no price tag on his heroic record.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

● **NAVAL ATTACHE** billets for officers are opening up from time to time, and a list of eligible officers desiring this duty is being compiled by CNO. The Navy maintains 43 naval attache posts in foreign countries.

Officers interested in assignment as naval attache or assistant naval attache now, or in the future, may write to the Chief of Naval Operations, and include a summary of previous duty assignments and foreign languages in which qualified, if any.

Inquiries are invited from officers in the ranks of commander, lieutenant commander and lieutenant in the Navy, and officers of the Marine Corps in corresponding ranks. Naval aviators are eligible for assignments as naval attache at some posts where naval aircraft are maintained.

● **LEADERSHIP** problems of a thoroughly practical sort confront most men of the fleet in positions of responsibility from time to time. That's why the Naval Academy, inaugurating a new course in leadership, has asked junior officers of the Navy, wherever they serve, to submit examples of problems of leadership which they have faced in the course of normal duty.

The Academy desires these problems for use in classroom study in a course designed to prepare future officers for the practical situations they will meet.

The Academy advises junior officers, in submitting statements of such problems, to use fictitious names but otherwise to stick strictly to fact. Background of each situation should be complete in order that the entire picture may be presented to the students. The solution actually used in any case should be included, with any remarks that may be pertinent as to success or failure of the solution.

Leadership problems may be submitted in longhand or typewritten to: Commandant of Midshipmen (Leadership Section), U. S. Naval Academy, Annapolis, Md. Situations must be submitted prior to 1 May of this year to be incorporated in the course.

This request of the Academy will be the subject of a BuPers circular letter scheduled for early release.

● **PERSONAL GEAR**—27,000 pieces of it and all unclaimed—is on hand at the Naval Supply Depot, Clearfield, Ogden, Utah. More than 23,000 units are processed, packed and ready for shipment, if the Navy knew whom to send them to.

Naval personnel who have lost baggage or personal effects may address inquiries to the Supply Officer in Command, Naval Supply Depot, Clearfield, Ogden, Utah, Attn: Offi-

cer-in-Charge, Personal Effects Distribution Center. Inquiries should include full name, rank or rate, serial number and home address or current service address.

● **OFFICERS** may improve their knowledge of naval affairs through correspondence courses offered by the Naval War College, Newport, R. I. (Correspondence courses, in general, were discussed in ALL HANDS, September 1946, p. 27).

The Naval War College offers correspondence courses in strategy and tactics, international law, and naval intelligence. The courses are available to commissioned officers of the Navy, Marine Corps, Coast Guard and their Reserve components, with certain exceptions discussed below. The War College advises that these courses, of particular use to new officers, can be completed in a moderate length of time and without interference with officers' regular duties.

Upon completion of each of the courses the student receives a diploma



QUESTION:

★ How do you feel about being in the Navy?

Maybe the Navy life is getting better. Or perhaps civilian life just looks grimmer and grimmer. Anyway, more and more men have been disposed to answer the above question favorably in recent months.

The question was asked in mid-1946, again in late summer, fall and early winter. Each time, a higher percentage of men thought the Navy life was pretty good. The polls were taken among representative samples of enlisted men ashore (many of whom, however, had just checked in from sea duty and expected to ship out again soon).

Months covered by each of the four polls, and percentages of men who thought the Navy "okay," "swell" or "sometimes fine, sometimes not," were:

June-July	72%
August	86%
September	87%
October-November	92%

signed by the president of the War College. Successful completion of courses in strategy and tactics and international law exempts the officer from promotion examinations in these subjects.

Requests for enrollment may be submitted to the Naval War College, via COs, by commissioned officers of the Navy, MarCorps and Coast Guard on active duty. Ensigns are not eligible for the courses in strategy and tactics and international law.

Officers of the three services on inactive duty may apply for the courses via their naval district commandants. Reserve ensigns (inactive) are eligible for the course in international law. The naval intelligence course is not available to Naval Reserve officers, except those classified S(I) and those in the category of air intelligence officers. Marine and Coast Guard Reserve officers may apply for the intelligence course, via their district commandants, but the commandants must specifically approve their enrollment.

● **PROTECTION** of the welfare and the morals of service personnel will be emphasized with the establishment of the Central Joint Army-Navy Disciplinary Control Board in Washington, and the raising of the seniority of existing local joint boards in naval districts and Army areas.

The central board will recommend policies to the local boards, and keep itself informed of their activities. It is the duty of each local board to "receive and consider reports on conditions in the area within its jurisdiction relating to prostitution, venereal disease, liquor violations, disorder, and other undesirable conditions, as they apply to service personnel," according to the joint agreement signed by SecNav and the Secretary of War.

It was provided that each local board will consist of the senior officers in the area of the board's jurisdiction, in the following categories: Naval Discipline (normally a captain, on the district level); Naval Medicine (normally captain or rear admiral); Army Provost Marshal, and Army Surgeon.

The new central board will consist of the Provost Marshal General, U. S. Army; the Chief, Preventive Medicine Division, Office of the Surgeon General, U. S. Army; the Assistant Chief of Naval Personnel (Training and Welfare), and the Chief, Preventive Medicine Division, Bureau of Medicine and Surgery.

The central board will meet at least monthly to receive reports from the various (local) Joint Army-Navy Disciplinary Control Boards regarding conditions inimical to morals and welfare of service personnel, and to recommend policy and action to the local boards toward the improvement of adverse conditions. Cooperation with civilian agencies interested in problems of morals and welfare also will be a duty of the central board.

Cooperation with civil authorities on a local basis will be a function of the local boards, which also will meet

at least monthly to make reports and decide upon action. Local boards will recommend designated places or areas as "off limits" or "out of bounds," and such recommendations may be made at the local boards' discretion without prior warning to the proprietors of any affected establishments. Local boards will lift such restrictions at their discretion. The local boards will keep their respective Army and Navy commands informed of conditions within the areas and action taken, and will submit regular reports to the central board.

● **RESERVE** administration, in communities where the district commandant is not represented by an officer on active duty, will be carried on by inactive Reserve officers to be known as "commandant's local representatives."

Duty of these local representatives is expected to include such as the following: administering the oath to recruits and to men reenlisting, administering the oath to inactive officers who are promoted, supervising examinations for advancement in rating of inactive Reservists, assisting district public information officers in local publicity, selecting local volunteers to fill training duty quotas, and arranging presentation of medals and awards to inactive personnel.

The local representative plan is an extension of the earlier volunteer recruiter plan, which broadens the scope of the billet and makes it permanent. Response in many areas to calls for volunteer recruiters has shown Reserve officers anxious to serve.

Commandant's local representatives will serve without pay, although they will, of course, be eligible as are other Reservists for active duty pay during training. Local representative service will, however, be given recognition in meeting training duty requirements for promotion, details for which will be reported as available.

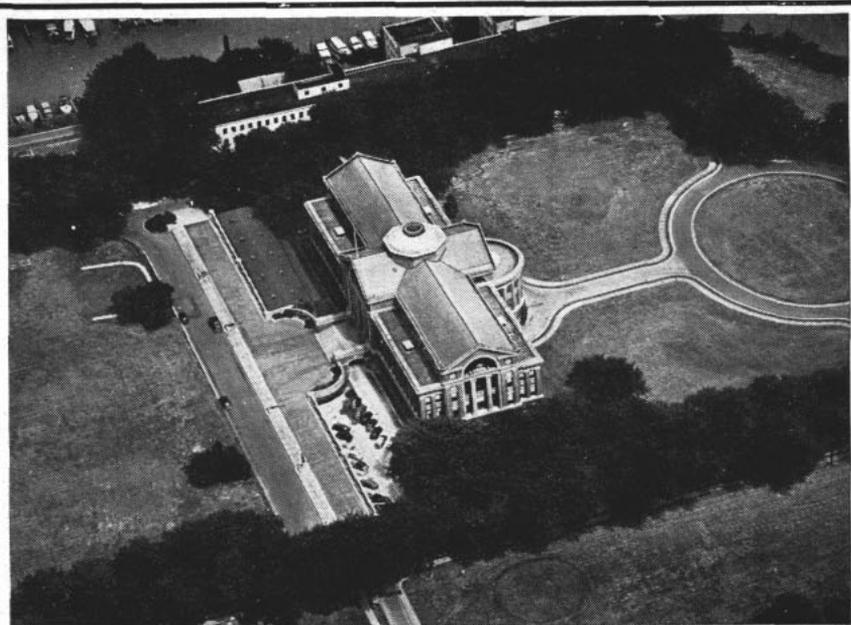
● **COMMANDS** were reminded that Art. 1275, Navy Regs, must be brought to the attention of enlisted men when they are promoted to petty officer. BuPers Circ. Ltr. 295-46 (NDB, 31 Dec 1946), directed compliance with Art. D-5112 (5), BuPers Manual, which requires that Art. 1275, Navy Regs, be read and understood by prospective petty officers. The article follows:

1275. "(1) Petty officers shall show in themselves a good example of subordination, courage, zeal, sobriety, neatness, and attention to duty.

"(2) They shall aid to the utmost of their ability in maintaining good order, discipline, and all that concerns the efficiency of the command.

"(3) For the preservation of good order petty officers are always on duty and are vested with the necessary authority to report and arrest offenders. This authority attaches to them while ashore on liberty.

"(4) When an enlisted man is appointed petty officer, the commanding officer shall bring to his attention the provisions of this article."



NEW EXPERIMENT in military education is being undertaken in the National War College, where the Navy, Army and State Department officers study.

SCHOOL OF WAR AND FOREIGN POLICY

The National War College stands with its back against the broad Potomac and its face toward the future. Its staid red brick exterior houses a bright, new experiment in military education—a sanguine attempt to integrate the study of war with foreign policy.

Presiding over this new departure is Vice Admiral Harry W. Hill, USN, veteran of the Pacific war, whose chief deputy is Maj. Gen. Alfred M. Gruenther, once chief of staff to Gen. Mark W. Clark. Brig. Gen. Truman H. Landon, AAF, and George F. Kennan of the State Department are other deputies.

In the National War College, which occupies the old Army War College grounds in Washington, D. C., these hopeful educators have assembled a permanent faculty that includes men eminently qualified in intelligence, logistics and operations. It is studded as well with names familiar to the educational world—Hardy C. Dillard, Walter L. Wright, Sherman Kent and Bernard Brodie.

All of these are resident faculty members, but during the first semester which ended recently the National War College broke with traditional concept of education for military staff experts. From several college campuses, upon invitation, came civilian lecturers and among them some of best known educators in the U. S.

They covered nearly every aspect of modern diplomacy, providing an immense backdrop of information, against which the students viewed the problems of atomic today.

Their auditors were a class of 100 carefully selected officers—30 from the Navy, 30 from Army ground forces, 30 from Army air forces and

10 from the State Department. All are believed to have outstanding qualifications for high command or important diplomatic missions. Navy students include captains or Marine Corps colonels. Their average age is 44.4 years.

None of them vies for scholastic honors, in the customary form, at least, since examinations are not given or marks assigned. Unusual incentives to hard work are present, however—besides the customary fitness reports submitted on all officers.

In discussions officers must stand forth in support of their work, and as a result, their studies are thorough. This, plus the fact that the subjects covered hold fascination for their breadth, puts every student on his mettle.

Enthusiastic students have registered only one complaint so far—that there has been some over crowding of lectures during the first semester. This condition will be corrected in the second semester. The student is to be acquainted with national power and foreign policy in their broadest aspects, encouraged to do much outside reading and, possibly, to continue specific studies after finishing.

At any rate, they will be accustomed to the habit of thinking in broad terms, in terms of total military strength rather than a single service. They will view joint problems as part of a national or even global picture.

Most feel that the experiment is away to a flying start, gearing our government for its place in the modern world, training our military leaders to the global view.

The National War College, despite its aging, leafy surroundings, is no educational cloister.

LOADED FOR COMBAT

IN INVASIONS, plans call for putting assault cargo on beaches on time. This armada is part of Leyte invasion.

ON 28 DEC 1941 Federal Shipbuilding and Dry Dock Co. shipbuilders at South Kearney, N. J. laid the keel of what they thought was to be a merchant ship, the ss *Jean Lykes*. On 2 Sept 1945 the crew of the uss *Libra* dropped her anchor 14 miles southwest of Tokyo. Between these two apparently unrelated events *Jean Lykes* had become uss *Libra* (AKA 12), a U. S. Navy attack cargo ship, she had spent 39 months combatant duty in the Pacific, and had been in 10 operations.

U. S. amphibious operations in this war were of a kind not heretofore considered possible, for the ships and equipment developed for this purpose ranged farther and hit harder than had ever been done before. The speed of amphibious attack ships stretched the reach of amphibious assault into a new concept of water-borne attack. Near the forefront of these major amphibious assaults were the attack cargo ships (AKAs) and the attack transports (APAs). The so-called combatant ships absorbed most of the glory for these achievements, but where the BBs, CVs, and cruisers went, there also went the AKAs and APAs. And they fought. This is the story of the job done by AKAs.

No large-scale assault on remote enemy shores was possible without the AKAs, for they were the only ships equipped to carry large quantities of attack cargo, combat loaded, at high speed. This is the job they were custom tailored to do.

AKAs (cargo ship-attack) look very much like conventional Navy cargo ships (AKs) to the naked eye, but the real story of the AKA is understood by seeing that heroic craft in action.

The AKA is the amphibious troops' moving van, the beachmaster's Sears-Roebuck. You could have always spotted an AKA by the job she was doing, which was moving in amphibious assault on hostile shores. Fire support ships—BBs, CAs, CLs, DDs—

Navy's AKA—Cargo Ship With a Punch—Delivered Vital Supplies, Slugged It Out with Japanese, in Spearhead of Invasions

would beat up the beach defenses; APAs would carry most of the troops; but the AKAs carried the bulk of munitions and supplies as well as troops to the enemy beach.

AKAs got shot at a lot, and they shot back. To do this the *Libra*, for example, had many more guns—20-mm. and 40-mm.—than the *Jean Lykes* would ever have had. AKAs were always prime targets, for if the enemy could sink them before they unloaded our assault might fail. Troops could not operate on the beach without supplies. When GQ sounded over the anchorage, the men in AKAs were in the fight along with the major combatant ships. There you have one of the characteristics of an AKA. She is a fighting ship. She operated in the spearhead of amphibious attack.

The AKA has much special equipment to enable her to do her specialized job well. We said that the *Libra* has more guns than the *Jean Lykes*. She also has special 30- and 40-ton cargo booms to put her eight 27-ton LCMs into the water. When the Navy took over the C-2 hulls from the Maritime Commission, it had plenty of work to do before it had an AKA. Besides special booms, the AKA got special fire mains and fire fighting equipment, additional radio and radar gear, degaussing equipment. To enable her to carry troops, additional berthing and messing facilities were added, and special ventilation equipment was installed. And with all this extra equipment went extra personnel to man it.

An outstanding feature of the AKA is the fact that she is 'combat loaded.'

This is important in two ways. First, ammunition, rations, vehicles, and combat supplies are so loaded that the first items unloaded will be those items most likely to be needed first. D day supplies were most accessible, D-plus-one were next. On the beach the troops wanted only the gear they needed urgently, and didn't want what they didn't need until tomorrow. This combat loading was a most scientific business, and it was one of the component activities of an AKA's work that made our amphibious attacks the effective and crushing blows they proved to be.

The other phase of combat loading, equally important, functions differently from the 'automatic unloading' described above. Troops from APAs and AKAs went ashore with a carefully selected assortment of ammunition and supplies, say one unit-of-fire and K-rations. This was in anticipation of expected combat conditions on the beach. Now no military engagement ever goes exactly according to plan, and the needs of the troops on the beach may have changed drastically by the evening of D day or the morning of D-day-plus-two.

The pay-load capacity of a normal AKA, if she were loaded in the conventional cargo manner, would be 5,500 long tons. However, when the entire cargo is combat loaded her capacity is nearer 2,000 tons. One reason for the sacrifice of this cargo-carrying capacity is to meet just this situation described. Because she is combat loaded, a very short time elapses between a call from the beach for supplies and the dumping of these supplies on the specified beach by the AKA's boats. Combat loading eliminates the necessity of hunting around for cargo, for moving or sorting cargo, and enables the crew to get the needed gear to the beach at once, without delay. With this kind of speedy mail-order service assault troops can keep pounding, lose very little time or mili-

tary advantage because of material shortages, and they were therefore able to adapt their tactics to the immediate situation rather than having to apply plans and equipment provided earlier to a situation for which it was not later suited nor intended. This kind of flexibility is one of the great contributions of the AKA to the success of U. S. amphibious operations.

No description of an AKA can be made without mention of her boat crews. Of a normal crew of 33 officers and 331 enlisted personnel, some 120 would be boat crews.

All these things are what an AKA does, but what exactly is she? The *USS Tolland* is fairly representative of her kind. She is about 7,850 dead weight tons (14,000 displacement tons) and carries a cargo load of 5,275 long tons, or about 2,000 tons combat loaded. She is 460 feet long, has a beam of 63 feet, and a crew of 364 officers and men, and is capable of sustained speed of 16 knots in convoy. She carries eight 27-ton LCMs on her decks, and also 16 LCVPs. Her primary job is to carry assault cargo, but she will carry troops too, mostly those who operate the equipment she carries. Various ships have troops accommodations for from 50 to 400 men.

Considering that many AKAs started out at Guadalcanal and have been in practically every major long-range amphibious operation in Europe and the Pacific, it is remarkable that none of the 108 AKAs in service has been sunk. They were often attacked, but their own guns and those of the combatant ships prevented the enemy from sinking them.

Take the career of the *Libra* for an illustration of this point. Off Cape Esperance, Guadalcanal, on 7 Aug 1942 she was attacked by 15 Jap



SPEEDY SERVICE is goal of AKA in providing munitions and supplies to men ashore. Here one of cargo ships is lowering tractor over the side at Iwo Jima.

bombers, and later the same day by eight more. The next day 24 Jap planes worked her over, but she shot down one and damaged three more.

From Guadalcanal the *Libra* returned to New Caledonia, then to participate in the occupation of Funafuti.

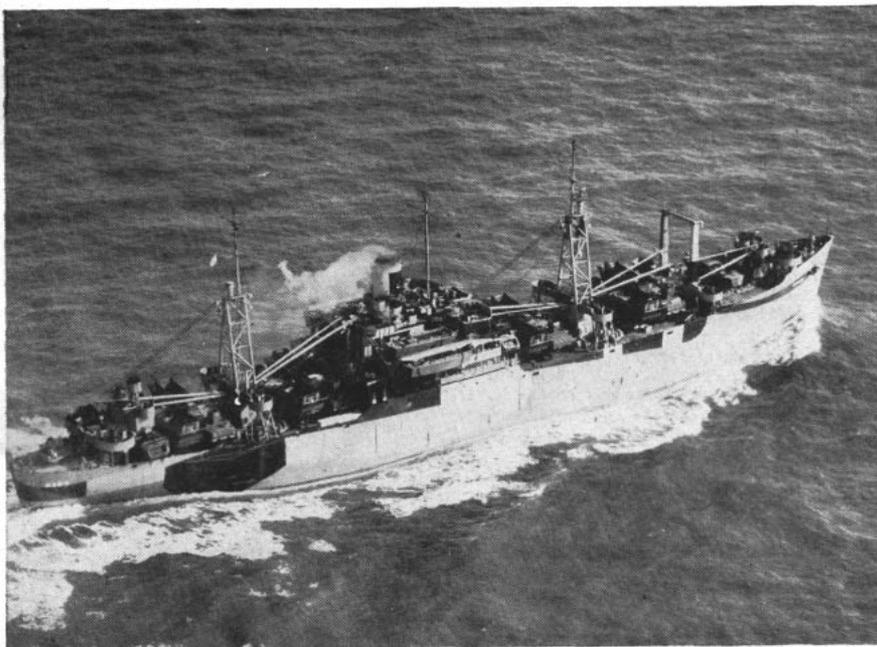
Back to Guadalcanal in November she went, and off Point Lunga she took a near miss off the bow, and had her deck sprayed by strafing aircraft, got another near miss astern; but despite this shaking up she received no serious damage. On 7 Apr 1943, after

having operated in the Solomons all winter, the *Libra* and her convoy beat off an attack by nine Jap planes. The *Libra* shot down two planes that day, and damaged two more. These nine planes were part of a 125-plane Jap raid on Guadalcanal.

Probably the *Libra's* busiest day in combat was 30 June 1943 in Blanche Channel, Rendova, where, without outside assistance, a record unloading rate of 138 tons per hour was established. In the vulnerable, narrow waters of that 14-mile channel, 25 enemy bombers, escorted by as many fighters, fell upon the convoy. Because the *Libra* was the first ship to unload and was thus riding high in the water, one torpedo passed under her. Before taking the *McCauley*, which had been hit and disabled, in tow in an attempt to save her, *Libra* had shot down four Japs and assisted in getting two others. Knowing what a juicy target a damaged ship is, the Japs came back to get the *McCauley*. Now alone with her tow, the *Libra* in this engagement shot down another Jap plane, and damaged three.

The *Libra* was at Empress Augusta Bay, Bougainville, for the initial landing on 1 Nov 1943, at which time a Jap air raid took place. During the third support trip to our beachhead there, a large enemy air attack was frustrated by the assembled Combat Air Patrol and our surface ships, and the *Libra* added one more Jap to her "bag." The ship then went on north to the invasion of Emirau Island, one of the Bismarck Archipelago, and rounded out this tour by participating in the U. S. recapture of Guam.

This is the story of AKAs. Change a name, a date, a place; make it 8 or 12 enemy planes shot down instead of 10. They all did the same job, and they did it well.



CUSTOM TAILORED to World War II's assaults on hostile shores, the AKA has figured in actions around the world and is assured of place in postwar Navy.

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.

Repatriation Leave

SIR: I was a POW for two years. Upon my return to duty I was granted 41 days leave. Does this leave count against my terminal leave?—M. H. D., CTM, USN.

• No. Leave granted repatriated POWs counts as convalescent leave and not as terminal leave. See BuPers Circ. Ltr. 193-46, para. 2(D) (2), (NDB, 31 August).—Ed.

Time Requirements

SIR: (1) What is the time requirement for advancement from PO3 to PO2? (2) Can this required time in lower rating be waived?—H. T. S., RM3, USN.

• (1) The time requirement for advancement from pay grade 4 to pay grade 3 is 12 months in the lower pay grade, established by BuPers Circ. Ltr. 191-46 (NDB, 31 August). See ALL HANDS, October 1946, p. 51. (2) No.—Ed.

No Travel Allowance Here

SIR: I was appointed and accepted permanent warrant rank in October. I received an honorable discharge certificate and mustering out pay. Am I entitled to receive travel allowance to place of last enlistment?—R. W. M., Warrant Officer, USN.

• No. Alnav 576-46 (NDB, 31 October) states: "Temporary officers discharged for convenience of government to accept permanent appointment to officer rank not entitled travel allowance on discharge."—Ed.

Schools Near Home

SIR: In line with the policy of sending ex-Reserve officers who have transferred to USN to an NROTC college to complete up to five semesters of work, does BuPers make any attempt to send officers to an NROTC college near their home?—F. K. Z., Cdr., USN.

• In most cases, yes. Some of the NROTC colleges participating in the five term program have been designated for aviators only, as they must attend school near a naval air facility in order to maintain flight proficiency. An officer, if qualified in all ways to attend the NROTC college nearest his home, will be recommended for enrollment in that college.—Ed.

Stars on the Ribbons

SIR: Men with the Presidential Unit Citation seem to always wear a star on the ribbon. Does this apply to the Navy Unit Commendation ribbon?—J. W. M., CRM, USN.

• No. A star worn on the Navy Unit Commendation ribbon denotes a second commendation, but a star worn on the Presidential Unit Citation indicates the wearer served in the unit during the occasion for which cited. Personnel who have subsequently joined a unit which has received the PUC wear the ribbon without star, and only while attached to that unit. Personnel authorized to wear the PUC with one star shall wear an additional star for each additional citation of the unit on which they served, whether it be the same or another unit.—Ed.

There's No Special Meaning

SIR: Recently when entering a harbor I noticed a white buoy. What does a buoy painted white stand for?—G. R., S2, USN.

• White buoys have no stated significance. They are used as special markers.—Ed.



Unearned Gold

SIR: A CPO with 15 years' good conduct received a general court martial sentence in his 16th year. Would he, upon completion of 16 years' service, wear three gold hashmarks and one red one?—R. O. M., CSM, USN.

• Uniform Regulations provides that a person who has been awarded three consecutive Good Conduct Medals, or who has during 12 years' service maintained a record which would normally entitle him to Good Conduct Medals, is entitled to wear gold rating badge and gold service stripes. Once having won this privilege, there is no provision made for rescinding it. As no provision is made for wearing gold and red service stripes simultaneously, he would continue to wear gold. If he were discharged as a result of the GCM, the character of the discharge normally would be such as to prohibit his wearing a uniform subsequent to such discharge.—Ed.

Dependency Discharge

SIR: Five years are completed on my six-year hitch. I have a wife and three-year-old child dependent on me. Recently my father passed away, leaving my mother with no means of support. I have an offer of a job at home that will pay me quite a bit more than I'm getting in the Navy. Can I get discharged from the Navy so that I can provide a proper home for my wife, child and mother?—T. D., SK1, USN.

• Submit an official application for discharge in accordance with the provisions of Art. D-9108, BuPers Manual. Submission of such an application is no assurance that discharge will be directed. Each case is decided on its individual merits.—Ed.

Income Tax Exemptions

SIR: (1) Is the retired pay of a Fleet Reservist subject to Federal income tax? (2) What about Veterans' Administration and disability pensions?—D. S. C., CBM, USN.

• (1) Yes. (2) VA and disability pensions are exempt from income tax. If retired for physical disability incurred in the line of duty, presentation to disbursing officer of certificate from BuMed will exempt the Fleet Reservist from withholding tax on retired pay.—Ed.

Zipper Fleet Tears

SIR: The writer of "Zipper Fleet" (ALL HANDS, December 1946, p. 10) makes it obvious he never has served in that fleet when he says, "If you've been saving back a tear to shed for sailors of the Inactive Fleets, go ahead and waste it on some more immediate sorrow—leave, liberty, pay or the state of the nation. Those lads are getting on as well as might be expected." And later, "...it's much easier life than that aboard a sea-going unit."

We five writing this letter are attached to a "Zipper Fleet," and we'll trade places with any sea-going sailor, even one on a honey barge in Attu. We've decommissioned five ships since we got here, and are working on a sixth, with no hope of transfer to other duty. Dammit, we joined the Navy to go to sea!—Five USNs.

• Heaven had a housing shortage and St. Peter became considerably agitated when told a large group had presented themselves for admittance. "Who are they?" he asked. "American sailors," he was told. "Well, let 'em in," St. Peter said, "they'll be asking for transfers in a few days anyway."—Ed.

A Great American

SIR: Can you answer this one: What great American is honored by U. S. naval vessels passing his tomb? What honors are rendered?—H. D., CSM, USN.

• Art. 326, Navy Regs, 1920, states: "When naval vessels are passing Washington's tomb, Mount Vernon, Va., between sunrise and sunset, the following ceremonies shall be observed insofar as may be practicable: Full guard and band shall be paraded; the bell tolled; and colors half-masted at the beginning of the tolling of the bell. When opposite Washington's tomb taps shall be sounded on the bugle, the full guard shall present arms, and officers and men on deck shall stand at attention and salute. The colors shall be masted at the last note of taps, immediately after which the band shall play the national anthem, the end of which will be the signal for 'Carry on.'"—Ed.

Family Allowance Eligibility

SIR: I enlisted 30 April 1946. At that time I did not apply for family allowance. Now my supply officer tells me that registration for family allowance closed 30 June. Is there any way I can get this benefit now?—P. H., STM2, USN.

• Yes. Section 101, Servicemen's Dependents Allowance Act of 1942, as amended, (see para 1 of Alnav 431-46; NDB, 15 August) reads in part as follows: "... shall be entitled to receive a monthly family allowance for any period during which such enlisted man is in the active military or naval service of the United States on or after 1 June 1942 (1) during the existence of any war declared by Congress and the 6 months immediately following the termination of any such war, or (2) during a period of enlistment or reenlistment contracted by such enlisted man prior to 1 July 1946."

Having enlisted prior to 1 July 1946, under existing law you may apply for, and receive, family allowance for the duration of your enlistment. Had you enlisted after 1 July, you still would be entitled to receive the benefits "for the duration and six;" for para 2 of Alnav 431-46 reads: "... any person who enlists or reenlists subsequent to 1 July 1946 and prior to the end of the 6-month period immediately following the official termination of the present war is eligible to apply for family allowance benefits which under the first proviso are payable until the end of the 6-month period. Since the war has not been officially terminated by appropriate action, persons now on active duty, regardless of date of enlistment or reenlistment, are eligible to apply for family-allowance benefits."—Ed.

National Guard Longevity

SIR: During 1927 I was a member of the South Carolina National Guard prior to entering the Navy. (1) Can this time be counted in any way with my Navy time? (2) Counting National Guard Time, I will have completed 20 years active duty next 7 December. Will this National Guard time enable me to transfer to the Fleet Reserve then?—W. T. G., CRM, USN.

• (1) The time will be counted only for longevity pay purposes. (2) No.—Ed.

Changes in Rating

SIR: Any chance for a transfer from the steward branch to aviation?—A. V. M., STM1, USN.

• Changes in rating, including changes from one enlisted branch to another, can be made if authority is received from the Chief of Naval Personnel in individual cases submitted via official channels. Current instructions regarding changes in rating are contained in BuPers Circ. Ltr. 191-46 (NDB, 31 Aug 1946). In approving or disapproving recommendations for changes in rating, BuPers considers three main factors:

(1) Does the change benefit the Navy as a whole? That is, is the change from a rating currently in excess of requirements to one in which men are needed? Changes in rating solely because of the desires of an individual cannot be permitted.

(2) Is the individual fully qualified for the change?

(3) Is he better qualified for the recommended rating than his present rating?—Ed.

Leave Pay and Allowances

SIR: BuPers Circ. Ltr. 193-46 (NDB, 31 August) is in direct conflict with BuPers/BuSandA Joint Letter of 13 September (NDB, 30 September). BuPers letter 193-46, para 2(B), states in part that personnel on leave are entitled to the same pay and allowances they would receive if not on leave, and to any additional or other allowance or allowances otherwise authorized or provided by law for persons while on leave. This, it seems to me, means that I am entitled to sub, sea, sub/sea, base and longevity pay while on leave, plus ration allowance.

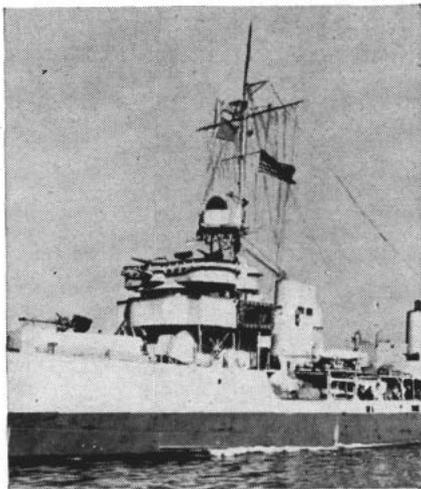
BuPers/BuSandA letter, para 2 and 2(A), states in part that we are not entitled to the same pay and allowances (sub and sea pay) while on leave.—T. E. N., QM1, USN.

• The BuPers/BuSandA letter pertained to claims for unused leave, reimbursement for which was to be made in government bonds. These instructions do not affect pay and allowances for any periods of leave other than unused leave.

BuPers Circ. Ltr. 193-46 set up instructions relative to leave other than that claimed as unused leave, which is payable in bonds. Under para 2(B) it is stated in part, "During such leave he shall be entitled to the same pay and allowances he would receive if not on leave, and to any additional or other allowance or allowances otherwise authorized or provided by law for persons while on leave."

Public Law 697, 77th Congress (see also Art. 54314-2, BuSandA Manual), which provided for additional pay for personnel assigned duty on submarines, DID NOT PROVIDE for payment of a per centum increase in pay for submarine duty during periods of leave.

Sea pay is payable, provided otherwise proper, while on authorized leave not in excess of statutory leave limit. However, if an individual is detached from a naval unit which entitled him to receive per centum increase for sea duty and is ordered to a separation activity for processing and is then granted terminal leave, he is no longer attached to a unit entitling him to sea pay and such pay is not authorized during terminal leave.—Ed.



USS SWERVE—A ship with one mast.

Mast or Foremast

SIR: If a ship has only one mast, is the mast called a foremast or a mainmast?—R. G. A., CGM, USN.

• The single mast would be called a foremast or simply a mast, according to *Bluejackets' Manual*, 1944, p. 163.—Ed.

Hospital Corps Veterans

SIR: Thank you for the announcement you gave the National Association Veterans of the Hospital Corps (ALL HANDS, November 1946, p. 31). We have received inquiries from many persons as a result of your notice.

The address should, however, have been listed as 1705 M St., N.W., Washington 6, D. C. (instead of 1605 M St.).

Membership in our organization is open to any person who has served in the medical department of the armed forces for a period of 90 days while the U. S. was in a state of war, or who served in any campaign for which a medal has been awarded. Such persons may be veterans or servicemen on active duty.—Frank H. Alderman, NAVHC.

You're in the Navy Now

SIR: I reenlisted from the Reserve into the regular Navy on 14 March. On 15 March, Alnav 127-46, which states that men under 21 need consent of their parents to enlist or reenlist in the regular Navy, went into effect. I am 19 now and in the regulars without consent of my parents. Am I eligible for discharge?—C. D. S., SC(B)3, USN.

• Parental consent to the enlistment of minors between the ages of 18 and 21 is required by the Navy at the present time as a purely administrative procedure. During the emergency, lack of consent does not invalidate an enlistment. The law provides that no minor shall be discharged during war or emergency because of enlistment without proper consent.—Ed.

Star Spangled Buoy

SIR: Recently I heard that there was once a red, white and blue buoy in Chesapeake Bay. What was the significance of this buoy?—A. G. P., SK1, USN.

• You apparently are referring to the Star Spangled Buoy which was moored in 3½ fathoms of water in the Baltimore Harbor approach on 5 Sept 1914. The buoy marked the spot where Francis Scott Key wrote our National Anthem while a prisoner of war aboard the British frigate HMS Minden. The buoy was a first class tall nun type, with 16 alternate vertical red and white stripes and a blue field at the upper end with 15 white stars. The buoy was removed on 2 Nov 1914.—Ed.

The Argument Still Rages

SIR: My faith in the accuracy of ALL HANDS was much shaken when I read in your issue of October 1946 an article entitled "Defender of the Flag," which said: "A pirate who struck at Decatur with his scimitar was thwarted by Seaman Daniel Frazier who flung his body over his chief and took the blow himself." Any schoolboy probably would know that Reuben James, not Daniel Frazier, performed this act of heroism.—S. J. C., Comdr., USN.

• For almost a century the controversy on Reuben James and Daniel Frazier has raged, but the best evidence favors the supporters of Frazier. The report of Surgeon Heerman after this action at Tripoli in August 1804 is significant:

"Dnl. Frashier, two incised wounds on the head, one of them severe; one bad wound across the wrist and seven slightly about his hands."

Reuben James' name is conspicuous by its absence from this report.

Two ships have borne the name of Reuben James—the DD 245, a four-stacker commissioned in 1920, and DE 153, commissioned in 1943. One was named for Daniel Frazier, the DD 607 of the Benson class, commissioned in 1942.—Ed.

Father Discharges

SIR: The new draft law permits fathers to ask for discharge after 1 Aug 1946. Just who does this pertain to, USN, USNR, USN-I or the Marine Corps? I myself being the father of a son whom I've never seen would like very much to know the details.—J. L. G., Y2, USN.

• The draft law applies only to USN-I personnel. The Navy has taken no inductees since last spring, and virtually all such men inducted previously have been demobilized. The law does not, in any way, apply to regular Navy personnel.—Ed.

Souvenir Books

• *uss Chandeleur (AV 10)*. Address: Schwabacher-Frey Co., 735 Market St., San Francisco 19, Calif. Now being distributed; no charge to former ship's personnel or personnel of VPB 21 based aboard.

• *uss Louisville (CA 28)*. Address: J. Pennington Straus, editor, 1719 Packard Building, Philadelphia 2, Pa. Copies available now at \$3 each.

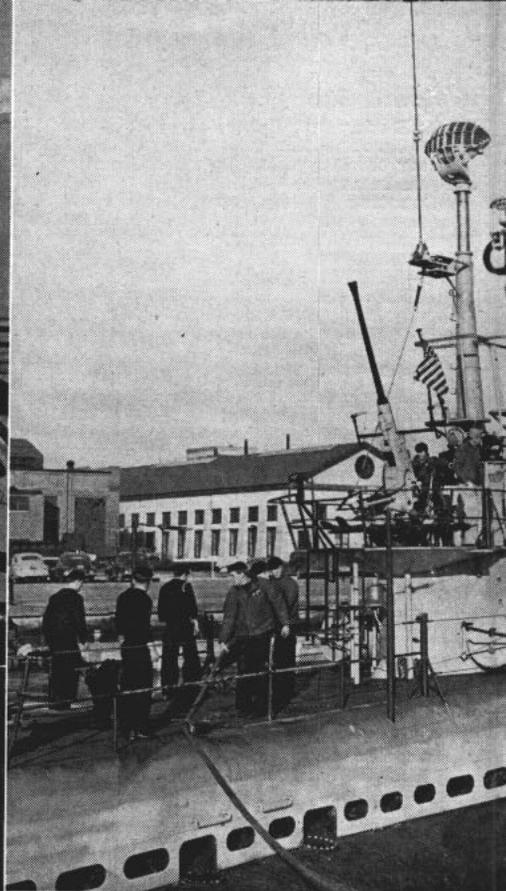
• *26th Naval Construction Battalion*. Address: Cdr. C. A. Frye, 922-17th St. South, Birmingham, Ala. Copies free to former battalion personnel.

• *uss San Francisco (CA 38)*. Address (and make checks payable to): Commanding Officer, *uss San Francisco (CA 38)*, Philadelphia Group, 16th Fleet, U. S. Naval Base, Philadelphia 12, Pa. Copies available now, postpaid anywhere in U. S. at \$3.75 each.

• *uss Heermann (DD 532)*. Address: Newsfoto Publishing Company, P.O. Box 1392, San Angelo, Tex. Copies available at \$4 each.

• Souvenir books of the following ships are available, address: *Historian (Ship's Name)*, Newsfoto Publishing Company, P.O. Box 1392, San Angelo, Tex. Already published: *uss Boston (CA 69)*, \$5; *uss Hoggatt Bay (CVE 75)*, \$4; *uss Baltimore (CA 68)*, \$5; *uss New York (BB 34)*, \$5; *uss Birmingham (CL 62)*, \$6.50. To be published: *uss Benson (DD 421)*, \$5; *uss Pasadena (CL 65)*, \$5; *uss Neshoba (APA 216)*, \$5; *uss Springfield (CL 66)*, \$5; *Navy Air Group 20*, \$10.

• *uss Minneapolis (CA 36)*. Address: A. T. Luey, 600 West Beardley Ave., Elkhart, Ind. Now available; \$4 per copy.



HOT JOE to ward off Antarctic cold is the mascot of USS Sennet, polar expedition sub, top left. Center left: Little boy takes a look through telescope aboard USS Kearsarge. Lower left: Sailors work on LCT engines at Amphibious Base, Littleton, Colo. Right: Little boy looking through telescope aboard ship for under way training class submarine, newly completed at Philadelphia, Pa., named "City of Lynn Ship" for city where it was built. Below: Navy bomber releases atomic bomb over Nagasaki.



TODAY'S NAVY

American Antarctic Policy Reviewed In Statement from State Department

Other Nations Head South

While planes of the Navy's 1947 Antarctic expedition began the task of photographing and mapping vast frozen expanses of the Antarctic Continent (ALL HANDS, January 1947, p. 2), a re-statement of America's Antarctic policy was given by the State Department.

"The U. S. Government has not recognized any claims of any other nations in the Antarctic, and has reserved all rights which it may have in those areas," Undersecretary of State Dean Acheson declared. "On the other hand, the U. S. has never formally asserted any claims, but claims have been asserted in its behalf by American citizens."

This reiteration of U. S. policy was presented by the undersecretary at a press conference as part of his answer to an inquiry about an alleged diplomatic dispute concerning the British Survey and Weather Station Mission, which now is situated at Marguerite Bay in the Antarctic.

Undersecretary Acheson explained that an official U. S. expedition known as the U. S. Antarctic Service Expedition operated in the Marguerite Bay region from 1939-41. Upon leaving the area, the expedition left behind considerable property, including huts, various types of machinery, and certain supplies.

Because an independent private American expedition led by a Naval Reserve officer, Comdr. Finn Ronne, planned to leave for the Marguerite Bay area in January, the State Department requested that the British Government ascertain and inform the U. S. of the condition of the property left behind by the U. S. Antarctic Service Expedition in 1941. The informa-

tion was provided by the British, and turned over to Comdr. Ronne by the State Department.

"The State Department has not requested the British Government to remove the British expedition from Marguerite Bay," Undersecretary Acheson emphasized. "The British have said that while there would be insufficient space for two full-sized expeditions at Marguerite Bay, as well as enough seals for food and dogs, they have indicated their willingness to work out some arrangements for cooperation between the British and American expeditions in that area."

It was pointed out that the venture led by Comdr. Ronne is not an official Government expedition, although, by act of Congress, the U. S. Government has lent a Navy ship to Comdr. Ronne for the expedition. It will be entirely separate from the Navy's Antarctic exercise, which is not expected to operate in the Marguerite Bay area.

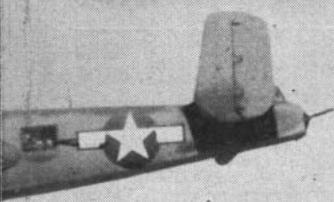
Meanwhile, these international developments in regard to the Antarctic were reported in the world's press:

- A 10-ship whaling flotilla, headed by the well-known Soviet explorer Voronin, was reported by Russian newspapers to have departed from northern Russia for the Antarctic.

- The Argentine Ministry of Marine announced that the Argentine naval transport *Patagonia* would depart for the Antarctic to begin a wide program of research and enlargement of Argentina's meteorological outposts, to be carried out through 1947. Also, the steamer *Santa Cruz* sailed for Tierra del Fuego, carrying building materials and apparatus for improving existing Argentine installations.

- Chile's Foreign Office was reported to have announced that Chilean sovereignty in a part of Antarctica

mission of these crew members as they repair coffee pot, upper through the big glasses during Chilean Navy personnel work at the Creek, Va., preparatory to going to Antarctica. Above: USS Spinax, Corsair at Portsmouth, N. H., Navy Yard, is being used to transport those residents contributed funds to purchase dummy "Tiny Tim" rocket.



LAST MARCH



USS America (X41) was dismantled, ending almost a century of service of sailing and adventure; natives of Bikini were evacuated in preparation for the Atom Bomb test during Operation Crossroads.

tion for the Atom Bomb test during Operation Crossroads.

MARCH 1947

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CARRIER-BORNE R4D twin-engine transports aboard USS Philippine Sea will carry men over the Antarctic on the Navy's training and exploratory expedition.

was "as indisputable as that over any other part of the national territory." Chilean Antarctica was defined as the polar sector comprised by the 53rd and 90th meridians west of Greenwich. The Chilean announcement said that the frigate *Iquique* and transport *Angamos* of the Chilean Navy were being prepared for a trip to the Antarctic.

- The French Foreign Office drew attention of the Paris press to the French claim to Adeline Land, in Antarctica, which comprises 400,000 square kilometers lying within the polar circle south of Australia.

- The Australian press reported that Australia had "claimed one-third of Antarctica and probably would decline any proposal to give the United Nations control of the South Polar region." Australia was reported to be readying a reconnaissance patrol for the Antarctic trip, with a larger expedition to follow later.

- Norway also was reported to be preparing an expedition to Antarctica.

While the central task group of the Navy's Antarctic expedition played a deadly game of hide and seek with shifting icebergs and rammed and churned its way through the ice pack separating the force from Little America, the expedition's eastern and western groups were experiencing extremely bad flying weather.

Swirling Antarctic fog and mist for two weeks shrouded the location of a Martin Mariner patrol seaplane which was missing on an exploratory flight shortly after the eastern and western groups of the expedition reached their starting points for aerial photographic and mapping work. But a combination of determination, skill and luck brought about the rescue of six of the plane's nine occupants.

The plane had taken off from the seaplane tender *Pine Island*, which was operating off James W. Ellsworth

Land as a unit of the eastern group of the expedition. It had last radioed its position as about 250 miles south of the *Pine Island*.

A search plane located the six survivors and their badly-wrecked plane in an area along the Bellingshausen Sea, and signaled that there was a stretch of open water nearby, on which the rescue plane could land. The group trudged across eight miles of rugged terrain to the water where the plane waited for them, and soon all were safe aboard the seaplane tender.

The six survivors reported their plane had exploded in the air after grazing an Antarctic ice shelf. Three of their comrades were killed in the explosion and crash.

Since the eastern and western groups operate outside the vast expanse of pack ice circling Antarctica, sending their planes inland on exploratory missions, they reached their starting points while the central group still was battling its way toward Little America. The eastern group began operating near Peter I Island, working around the continent to the eastward. The western group reached a point southeast of New Zealand, following the edge of Antarctica to the west.

In accordance with previous plans, Rear Admiral Richard E. Byrd, usn (Ret), officer in charge of the Navy's Antarctic expedition, sailed from Norfolk, Va., on 2 January aboard the carrier *USS Philippine Sea*. Six Navy R4Ds, twin-engine Douglas transports, were to be flown from the carrier's flight deck at the edge of the Ross Sea pack ice to Little America. The planes were to land on an airstrip which personnel of the central group would construct on the Ross Shelf ice near Little America. Especially equipped for photographic and other scientific work, the planes would conduct aerial operations into the interior from the Little America base.

Five New Ships

Five new combatant ships have been added to the Fleet in recent commissions. They are:

USS Fresno (CL 121), latest of the anti-aircraft cruisers, commissioned at the Naval Shipyard, Brooklyn, N. Y.

USS Manchester (CL 83), last *Cleveland* class cruiser to be built, commissioned at Naval Shipyard, Boston, Mass.

USS Valley Forge (CV 45), an *Essex* class carrier, commissioned at the Naval Base, Philadelphia, Pa.

USS Corsair (SS 435) and *USS Walrus* (SS 437), commissioned at the Submarine Base, New London, Conn.

Admiral King Elected

Fleet Admiral Ernest J. King, usn, was elected president of the Naval Historical Foundation for a three-year period at the annual members' meeting in Washington, D. C.

The Foundation's purpose is to foster patriotism and to increase knowledge of American naval and shipping history. It collects and maintains a library of valuable books, documents, log books and letters, and owns one of the largest collections of pictures and relics of naval interest in the U. S.

Plenty Fancy Shooting

Pfc. Warren T. Berglund, usmc, fired a score of 336 out of a possible 340 with the M-1 Garand, on the Marine rifle range at Lakehurst, N. J., to come within a single point of tying the all-time Marine record.

Berglund, who has brown eyes, punctured holes in the theory that blue-eyed marksmen are superior on the range, a belief that has long persisted in the corps. Former Gunnery Sgt. John C. Cochrane, usmc, holds the all-time record with a score of 337.



HERE'S WHERE food is kept hot aboard Navy's R5D transport planes, Wave explains to visitors at NAS Seattle, Wash.

ALL HANDS

CAA Borrows Radar

Recognition of the value of Ground Control Approach radar came recently from the Civil Aeronautics Authority, which borrowed a GPN-2 radar set from the Navy for use in air traffic control in the Pittsburgh, Pa., area. The set is one of the latest wartime developments, built by Bendix Aviation Corp., and gives complete coverage of the sky within 30 miles.

Used as an auxiliary to GCA and as an independent airport search system, GPN-2 includes two-way radio equipment operable on all aircraft frequencies, guiding planes into approach procedure. Like GCA, GPN-2 is carried in a truck with separate power trailer.

Subs Ease Fuel Shortage

The British Navy's submarines are helping to ease England's critical fuel shortage, which has forced several factories to close and has threatened others. An Admiralty spokesman announced that 30 or more submarines would be tied up at three naval dry-docks—Devenport, Portsmouth and Sheerness—to act as floating, power-generating stations, resulting in a total saving of 2,000 tons of coal a week.

Good Tour for Fishermen

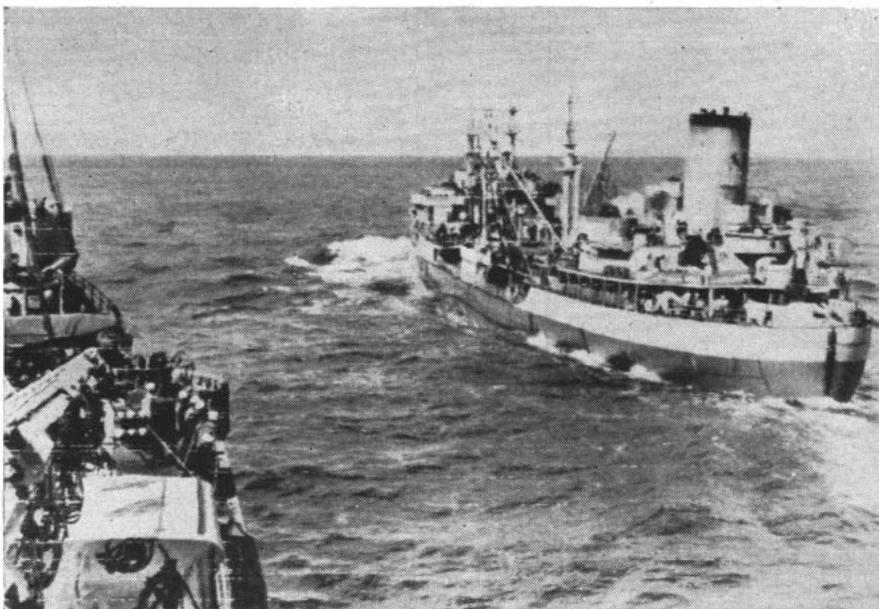
Take along your fishing tackle if you're sent up for a tour in Alaska. That's advice straight from NAS, Kodiak. Whatever the privations of the area and the severity of its climate, there's sport fishing to be had at every naval shore establishment in the Alaskan area—fishing that sportsmen annually pay large sums and travel great distances to get.

"The trout are so large that a person automatically becomes a liar when he brings them in," is one comment from Kodiak. Allowing for the universal privilege of anglers, that "so large" comes down to what still is a right smart figure for trout—an average length of 14 inches, with some 24-inchers caught. They throw 'em back under 10 inches up there.

Silver salmon run 6 to 15 pounds.

Most common gamefish are Dolly Vardens, bright as a new dime when they first come up the rivers and streams, changing to colors as gaudy as the eastern brook trout after a stay in fresh water. Silver salmon are frequent; rainbows and steelheads rare except in certain areas. At Attu and Kodiak good streams run right through the reservation; at other locations streams are within hiking distance of naval stations.

Fishing tackle is available at all naval activities in the area, but it's just as well to bring some of your own. Suggested items of personal fishing kits include standard trout tackle, bait casting rods, spoons and spinners, large-sized bucktail or streamer flies, nylon leader material, lightweight boots, fly tying equipment and such other "pet" accessories as you may have.



RADIOPHOTO from the Navy's Antarctic Expedition shows the USS Mt. Olympus, expedition flagship, approaching USS Canisteo, oiler, for refueling at sea.

Loose Talk

Loose talk of "push button warfare" was assailed by Dr. Vannevar Bush, chairman of the Joint Research and Development Board (Army-Navy).

"Push button warfare be damned," Dr. Bush declared. "This talk has done a lot of harm. The trouble is that the American people get to thinking in terms of our pushing the buttons, and lose sight of the fact that if there were a war tomorrow it would be the same tough slugging match that the last one was."

Dr. Bush agreed there would be innovations and modifications of weapons as a result of developments during and since World War II, but he im-

plied that the "Buck Rogers era" is still a long way off.

The Joint Research and Development Board has authority to allocate responsibility between the services in scientific research fields, and to suggest areas in which research is needed. Navy members of the board are AstSecNav W. John Kenney and Admiral De Witt C. Ramsey, USN. Army members are Gen. Carl Spaatz, AAF, and Gen. Jacob L. Devers, USA.

CMH Winner Promoted

Rear Admiral Paul F. Foster, USNR, who won the Congressional Medal of Honor for distinguished conduct in the battle of Vera Cruz in 1914, has been promoted to the rank of vice admiral on the Retired List. He received this promotion because he had been especially commended.

Admiral Foster, who was placed on the retired list on 1 Dec 1946, was graduated from the Naval Academy in 1911, and served in the Navy until 1929. At that time, as a lieutenant commander, he resigned from the service to enter private business. Recalled to duty in 1942, he was assigned to duty in the office of CNO. He served subsequently as Assistant Naval Inspector General, Navy Department, and was secretary of the Navy Manpower Survey Board.

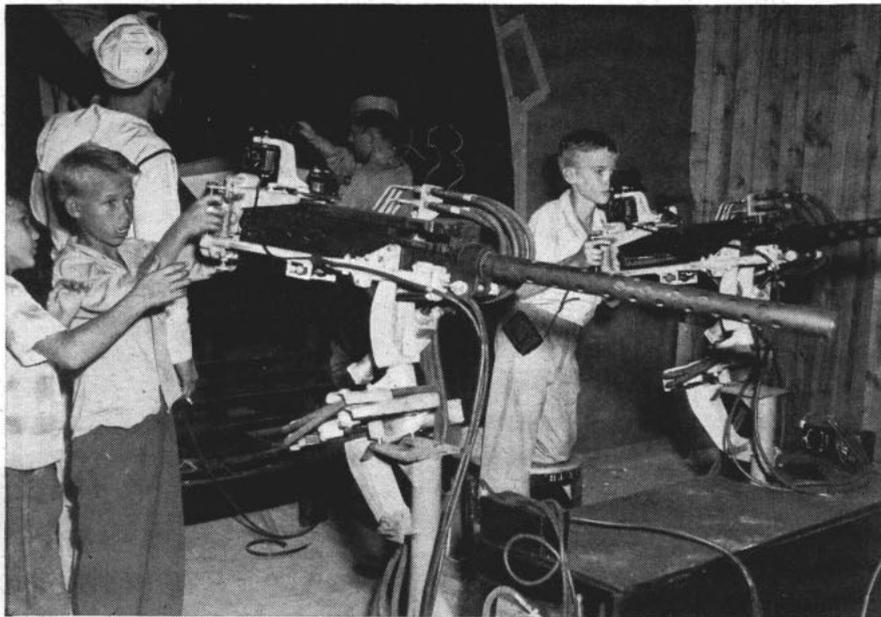
In addition to the Medal of Honor, Admiral Foster was awarded the Navy Cross, Distinguished Service Medal, Legion of Merit and Letter of Commendation from SecNav. At one time, he was CO of the submarine USS G-4.

Navy Smoke Eaters

The Navy Fire Fighters' Assn. announced it expected to complete its formal organization this month. Interested veterans may write to the Association at Box 658, Reno, Nev.



SEEING IS BELIEVING—This is a 'fair' catch, say the men of the Navy's Alaskan establishments of these beauties.



BANG BANG and blooey with real big guns go these youngsters at a special open house exhibition given school children at NAS Corpus Christi, Texas.

New Navy Nurses

Two groups of new members of the Navy Nurse Corps have reported at the Naval Hospital, St Albans, Long Island, N. Y., for indoctrination. After the indoctrination period of six weeks, which consists of an introduction to Navy life, ethics and nursing, the new nurses will remain on duty at the hospital for the remainder of their one-year probationary period.

It is planned that two other indoctrination centers for nurses will be opened soon at the Naval Hospital in Philadelphia and at a hospital on the West Coast.

'Magic Carpet' Rolled Up

A Far East "Magic Carpet," in which the Navy played a leading role in transporting hundreds of thousands of Japanese from islands of the Pacific to their homeland, has been concluded in all sectors under U. S. control.

Allied headquarters in Tokyo announced that 922,570 Japanese had been repatriated since war's end from the Philippines, Hawaii, the Ryukyus, South Korea, the Marianas, Gilberts, Bonins and Marshalls. There still are 120 Japs in the Marianas and 649 in the Philippines, all held in connection with war crimes.

Civilians Honored

In recognition of their outstanding services to the Navy, three civilians have received awards from the President. The awards, presented by AstSecNav W. John Kenney in ceremonies at the Navy Department, were given to the following:

- Dr. John Von Neumann, a member of the staff of the Institute of Advanced Study at Princeton University, was presented the Medal for Merit, highest civilian award, for his "out-

standing devotion to duty, technical leadership, untiring cooperativeness, and sustained enthusiasm," during the period from 9 July 1942 to 31 Aug 1945.

- James K. Penfield, assistant chief of the Division of Far Eastern Affairs, State Department, received a Certificate of Merit for furthering operations of the Navy and Coast Guard in Greenland during his tenure as the first American Consul to Greenland from April 1940 to October 1942.

- Henry R. Sutphen, executive vice president, Electric Boat Company, was awarded a Certificate of Merit for his contributions in developing and producing motor torpedo boats.



SPRING HAT to end all spring hats is this sun helmet complete with built-in two-tube radio made by two students.

Pearl Attack Planner Dies

Allied military justice was cheated by death in Tokyo, when former Japanese Fleet Admiral Osami Nagano, who had admitted "full responsibility" for the Pearl Harbor sneak attack, died in Sugamo Prison of acute bronchial pneumonia.

Admiral Nagano, second war crimes defendant to die since the trial began last June, was chief of the Japanese Naval General Staff at the time Pearl Harbor was attacked. He had been charged with planning and executing the war in the Pacific, organizing the Indochina invasion, mass murder, and mistreatment of prisoners of war.

Reserve Officers Association

Membership in an organization which has dedicated itself "to cooperate with the constituted governmental authorities of the United States in maintaining an efficient Naval and Marine Corps Reserve and in advancing the effectiveness of the Naval Service as a whole," is open to active, inactive and retired officers and warrants of the Reserve of the Navy, Marine Corps and Coast Guard.

The Naval Reserve Officers Association, founded in 1919, has stated such memberships may be obtained through local chapters or by writing direct to the National Secretary, NROA, 1142 North Meridian St., Indianapolis 6, Ind. National annual dues are \$2 for active members, and chapter dues are in addition to this.

National President is Capt. George W. Akers of Detroit.

Landing Aids

Bad weather is a decreasing factor in aviation—military, commercial and civilian—according to the results of tests performed jointly by the Bureau of Aeronautics, the Civil Aeronautics Administration and the Army Air Forces at the Landing Aids Experimental Station, Arcata, Calif.

These tests have determined that a combination of three landing aids now in existence and actually in practical use makes it possible for even inexperienced pilots to make normal landings under the worst of fog or bad visibility conditions, if the plane has two-way radio.

The three landing aids include either Ground Controlled Approach or Instrument Landing System, used with high intensity runway lights and FIDO (Fog, Intensity, Dispersal of). They allow the pilot of any plane to make a normal approach to a storm-bound field from a distance of 30 miles or more, make normal letdown and glide, and land visually.

Use of GCA is favored by the Navy over Instrument Landing System because GCA requires no special equipment within the plane beyond the normal two-way radio. Instrument Landing System has the advantage that it requires fewer trained ground personnel and is operated by the



SAILOR FARMERS on Guam are instructing natives in modern agriculture methods on farms set up by the United States Naval Government. The farm ducks get fed, left. At right: pigs homeward wend their contrary way, driven by sailor.

plane's pilot with equipment within the plane.

In the use of either system, however, the location of the plane with relation to the landing runway is determined at a distance of about 30 miles from the field and the pilot is guided to within a few feet of the ground by electronic instruments.

While the approach is being made, FIDO, under control of the tower operators at the field, is lit off and the ceiling immediately above the runway in use is burned clear by the heat from high pressure gasoline jets lining it.

Finally, as the plane comes close to the runway, the high intensity runway and boundary lights, in the accepted CAA color pattern, are turned on to further combat bad visibility and the pilot is able to make a visual, contact landing.

Under the GCA system, an approaching plane is picked up on special directional radar equipment and a trained crew of ground operators is able to determine its exact position with relation to the normal approach path for the field. Directional and altitude corrections are relayed to the pilot through voice radio by an approach officer, and the plane is brought to within 50 feet or less above the runway.

With the Instrument Landing System, ground-originated directional radio signals are converted to a visual reading on a single instrument in the plane's cockpit which tells the pilot the direction or altitude he is off the normal approach. Again the pilot is guided to within a few feet of the runway.

Neither system is considered fully reliable under extreme storm conditions but both are competent to aid pilots through very bad fog and bad visibility conditions. Both have been used under practical operating conditions and experimentally for some time.

Universal Military Training

The armed services are making plans for the eventuality that a system of universal military training for residents of the U. S. may be considered favorably by the Congress.

Naval planning is in a preliminary stage. It is assumed that under any system of universal military training the trainees would be assimilated into the naval training establishment much as "boots" are now started on their naval careers. On completion of recruit training, some trainees would go to aviation and non-aviation technical school training, and some would go direct to shipboard training.

It is planned that when the trainees have been in service six months, occu-

pled as outlined above, a number of options will be offered to each trainee. These options are designed to allow trainees to complete one year's training obligation in one year of actual service or during a longer period of "part time" service in the Reserve or other organization.

The Navy supports Army plans for universal military training, with minor modifications. The Army has set up an experimental unit at Fort Knox, Ky., to train some 800 newly enlisted recruits in a system similar to that which might be set up under a universal military training law.

To General's Rank

The President has approved the selection of seven Marine Corps colonels for temporary promotion to the rank of brigadier general, it was reported in *Alnav* 626-46 (NDB, 31 December). Selections were made by two boards, both headed by Lt. Gen. Roy S. Geiger, USMC.

The officers, and their duties at time of selection, follow:

Col. Merritt B. Curtis, USMC, Disbursing Branch, MarCorps Headquarters, Washington, D. C.; selected for duty with the Supply Department, MarCorps.

Col. Fred S. Robillard, USMC, MarCorps Headquarters, Washington, D. C.; also selected for duty with the Supply Department.

Col. Henry D. Linscott, USMC, Fleet Marine Force, Pacific.

Col. Dudley S. Brown, USMC, Staff, National War College, Washington, D. C.

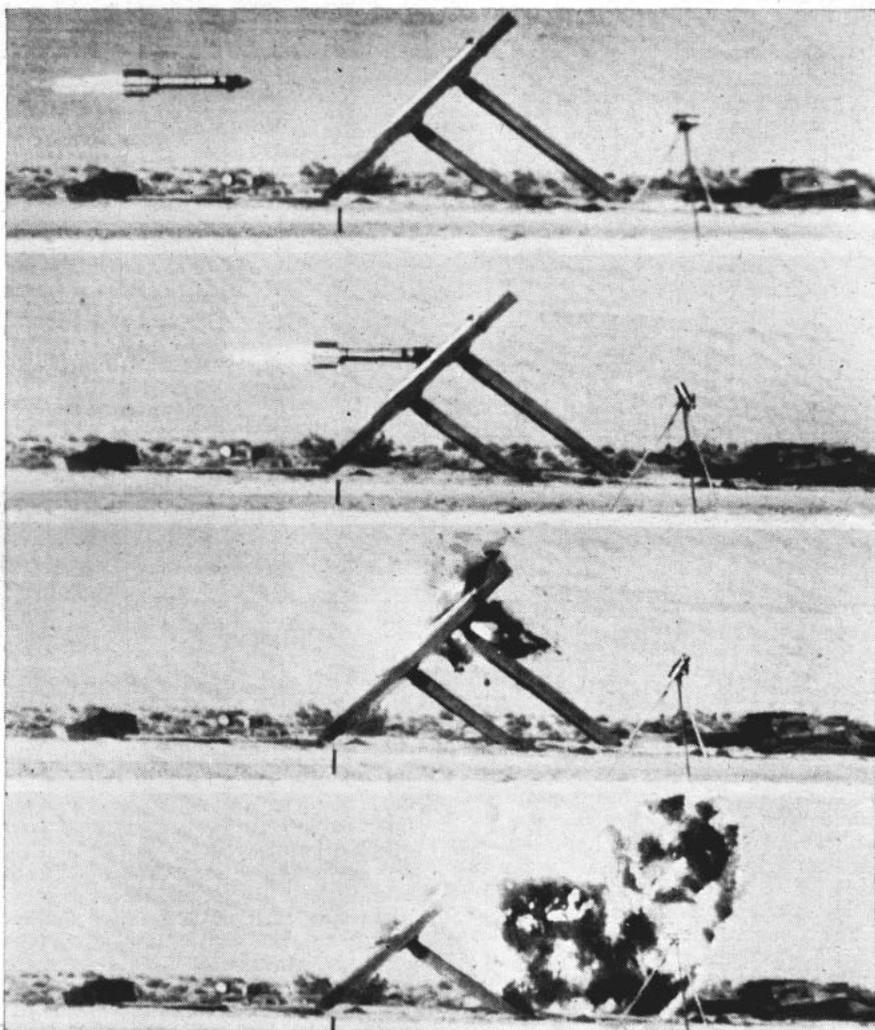
Col. Robert H. Pepper, USMC, Personnel Department, MarCorps Headquarters, Washington, D. C.

Col. Edward A. Craig, USMC, Training Command, PhibPac.

Col. Vernon E. Megee, USMC, Staff, National War College, Washington, D. C.; selected for duty with MarCorps aviation.



BOX CAMERA used for snapshots was never like this Navy K-20 aerial camera, says visitor aboard USS *Kearsarge*.



TINY TIM smashes through three inches of armor plate. The Navy's new 11.75 rocket here approaches, hits, pierces and explodes in tests at Inyokern, Calif.

Unpacific Pacific

The Pacific, Webster's definition notwithstanding, can be anything but calm, peaceful or tranquil, as sailors at Palmyra, Hawaii, the Aleutians and Alaska discovered.

A severe storm, of the sort which frequently hampered naval operations during World War II, springing up off the Japanese coast, last month lashed out at two and a quarter million square miles of the Pacific. Then it faded off into the Arctic wastes. Before leaving, it battered installations in Hawaii and the northern Pacific, and drove waves entirely across tiny Palmyra Atoll, 1,000 miles southwest of Hawaii.

But that wasn't all. Mother Nature, not content with that rampage, put the spark to Akutan Volcano, a 4,100-foot peak six miles from a native village in the Aleutians. The volcano erupted with orange flames playing above the crater and lava flowing down the mountain's side.

The flooding of Palmyra, whose 250 acres is composed of more than 50 islets none more than six feet above sea level, evoked a request by the island commander for the evacuation

of more than a hundred service personnel and civilians stationed there. However, falling tides left the atoll debris-strewn but habitable, and its inhabitants declined evacuation to attend a movie while awaiting another expected inundation which never came. There were no casualties, and all were reported to be in fine health and spirits.

Waterfront installations, beach homes, roads and communications on the windward shores of the Hawaiian Islands were badly damaged by high waves which caused hundreds of thousands of dollars damage, but no casualties. Waves smashed 40 feet high over the breakwater at Hilo.

Although the storm damage in the Aleutians was placed at \$250,000, no lives were lost. Hardest hit was the Naval Air Facility at Attu, where winds reached an average of 110 miles an hour, with gusts up to 135 miles.

The volcano eruption on Akutan Island, about 40 miles east of Dutch Harbor, caused the commandant of the 17th Naval District to dispatch an auxiliary tug to Akutan Harbor to evacuate the villagers if necessary or give any other aid.

Mine Sweepers for Sale

Ninety-seven motor mine sweepers of the YMS and PCS types have been offered for sale at \$15,000 each by the U. S. Maritime Commission. The ships will be sold "as is, where is" at Claremont, Va.; Charleston, S. C.; San Pedro, San Diego, Suisun Bay, and Mare Island, Calif.; and at Seattle, Wash.

The mine sweepers, credited with a vital role in the late war, are adaptable to many peacetime uses. Constructed of wood, the vessels were built to standard Navy design during the war. They have a 136-foot length, 24-foot beam and 6-foot draft. Gross tonnage is about 300.

Main feature of the craft is its extreme maneuverability due to its high speed, direct drive and two 500 horsepower directly reversible diesel engines.

Pilot Ejector

Ever put your hand out the window of your car when you were traveling 50 miles an hour?

Then you know the pressure of the wind and how it can buffet your hand.

Increase the speed to 250 miles an hour and more, imagine jumping from a plane and you get the idea of what would happen to a pilot if he had to bail out at that speed. Remember also the danger of being blown into the rear of the plane.

With that in mind, the Navy started work on a pilot ejection seat which would get the pilot away from his plane, should he have to resort to parachute at jet plane speed. Don't get the idea that the Navy envisages every jet or rocket plane flight as a ticket to a parachute jump because the Navy doesn't send men aloft in planes unless it is pretty sure the planes will fly right. Like all safety appliances, the pilot ejection seat is designed for use only when something goes wrong to the extent that the pilot has to bail out.

Today, the conventional bail-out speed is about 120 miles an hour. At higher speeds, with conventional parachutes, the chances of getting out safely become increasingly limited. Yet a Navy airman bailed out of a plane at 250 miles an hour.

He was blasted out of a JD-1 by means of an ejection seat which received its power from two charges of powder. A 40-inch piston took the impact of the explosion and pushed him into the air, with enough force to clear the plane's tail surfaces. Once clear, a parachute attached to the seat fluttered open. In this case, the parachute failed to open fully and he had to use an auxiliary 'chute for the descent.

BuAer's Airborne Equipment Division started work on the ejection seat several months ago after receiving German technical papers which revealed the Germans were on the way to solving the problem of saving pilots' lives when they had to leave high-speed jet fighters. The division also

received reports of English experiments with the seats.

Working in close cooperation with the Army Air Forces, which has developed a seat with one explosive charge, technicians of the Airborne Equipment Division went over the plans and documents. They decided to develop a seat using two powder charges.

They discovered that the Germans had injured several of their experimental personnel, who had been recruited from prisoner-of-war camps, in testing the one-charge ejection seats. It was found that the charge blasted the subjects from the plane without making allowance for body structural weaknesses. In some cases the charge compressed the spine enough to cause permanent injury.

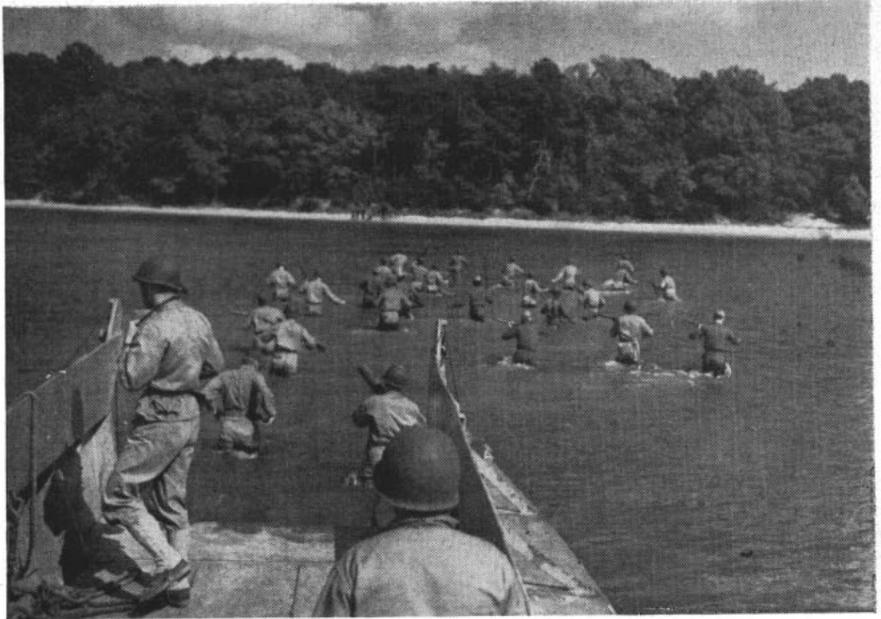
In the Navy's improved seat, the first charge starts the seat from the plane and a second charge, just a moment later gives it momentum to clear the plane without putting all the "push" in one charge. Because of this, the spine is able to contract more gradually and the danger of injury is greatly lessened.

The Army and Navy have jointly developed their respective ejectors with collaboration and interchange of information. Both types would have been tested by either service, had not this collaboration been present.

Exhibit Makes Tour

A U. S. Navy mobile exhibit, designed to stimulate interest in the Naval Reserve recruiting program, is making a 4,200-mile trip through 14 southeastern and southcentral states.

The exhibit, which has a snappy red, white, and blue color scheme, consists of five large vans and a sound movie projection truck. It departed from Washington, D. C., opened in Richmond, Va., and from there is proceeding to 37 other cities, going as far west



MARINE RETRAINEES hit beach near Camp Peary, Va. Amphibious landings, long hikes and field problems over rugged terrain are on retraining agenda.

as Shreveport, La. It will be on the road approximately six months.

The two largest vans, with fluorescent interior illumination, contain displays of general interest furnished by BuMed, BuSandA, BuDocks, BuAer, BuOrd and BuShips.

Located on an open semi-trailer is an Mk 14 torpedo, one side of which has been cut away and covered with plexiglas. The torpedo's mechanism can be put into operation, enabling spectators to get a view of interior working parts. Also included is a .50 caliber automatic aircraft gun turret, "The Bat" (a guided missile), and several late types of Navy aircraft rockets.

Housed by two large trailers is an

SP-1M Radar unit which will be put into operation for the public.

Movies pertaining to Navy life, and an occasional cartoon, are projected onto the side of one of the large vans each night as an added attraction.

The exhibit is manned and operated by 21 men.

FMF, Atlantic

The Atlantic Fleet Marine Force, composed of a striking force of ground troops and supporting aviation units to operate under the Atlantic Fleet, was activated under command of Maj. Gen. Keller E. Rockey, usmc, with headquarters at Camp Lejeune, N. C. The organization parallels the FMF, Pacific.

The ground troops include the Second Marine Division, veterans of Tarawa, Saipan, Tinian, Okinawa, and the occupation of Japan.

Aviation elements of the Fleet Marine Force, Atlantic, include units formerly operating with the Second Marine Air Wing. Headquarters of the aircraft command was initially located at Marine Corps Air Station, Cherry Point, N. C.

Gen. Rockey was commissioned in 1913 and served in Nicaragua, Haiti, and France. He commanded the Fifth Marine Division at Iwo Jima and later was Commanding General of the Third Amphibious Corps in China. Prior to assuming command of the Fleet Marine Force, Atlantic, he was Commanding General, Department of the Pacific.



Maj. Gen. Rockey



EMPEROR WORSHIPPERS still, a soldier of Japanese Army and a Hokkekyo priest pay homage to their "Son of the Sun" in front of the Imperial Palace.

All-Navy Program Is Boosting Local Sports Activities

Navy teams aboard ships and stations have begun shooting for the moon, with the announcement of postwar All-Navy sports championships, the first of which — basketball — will be played at Great Lakes, Ill., the latter part of March.

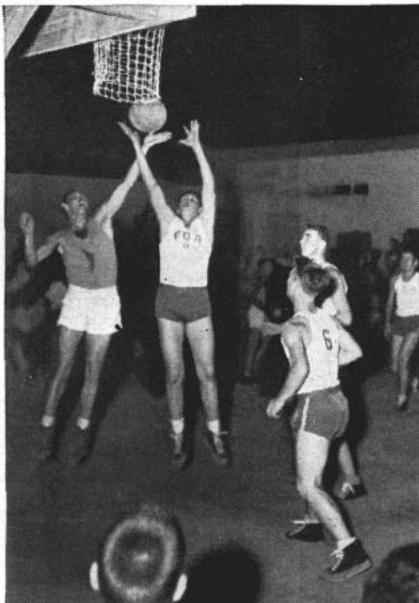
Up from hangar-deck scrimmages and back-lot scuffles to the championships will come top Navy teams from commands all over the world. With the All-Navy crown in sight, PCs and battlewagons, island outposts and big air stations have shown an upsurge of local sports activity. Basketball is the immediate interest, but All-Navy tournaments will be played in several other sports this year as well.

Three recent circular letters, by the way, have announced policy and administrative procedures in the Navy's new sports program. Underlying sports-for-all policy will be found in BuPers Circ. Ltr. 276-46 (NDB, 15 December); announcement of the postwar All-Navy championships was in BuPers Circ. Ltr. 283-46, and announcement of athletic gear repair facilities at the Disciplinary Barracks, Terminal Island, was given in BuPers Circ. Ltr. 284-46, (both in NDB, 31 December).

Reports from the Fleet attest to the growing emphasis on sports.

Carrier Crew Active

USS *Midway* (CVB 41) expects at least 75 per cent of the crew to have taken part in the ship's sports-for-all program by the end of this winter season. Emphasis has been on an intramural program, with division league play even at sea (which is okay, if you're a carrier). *Midway* is sponsoring varsity squads in basketball and



INTERNATIONAL basketball as played when the FDR's team met the Athens All Stars in Greece during cruise.

baseball, with the latter boasting, thus far, a 15-won, 5-lost record.

Intramural leagues are in the midst of basketball, volleyball and bowling seasons. Prospects are for the varsity basketball squad to sharpen up on college, station and fleet teams in the Tidewater Virginia area before the All-Navy championships, if the ship stays in port.

'China Bowl' Planned

USS *Helena* (CA 75) was a leading contender for "China Bowl" football honors, in a seven-team service football league centering around Shanghai. The clubs have been playing to around 1,500 spectators at the Shanghai race course on week ends. Natives of the area, of course, think the yelling American crowds must be more than a little crazy. Maybe that's because the current price of hot dogs is nearly a bushel of Chinese dollars.

DD's Men Like Baseball

USS *Zellers* (DD 777) is concentrating on baseball every time a team can get ashore, after a successful season up and down the Atlantic Coast in that sport. Recreation funds have been used for purchase of new equipment, and the outlook is good for the new year, with no transfers expected among last season's regulars who won 18 out of 22 contests in ports from Newport to Casco Bay.

Play in Shore League

A "hot stove" correspondent recalls that the diamondmen of USS *Yosemite* (AD 19), encouraged after taking over every ship in the Casco Bay area last season (they won 11 straight), shot a little too high and entered the Island Tournament on Peak's Island near Portland, Me. They lost both of their tournament starts by margins of one run in each game. Close, but no cigar.

Ship Docked, Crew Plays

The nearly 500 officers and men aboard USS *Mississippi* (AG 128) took advantage of a long availability in the Norfolk area to field teams in Tidewater leagues. Pistol, bowling and basketball teams are in the midst of winter competition, after successful softball, baseball and football seasons. The *Mississippi* fielded the only service football team in the Tidewater Amateur Athletic League.

FMF Tops Grid List

The Fleet Marine Force, Pacific, wound up the football season on top of the heap in the active Marine Corps league in the Hawaiian area. The FMF varsity was sparked by a Navy dentist, Lt.(jg) Lee Horvath, former Ohio State All-American. A season record of six wins and one loss (to NAS, Pearl Harbor) left the FMF gridders in sec-

ond place in the Oahu All-Service Football League, of which the NAS club was the undefeated league champion. In their seven games, the leathernecks piled up 233 points to 38 scored by their opponents.

North China Champs?

Until a better claim comes along, USS *Sierra* (AD 18) is the fleet baseball champ in the North China area (undisputed in the Tsingtao area, the ship claims). The *Sierra* ball club won 42 of 45 starts, for about the highest season average we've ever heard of.

'Big Moose' on Princeton

Seventeen years of professional baseball, including three World's Series on the pitching staff of the Philadelphia Athletics, are behind Comdr. George L. Earnshaw, USNR, gunnery officer aboard USS *Princeton* (CV 37). The "Big Moose" is not playing these days, but the *Princeton* ball club boasts a 16 won, 4 lost record anyway, all against teams in the Asiatic station.

The *Princeton* has exploited the distinct advantages of being a CV. The long flight deck has seen plenty of track, touch football and softball, and the hangar deck is used for boxing, table tennis, volleyball, handball and basketball.

Speaking of boxing, the *Princeton* has found that an elevator makes an ideal ring, roped off and raised off the hangar deck a few feet. *Princeton* leather-throwers, by the way, are claiming the "smoker" championship of Task Force 77, having won 6, lost 0.

The *Princeton*, with upwards of 1,200 men taking part in some form of athletics aboard, also has undertaken to invite the crews of smaller ships aboard for a day's play, from time to time.

San Diego Association

A reunion in New York City of former officers who served on USS *San Diego* attracted 21. The former navigator, Charles Wormser, was elected to head a new association to be known as the USS *San Diego* Association.

The first resolution passed by acclamation was that all hands who ever served on the ship be invited to join. Letters will be sent to every man of whom there is record. The former communications officer, Warren Heller, was named secretary. It was requested that all ex-*San Diego* sailors communicate with Warren Heller, Mount Kisco, N. Y., for further information.



Comdr. Earnshaw



NAVY'S NEW electronic flash unit stops cards in air and birds in flight because of its brilliance and short duration.

SUPERSPEED SNAPSHOTS

SHUTTERS clicking and flash bulbs blazing, the Naval Photographic Service continues unabated an intensive research program designed to develop newer, better methods of photography for the Navy (see *ALL HANDS*, September 1946, p. 10).

Recent work in the field of electronics has produced an ultra high-speed flash lamp, with which Navy photographers are being outfitted. The new electronic flash equipment features compactness, minimum weight, and speed of operation. It weighs only 11 and a half pounds, can fire 4,000 flashes without changing batteries, and will operate at three-second intervals—faster than the average photographer can snap pictures.

In the past, photographers using flash equipment had to carry around quantities of flash bulbs—that is, at least one for each picture taken. With an apparent eye to the size of the sailor's pockets, designers of the new unit have utilized a repeating flash bulb good for 10,000 photographic flashes. In performing this feat, the bulb uses less electric current than an average light bulb burning for a day.

Because the duration of the flash is only 1/10,000th of a second, mechanical shutters are open many times longer than the actual flash. This poses no problem, however, because the flash of light is so brilliant that light entering the shutter before and after the bulb is triggered has little effect on the negative.

The high-speed unit consists of three parts: the power pack which provides 2,000 volts to the lamp, a connecting electrical cord, and the lamp and reflector. Built into the re-

flector is a small pilot light which automatically illuminates when the power unit re-cycles after use, which indicates to the photographer that the lamp once again is ready for use.

Navy photographic research personnel are adapting the principle of the new flash unit to Trivision, the Navy's revolutionary new third dimensional photography, and to shipboard enlargers. In Trivision, the light will be used in a special printer; in shipboard enlargers its use will permit making enlargements without the disadvantage of vibration.

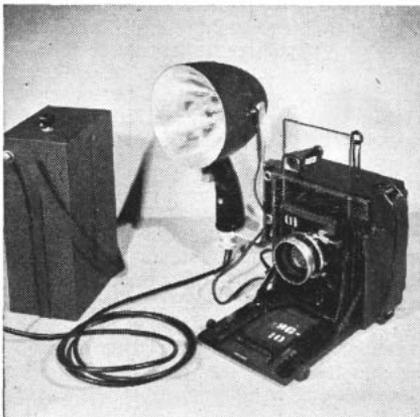
The three-dimensional photographic process known as Trivision has been the subject of extensive naval research for the past six years. In July 1945, the Naval Photographic

Service sponsored a specialized research and development program in connection with the invention, because late developments in its techniques showed that Trivision had military importance in many fields. It would produce photos true to life in depth, with a single lens, and could be used for photography outdoors in natural light or indoors with a flash bulb. Since 1945, complete Trivision experimental equipment has been under construction at the Navy Aeronautical Photographic Experimental Laboratory, Philadelphia Naval Shipyard.

The Trivision process is unique in that it produces pictures having three dimensions (length, width, and depth) without the use of supplementary viewing gadgets.

The minute lenses upon the surface become an integral part of the camera optical system when the picture is taken. The completed film, viewed against the light through its ridged surface, shows an image which projects into space before and beyond the film. The image appears as solid as the subject itself. The observer will discover that upon moving his head he actually can see partially around and beyond objects as he would in nature.

Work is nearing completion on a lenticulating press to emboss the minute ridges upon the film surface, a single lens Trivision camera, and a special enlarger printer. The inventor hopes for an adaptation of his technique to lithographs. Because Trivision photographic prints must be made on a transparent plastic, he believes that it will be adaptable also to the movies.



HERE'S NEW unit, with power pack at the left, flash lamp, camera and the connecting coaxial electric cord.

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.

Medal of Honor Awarded to Marine Ace

"For conspicuous gallantry at the risk of his life," Marine Ace Capt. Jefferson J. DeBlanc of Saint Martinville, La., was presented the Congressional Medal of Honor by President Truman.

Capt. DeBlanc, who became an ace by shooting down five enemy planes in one day, also holds the Distinguished Flying Cross, five Air Medals and the Purple Heart.

He was awarded the nation's highest military medal for his aerial attacks against Japanese planes in the Solomons on 31 Jan 1943, where he was leader of a section of six planes in MarFitRon 112.

Taking off with his section as escort for a strike force of dive bombers and torpedo planes ordered to attack Japanese surface vessels, Capt. (then Lt.) DeBlanc led his flight directly to the target area where, at 14,000 feet, our strike force encountered a large number of Japanese Zeros protecting the enemy's surface craft. In company



Capt. DeBlanc

with the other fighters, he instantly engaged the planes and countered their repeated attempts to drive off our bombers, persevering in his efforts to protect the diving planes and waging fierce combat until, picking up a call of assistance from the dive bombers under attack by enemy float planes at 1,000 feet, he broke off his engagement with the Zeros, plunged into the formation of float planes and disrupted the attack, thus enabling our dive bombers and torpedo planes to complete their runs on the Japanese surface ships and to withdraw without further incident.

Although his escort mission was fulfilled with the safe withdrawal of the bombers, Capt. DeBlanc remained at the scene despite a rapidly diminishing fuel supply and, challenging the enemy's superior number of float planes, fought a valiant battle against terrific odds. He destroyed three of the enemy planes and dispersed the others.

Prepared to maneuver his damaged plane back to base, he discovered two Zeros closing in behind. He opened fire and downed both planes in a short, bitterly-fought action which resulted in such hopeless damage to his own plane that he was forced to bail out at a perilously low altitude on enemy-held Kolombangara.

blasts from their own batteries, destroyed one Japanese cruiser and one destroyer, inflicted severe damage on two additional cruisers and two destroyers with only minor damage to their own units. During their withdrawal, without fighter protection, they were attacked by an overwhelming aerial force of high level and dive bombers with fighter escort, but they sent up an umbrella of 5-inch bursts, accurately finding their targets through the shrapnel-filled air, and forced the Japanese to retire with heavy losses.

Rear Admiral A. S. Merrill, USN, of Natchez, Miss., was commander of the division during the period for which it was cited, and Capt. William D. Brown, USN, of Coronado, Calif., was his Chief of Staff. The commanding officers of the individual ships were: *uss Cleveland*, Capt. Andrew G. Shepard, USN, Rochester, N.Y.; *uss Columbia*, Rear Admiral (then Capt.) Frank E. Beatty, USN, of Belvedere, Calif.; *uss Denver*, Rear Admiral (then Capt.) Robert P. Briscoe, USN, of Liberty, Miss.; and *uss Montpelier*, Commodore Robert G. Tobin, USN, of Danville, Va.

Philadelphia, Honolulu and St. Louis Honored

Three cruisers, *uss Honolulu* (CL 48), *uss St. Louis* (CL 49), and *uss Philadelphia* (CL 41), have been awarded Navy Unit Commendations for actions in which they participated during the war.

The commendation was given the *Philadelphia* for its outstanding heroism in the Mediterranean Theater from 9 July to 19 Sept 1943. The cruiser was a pioneer of close naval support which marked a new era in amphibious warfare. She operated continuously within bombing range of hostile air bases and along enemy coasts, and in mined waters, with the added menace of submarines and E-boats. She served with ready fire in the assault against the south coast of Sicily and Salerno and in the defense of beachheads. She also delivered supporting fire for the Seventh Army advancing against Porto Empedocle, Arigento, and Messina, and other fortified ports and positions on the northern coast of Sicily.

Although without adequate fighter cover, she not only withstood repeated air attacks from the enemy, but also accounted for 16 planes downed without sustaining any disabling damage herself. She served with distinction in five major amphibious assaults in the face of close-range enemy aircraft, heavy shore batteries and numerous underwater obstacles.

Rear Admiral (then Capt.) Paul Hendren, USN, of Terminal Island, Calif., was CO of the cruiser during the operation.

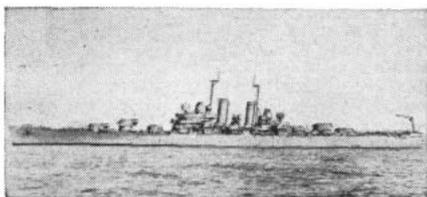
The *Honolulu* won its commendation for its action against the Japanese during the Battle of Tassafaronga, 30 Nov 1942; the Battles of Kula Gulf and Kolombangara, 5 and 13 July 1943; and operations at Leyte and Palau, 12 Sept to 20 Oct 1944. Fighting gallantly in the night action at Tassafaronga, the *Honolulu* sank one enemy destroyer and, while avoiding enemy torpedoes, assisted in defeating the remaining units of the hostile force in their mission of landing supplies and troops at the base. During the Solomon Islands campaign, she led a task force in frequent high-speed night sweeps and assisted in sinking one cruiser and two destroyers and in damaging five more destroyers. As part of the surface forces supporting our invasion of the Southern Palau Islands and Leyte, the *Honolulu* bombarded Japanese installations which threatened our transports and fur-

Division 12 Wins Commendation for Battles in Pacific

The four ships in CruDiv 12, *uss Cleveland* (CL 55), *uss Columbia* (CL 56), *uss Denver* (CL 58), and *uss Montpelier* (CL 57), have been awarded the Navy Unit Commendation for outstanding heroism in action against enemy forces in the Pacific in November of 1943.

The action for which the division was commended took place off Empress Augusta Bay on the night of 1 Nov and the morning of 2 Nov 1943. CruDiv 12 opened fire promptly upon interception of a formation of 12 hostile surface vessels on a course set for the Bay and threatening our newly established beachhead. Operating at high speed and maneuvering violently under constant fire and sporadic shell fire illumination, the ships confused and disorganized the enemy, throwing off his fire control calculations, and by the fierce and relentless

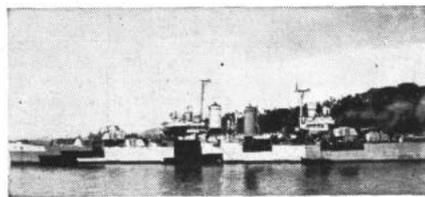
7 Cruisers Awarded NUC for Heroic Action



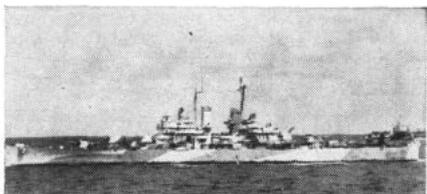
USS St. Louis (CL 49)



USS Philadelphia (CL 41)



USS Honolulu (CL 48)



USS Columbia (CL 56)



USS Montpelier (CL 57)



USS Cleveland (CL 55)

nished excellent close-in support for the landing and advances of our troops.

Commanding officers of the *Honolulu* during the respective periods covered by the citation were Rear Admiral (then Capt.) Robert W. Haylor, USN, Newport, R.I., and Capt. Henry R. Thurber, USN, Washington, D.C.

The *St. Louis* was commended for action against Japanese forces during the Battles of Kula Gulf and Kolombangara from 5 to 13 July 1943; the Philippine campaign, from 15 to 28 Nov 1944; and the Okinawa campaign, from 25 March to 28 May 1945. Steaming up the Slot with her task force shortly before midnight on 5 July to intercept the Japanese on their nightly run from Bougainville, the *St. Louis* met and engaged an enemy force of cruisers and destroyers, sinking or severely damaging a majority of these ships. In another furious night engagement off Kolombangara Island a week later, she assisted in damaging or destroying five more ships of the Japanese force.

Constantly attacked by suicide planes while covering Surigao Strait and the Leyte Gulf landings, she rendered fire support to our assault forces, and, although severely damaged on 27 November during a Kamikaze attack, continued in action after decisively routing the enemy with heavy losses. As part of the expeditionary force during the Okinawa operation, she again provided sustained close-in bombardment and gunfire support and, despite the constant threat of attacks, emerged from the campaign unharmed.

Commanding officers of the *St. Louis* during the respective dates covered in the citation were: Capt. Colin Campbell, USN, Arlington, Va.; Capt. Ralph H. Roberts, USN, Washington, D.C.; and Capt. John B. Griggs, Jr., USN, Elizabeth City, N.C.



USS Denver (CL 58)



NAVY CROSS

First award:

★ **ARMOUR, Thomas E., Lt. (jg), USNR, Garfield Heights, Ohio:** As pilot of a torpedo plane in Air Group 20, attached to *uss Enterprise*, Lt. (jg) Armour demonstrated expert airmanship in action against the Japanese during the Battle for Leyte Gulf on 25 Oct 1944. Even though he was confronted with intense enemy antiaircraft fire, he pressed a vigorous attack against an enemy aircraft carrier and scored a direct hit. This was of great assistance in the sinking of a large unit of the Japanese Fleet.

★ **COCHRAN, Jack C., Lt. (jg), USNR, Dinuba, Calif.:** As pilot of a torpedo plane in Torp-Ron 14, attached to *uss Wasp*, Lt. (jg) Cochran took part in action against major units of the Japanese Fleet during the first Battle of the Philippine Sea on 20 June 1944. He effectively attacked six enemy oilers and, expertly maneuvering his plane at an extremely low altitude despite enemy fighters and fire, scored three direct hits on a large enemy tanker, contributing materially to the destruction of the ship in a mass of explosion and flame. He piloted his plane through the darkness to a safe landing on board a friendly carrier.

★ **COLEMAN, Edward J., Pfc., USMCR, Ogdensburg, N. Y. (posthumously):** While serving with Co A, 1st Batt, 26th Marines, 5th MarDiv, Pfc. Coleman served heroically on Iwo Jima on 22 Feb and 7 Mar 1945. Landing with his company late on D-Day, he pressed forward against savage resistance, on one occasion crawling well ahead of the front lines to a strategic location where he launched a rocket and grenade attack and quickly eliminated a machine gun nest that had halted his company's advance. Again on 7 March,

waging a terrific battle as his unit steadily penetrated the Japanese defenses, he risked his life when his company was again pinned down by the enemy's fire. He infiltrated the Japanese lines to reach an extremely dangerous position. Instantly attacking with grenades, he knocked out enemy guns, killed several of the Japanese and completely demoralized the Japanese forces before he himself was struck down.

★ **DASPIT, Lawrence R., Capt., USN, Houma, La.:** As CO of the *uss Tinosa* during a patrol in Japanese-controlled waters, Capt. Daspit maneuvered his ship into a favorable position to strike at enemy shipping. He launched a bold attack in the face of heavy and persistent countermeasures, to sink four Japanese vessels totaling over 18,000 tons and to inflict damage to an additional 7,000-ton ship. Although the *Tinosa* was severely depth-charged during the course of his attack, Capt. Daspit directed his vessel and succeeded in bringing her to port without serious injury to the ship or crew.

★ **DAVIS, Cecil B., Jr., Corp., USMC, Birmingham, Ala. (posthumously):** As a squad leader serving with Co G, 2nd Batt, 1st Marines, 1st MarDiv, Corp. Davis participated in action against Japanese forces on Okinawa on 8 May 1945. After volunteering to lead tanks against two enemy machine guns directing enfilade fire against his company from a cave, he realized that due to the terrain the tanks were unable to take suitable positions. Quick to act in the face of tremendous odds, he went forward alone, advanced upon the positions under heavy fire, destroyed the guns and killed their crews with hand grenade fire. Returning to his company and organizing a small band of volunteers, he attacked and destroyed another machine gun before he fell, mortally wounded.

★ **DAVIS, William E., III, Lt., USNR, Ankler, Pa.:** As pilot of a fighter plane in FitRon 19, attached to the *uss Lexington*, Lt. Davis took part in action against Japanese surface units during the Battle for Leyte Gulf on 25 Oct 1944. In a strike against the units, he plunged through a barrage of antiaircraft fire to deliver a strafing and bombing raid against an enemy aircraft carrier. During this action he maneuvered his plane at a dangerously low altitude and released a bomb against the carrier, leaving her burning and in a sinking condition.

★ **DeMOSS, Charles W., Lt., USN, Berkeley, Calif.:** As pilot of a fighter-bomber in FitRon 18, attached to the *uss Intrepid*, Lt. DeMoss participated in action against ma-

★ DECORATIONS

Navy Cross (Cont.)

for units of the Japanese Fleet during the Battle for Leyte Gulf on 24 Oct 1944. Diving from a high level through a curtain of anti-aircraft fire, Lt. DeMoss scored a 500-pound bomb hit on the fantail of a radically maneuvering *Kongo* class battleship, damaging the superstructure, crushing the rudder and propellers and forcing the ship to retire from the battle.

★ DENHAM, Glenn W., Lt.(jg), USNR, Williamsburg, Ky.: As a pilot of a fighter plane in FitRon 20 attached to the *uss Enterprise*, Lt.(jg) Denham took part in search and attack operations against Japanese forces in the Battle for Leyte Gulf on 24 and 25 Oct 1944. He withstood withering anti-aircraft fire to launch a devastating rocket attack on Japanese Fleet units and inflict extensive damage on an enemy destroyer and, continuing his same tactics the following day, succeeded in scoring a hit on a Japanese battleship.

★ DUNCAN, Jack H., Rear Admiral (then Capt), USN, Tacoma, Wash.: As CO of the *uss Phoenix* Rear Admiral Duncan participated in action against major units of the Japanese Fleet during the Battle of Surigao Strait on 25 Oct 1944. With the U. S. cruiser units deployed in a flanking maneuver as our destroyers initiated a series of torpedo attacks against a column of Japanese battleships, cruisers and destroyers advancing toward our forces, he maneuvered his vessel into striking position on the enemy's right flank and, directing his powerful gun batteries with precise timing in a sudden, smashing bombardment attack, aided in routing the enemy and in sinking two Japanese battleships and three destroyers.

★ FOLSOM, John G., Corp., USMCR, Taylor Falls, Minn.: As a member of an assault squad serving with Co F, 2nd Batt, 26th Marines, 5th MarDiv, Corp. Folsom took part in action against Japanese Forces on Iwo Jima on 26 Feb 1945. He took the initiative when his company was held on a low ridge by heavy machine gun fire emanating from two strategically placed pillboxes and, crawling forward alone in the face of direct fire, destroyed both installations with blasts from his rocket launcher. Instantly assailed by exploding hand grenades hurled from an enemy-held cave in the rear, he defied the fighting cave garrison to fire his remaining rockets into the mouth of the cave and then advanced and attacked with grenades and carbine fire, destroying the enemy position and



Corp. Davis



Lt. Davis



Lt. DeMoss



Lt.(jg) Denham

routing the defending Japanese into the open.

★ GLYNN, James M., Lt. USNR, Reno, Nev.: As pilot of a plane in BomRon 20, attached to the *uss Enterprise*, Lt. Glynn took part in action against the Japanese Fleet in the Battle for Leyte Gulf on 24 Oct 1944. Flying as wingman on a search and attack mission when an enemy task force was sighted and his division assigned a battleship as a target, he defied barrages of anti-aircraft fire to dive low over the warships and release his bombs at a low altitude. He scored direct hits on the enemy warship and started fires which caused extensive damage.

★ HOFFFEL, Kenneth M., Capt. (then Comdr.) USN, Washington, D. C.: In action against Japanese forces, Capt. Hoeffel served as Commander, Inshore Patrol, 16th ND, on board the *uss Mindanao* in the Manila Bay area from 11 to 31 Dec 1941. With the merchant vessels in Manila Bay subjected to repeated bombings by the Japanese shortly after the outbreak of the war, he immediately gathered his patrol units in the area and, with the anti-aircraft fire of his vessels, repulsed the enemy's dive-bombing attacks. When approximately 80 of the merchant vessels had been safely evacuated to Australian waters, he concentrated his forces at the entrance of Manila Bay and patrolled those waters, continuing to engage the enemy on every contact and to resist numerous assaults by enemy horizontal and dive bombers. During the latter part of December, when all vessels were forced to seek the immediate protection of Corregidor and to anchor close inshore, he directed the units of the Inshore Patrol in landing their crews during the day and in carrying out their patrol duties after dark.

★ JOHNSON, Chandler W., Lt. Col., usmc, Highland Park, Ill. (posthumously): As CO of the 2nd Batt, 28th Marines, 5th MarDiv, Lt. Col. Johnson participated in operations against the Japanese on Iwo Jima from 19 Feb to 2 Mar 1943. Landing his force in the wake of an assault battalion on D-Day, he advanced his men against strong enemy resistance as they executed a difficult turning maneuver to protect the left flank of assault troops moving across the island and, completing this initial mission in a minimum of time, he pressed forward to penetrate the intricate network of fortifications circling the base of Mt. Suribachi. With Suribachi secured, he waged a drive northward to the sea, smashing seemingly impregnable Japanese defenses, fighting the enemy and annihilating them. On D-Day plus 11, he discovered that strongly-fortified, well-concealed Japanese forces were inflicting heavy casualties on his forward companies. Instantly proceeding to the front lines, he made his way among the besieged units, ordering

corrective measures, rallying and reorganizing his fighters for renewed assaults. Although instantly killed by a bursting mortar shell as he moved from the right assault company to the adjacent company's observation post, Lt. Col. Johnson had inspired his men to heroic effort throughout the 12 days of conflict.

★ KINSELLA, William T., Comdr., USN, Vallejo, Calif.: As CO of the *uss Ray*, in action against the enemy during the fifth war patrol of that vessel in enemy-controlled waters from 9 July to 31 Aug 1944, Comdr. Kinsella was responsible for great damage to Japanese shipping. Opposed by intense hostile air cover and heavy enemy surface escorts, he executed a series of aggressive and persistent attacks against the enemy, sinking 36,400 tons and damaging an additional ship, totaling 18,400 tons. In addition, he unhesitatingly pursued the enemy despite severe counter-measures and shallow-water hazards. His expert ship-handling, inspiring leadership and gallant devotion to duty in the face of grave peril reflect the highest credit on Comdr. Kinsella.

★ KRAPP, Arthur E., Comdr. USN, Annapolis, Md.: As CO, Comdr. Krapp carried his submarine, the *uss Jack*, on her 5th war patrol in the Japanese controlled waters off the coast of Luzon and in the vicinity of Manila from 4 June to 14 July 1944. Despite enemy anti-submarine measures and counter-attacks, he carried out attacks on two heavily-defended enemy convoys, succeeded in sinking a large tanker and three freighters totaling approximately 25,000 tons and in damaging an additional three freighters totaling 12,000 tons. He displayed excellent tactical judgment in planning attacks and taking full advantage of the conditions of complete darkness and storm, added to the confusion of the enemy forces.

★ KRENZER, Leonard, 2d Lt., USMCR, Omaha, Neb. (posthumously): As Rifle Platoon Leader of Co E, 2d Batt, 9th Marines, 3d MarDiv, Lt. Krenzer fought against Japanese forces on Iwo Jima on 3 March 1945. Determined to force a break in the strongly organized enemy defenses, he led his platoon and a supporting tank in an assault on heavily-fortified positions and waged a furious battle, fighting closely in hand-to-hand combat and completely eliminating three pillboxes as he advanced approximately 150 yards beyond the battalion position. Confronted at this point with five more pillboxes, he again pushed forward against fanatic resistance, skillfully directed the fire power of his tank at the nearest installation, succeeded in destroying it completely and was moving to attack still another when he was struck and killed.



Lt.(jg) Armour



Lt.(jg) Cochran



Pfc. Coleman



Capt. Daspit



Rear Adm. Duncan



Corp. Folsom



Lt. Glynn



Capt. Hoeffel



Lt. Col. Johnson



Comdr. Kinsella



Comdr. Krapf



Lt. Krenzer

★ MEARS, Dwayne E., Capt., USMCR, Bakersville, Calif. (posthumously): As CO of an assault company attached to the 1st Batt, 28th Marines, 5th MarDiv, Capt. Mears fought against Japanese forces on Iwo Jima on 19 Feb 1945. Confronted by the enemy's solid, coordinated system of defenses shortly after hitting the beach in the initial assault wave, he led his units forward despite intense small-arms fire from the front and left flank for an early gain of 300 yards. Disregarding serious wounds, he rallied his two assault platoons and, armed only with a pistol, he charged the enemy fortifications, sweeping through the fiercely defended strong point and destroying the four stubborn installations. Struck by enemy fire for the second time during the last phase of the break-through to the west beach, he resolutely refused medical aid or evacuation, directing the movements of his men by arm and hand signals when his mortal wounds deprived him of speech, and otherwise persisted in his efforts until, his company's objective won, he was ordered to the rear by his battalion commander. He succumbed on the following day.

★ MURPHY, Henry F., Lt., USNR, Bristol, Conn.: As leader of an assault boat group, Lt. Murphy participated in the invasion of Southern France on 15 Aug 1944. With his craft completely demolished and three-quarters of the embarked crew either killed or wounded, he made every effort possible to rescue the men who had survived the disaster. Swimming to another assault boat in the formation, he directed the recovery of survivors and the clearing of incoming waves from the mined waters, carrying on with superb courage to save the lives of many assault troops and boat crews and divert succeeding traffic from danger areas.

★ NOBLE, Albert G., Rear Admiral, USN, Washington, D. C.: As commander of a naval task group, Rear Admiral Noble led his group in support of an amphibious landing operation against enemy forces on Wake Island in the New Guinea area on 18 May 1944. Improvising plans for an operation suddenly advanced in date because of the urgency of the mission, he led the combat ships, transports, and amphibious craft of his group into the poorly charted waters despite the constant threat of attack by enemy air, surface, and submarine forces concentrated in the area, and, closing his ships to point blank range, bombarded the enemy's powerful shore installations and landed the 163d regimental team in the face of bitter opposition.

★ PARKER, Robert B., Lt. USNR, Troupe, Tex. (posthumously): As pilot of a plane in BomRon 16, attached to the *USS Lexington*, Lt. Parker operated against Japanese forces in the Battle for Leyte Gulf on 25 Oct 1944. In the face of enemy anti-aircraft fire, he pressed home a dive-bombing attack on an enemy battleship and scored a direct hit on the vessel despite its evasive tactics. He contributed directly to the sinking of the enemy battleship and played a large part in aerial operations during this period of the Pacific war.

★ ROGERS, Lawrence D., Pfc., USMC, Perry, Iowa (posthumously): As leader of a demolition squad of the 3d Engineer Batt, 3d MarDiv, Pfc. Rogers participated in action against the Japanese on Iwo Jima on 12 March 1945. When one of his squad was seriously wounded by a sudden barrage of machine gun fire, he ordered the remainder of his men to take cover and then, guiding a corpsman to the fallen Marine, aided in carrying him to the rear. Subsequently observing the direction of fire as the cave-emplaced weapon again opened on his position, he advanced on the hostile installation and hurled a heavy charge into the cave entrance. When the enemy threw back the charge, he caught it and again threw it in the cave, sealing the entrance and annihilating the enemy. He made his way back to the rear, rejoined the waiting corpsman and was attempting to evacuate the wounded man to an aid station when a second Jap machine gun opened fire, killing the man on the stretcher. Ordering the corpsman into a shell hole, Pfc. Rogers advanced on the second cave, fired several rounds of ammunition into the opening and succeeded in killing the gun crew before he himself fell, mortally wounded.

★ SCHOENI, Walter P., Comdr., USN, Portland, Ore.: As CO of a submarine during an attack on an enemy convoy on 1 Feb 1944, Comdr. Schoeni maneuvered his ship into a favorable position to strike at a heavily escorted convoy of six enemy ships. He penetrated the escort screen to deliver two torpedo attacks, sinking a large freighter of 17,000 tons, and hitting another of 6,000 tons. Making a fast dive to avoid enemy gunfire and depth charges, he succeeded in leaving the vicinity without serious damage.

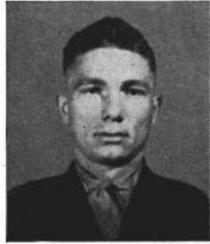
★ TAYLOR, Clifton E., Pl. Sgt., USMCR, Indianapolis, Ind.: As leader of a rifle platoon of Co F, 2d Batt, 28th Marines, 5th MarDiv, Sgt. Taylor served in action against Japanese forces on Iwo Jima on 21 Feb 1945. Assuming command of his platoon when the leader and all the senior non-commissioned officers became casualties during an exchange of hand grenades with the enemy, he initiated a fierce assault against the almost impregnable Japanese fortifications at the base of Mt. Suribachi, exposing himself to small-arms fire and a



Pfc. Rogers



Comdr. Schoeni



Sgt. Taylor



Lt. Verdin

hand grenade barrage, as he forged ahead to locate positions vital to the enemy's defensive system. Aware of the futility of ordinary attack methods, he personally made up powerful demolition charges and, working forward under a tremendous volume of mortar fire down from the gun-studded slopes, blasted two connecting trenches and four mortar installations. Determined to insure the annihilation of the gun crew after the explosions, he again crawled forward and threw several live grenades into the mortar pits, silencing all enemy activity, and killing or wounding all of the defending enemy, thus enabling his platoon to occupy the contested strong point and effect the final destruction of the Japanese positions.

★ VERDIN, James B., Lt., USN, Coronado, Calif.: As pilot and division leader in *FitRon 20*, attached to the *USS Enterprise*, Lt. Verdin flew in operations against Japanese forces in the Battle for Leyte Gulf on 25 Oct 1944. He braved enemy anti-aircraft fire to launch an attack against major units of the Japanese Fleet and succeeded in scoring a direct hit on an enemy battleship.



Gold star in lieu of second award:

★ BOGAN, Gerald F., Vice Admiral, USN, Santa Barbara, Calif.: As Commander, Task Group 38.3, from 1 July to 2 Sept 1945, Vice Admiral Bogan pressed home attacks on Japan in cooperation with other task groups, directing destructive strikes against aircraft and supporting industries, installations and transportation facilities and concentration of naval vessels at Yokasura, Kure, and Kobe. Under repeated Japanese attacks, he maintained a high standard of fighting efficiency in all his ships and employed brilliant defensive tactics in repulsing the enemy. His tactical control of the carriers, battleships, cruisers and destroyers was a vital factor in the completion of hazardous missions without damage to his own ships.

First award:

★ BRAND, Charles L., Rear Admiral, USN, Washington, D. C.: As head of the Shipbuilding Division and later as Director of Shipbuilding in the Bureau of Ships from November 1942 to November 1945, Rear Admiral Brand was responsible for the development of the naval shipbuilding program through a prolonged period of the



Capt. Mears



Lt. Murphy



Rear Admiral Noble



Lt. Parker

★ DECORATIONS

D.S.M. (Cont.)

war. He formulated the intricate, overall plans for the construction and conversion of ships, recommending the necessary civilian contractors after studious consideration of all requirements, skillfully supervising the negotiation of all ship and engine building contracts of the Navy until a separate division was created to assume this function. Handling the complexities of his work with great ingenuity and technical ability, Rear Admiral Brand organized forces within the Bureau to control the manufacture and assembly of all needed materiel items and in addition maintained efficient liaison with other wartime government agencies concerning the many phases of the program.

★ **BROSHEK, Joseph J.**, Rear Admiral, USN, (Ret), Philadelphia, Pa.: As head of the Maintenance Division and later as Director of Ship Maintenance, Bureau of Ships, December 1941 to November 1945, Rear Admiral Broshek played a major role in the preparation for and the execution of the repairing and outfitting of damaged ships, not only of the U. S. but of the Allied Nations through lend-lease arrangements. He was responsible for the assembly of the Bureau of Ships elements of the Advance Base components and for recommendation of personnel to man them. He administered the ship materiel improvement plan, including the weight compensation program essential to guarding stability and reserve buoyancy of the combatant ships and transports.

★ **MERRILL, Aaron S.**, Rear Admiral, USN, Natchez, Miss.: As a Task Force Commander and concurrently, as ComCruDiv 12, during operations against the Japanese in the Solomons area, from April 1943 to March 1944, Rear Admiral Merrill inculcated in the officers and men under his command his own fighting spirit and maintained the ships of his task force at the peak of combat readiness during this period of intense action. Conducting assigned operations with superb tactical skill, he patrolled the Solomons area in search of enemy ships and skillfully coordinated the functions of the various units under his direction. He delivered an effective night bombardment against the enemy airfield at Munda on 12 July, rendering decisive support toward the capture of that important enemy base; and executed a similar attack against the Buka-Bonis area the night of 12 December.

SILVER STAR MEDAL

Gold star in lieu of third award:

★ **GARVEY, Richard S.**, Lt. Comdr., USNR, San Francisco: Torpedo data computer operator, *uss Trepang*, first war patrol, 13 Sept to 23 Oct 1944.

Gold star in lieu of second award:

★ **CONE, Davis**, Lt. Comdr., USN, Waterford, Conn.: Assistant approach officer, *uss Bowfin*, sixth war patrol, 16 July to 13 Sept 1944.

★ **FRESE, Edwin W.**, Lt., USNR, Scarsdale, N. Y.: Torpedo data computer operator, *uss Pintado*, second war patrol, Pacific area, 24 July to 14 Sept 1944.

★ **MENDENHALL, Corwin G., Jr.**, Lt. Comdr., USN, Alameda, Calif.: Assistant approach officer, *uss Pintado*, second war patrol, Pacific area, 24 July to 14 Sept 1944.

★ **NIMITZ, Chester W., Jr.**, Comdr., USN, New London, Conn.: Executive officer, navigator and assistant approach officer, *uss Bluefish*, first and second war patrols, East Indies and China Seas.

★ **ORR, Ellis B.**, Comdr., USN, Honolulu: Assistant approach officer, executive officer and navigator, *uss Rasher*, fourth war patrol, Pacific war area.

DSM WINNERS



Vice Admiral
Bogan



Rear Admiral
Brand



Rear Admiral
Broshek



Rear Admiral
Merrill

First award:

★ **BANKER, Donald F.**, Lt. Comdr. (then Lt.), USN, New Orleans: Pilot and flight leader in *FitRon 19*, *uss Lexington*, battle of Leyte Gulf, 25 Oct 1944.

★ **BARRETT, John M.**, Lt., USN, Los Angeles: Officer-of-deck and diving officer, *uss Trepang*, first war patrol, 13 Sept to 23 Oct 1944.

★ **BATTLE, William C.**, Lt., USNR, Charlottesville, Va.: OinC MTB, occupation of New Georgia, Vella Lavella in the Solomons, 16 July to 1 Dec 1943

★ **BLY, Raymond L., Jr.**, Lt., USNR, Temple City, Calif.: First lieutenant and damage control officer, *uss Longshaw*, Okinawa campaign, 18 Nov 1945.

★ **BROACH, John C.**, Capt. (then Comdr.), USN, Annapolis, Md. (posthumously): CO, *uss Hake*, fourth war patrol, 18 Mar to 30 Apr 1944.

★ **BRUSH, Frederick J.**, Comdr., USN, Pensacola, Fla.: Commander of air group 81, *uss Wasp*, Tokyo Bay area, 16 Feb 1945.

★ **BURLEY, Franklin N.**, Lt. (jg), USNR, Monterey, La.: Fighter pilot in *FitRon 18*, *uss Intrepid*, Northern Formosa, 12 Oct 1944.

★ **CALHOUN, Waid B.**, Cox., USN, Canton, Ohio: Member of beach defenses on Corregidor, 24 Apr 1942. Aided in fighting fire in ammo dump.

★ **CRENSHAW, Russell S.**, Lt. Comdr., USN, Key West, Fla.: Executive officer and evaluator, *uss Maury*, Solomon Islands area, 6 Aug 1944.

★ **DOWDY, Olan D.**, Lt. (then Ens.), (HC) USN, Los Angeles: Hospital Corps Officer, Roi Island, Marshall Islands, 12 Feb 1944.

★ **DUTTWEILER, Fred C.**, Lt. Comdr. (then Lt.), USNR, Redwood City, Calif.: Pilot of spotting plane, *uss San Francisco*, Wake Island, 5 Oct 1943.

★ **EASLY, Joseph G.**, Lt. (jg) USNR, Hastings, Pa.: Directing evacuation of personnel from an area containing flaming ammo, Roi Island, 12 Feb 1944.

★ **EDWARDS, William L.**, HA1, USN, Cherry Valley, Ill. (posthumously): Corpsman with assault company, 2nd Batt., 5th Marines, 1stMarDiv, Fleet Marine Force, Palau Islands, 6 Oct 1944.

★ **GALLAGHER, Frank W.**, Lt. (jg), USNR, Pasadena, Calif.: Pilot in *FitRon 20*, *uss Enterprise*, battle for Leyte Gulf, 24 Oct 1944.

★ **GROOTE, Kent R.**, ChBosn, USN, Walpole, Mass.: Officer at fire control station, *uss Aroostook*, Bari, Italy, 2 Dec 1943.

★ **HARRIS, Earl B.**, ChCarp (then Carp), USNR, San Diego: Member of an UDT dur-

ing assault on Japanese-held island, 17 July to 21 July 1944.

★ **HOEYCK, John W.**, Lt. (jg), USNR, St. Louis, Mo.: Pilot in *FitRon 20*, *uss Enterprise*, battle for Leyte Gulf, 25 Oct 1944.

★ **HUBBARD, Miles H.**, Capt. (then Comdr.), USN, Kenmore, N. Y.: CO, *uss Clarton*, Leyte Gulf and Surigao Strait, 19 to 25 Oct 1944.

★ **JOHNSON, William H.**, Lt., USNR, Groton Long Pt., Conn.: Torpedo data computer operator, *uss Drum*, eleventh war patrol, 9 Sept to 8 Nov 1944.

★ **KINNIKIN, James P.**, Lt. (jg), USNR, Pittsburgh, Okla.: Member of UDT during bombardment and assault on Japanese-held island, 17 to 21 July 1944.

★ **KITTELSTVEDT, Ray N.**, ChCarp (then Carp) USN, Cannon Ball, N. D.: Leader of UDT in daylight reconnaissance, Saipan beaches, 14 June 1944.

★ **LEWIS, Hugh H.**, Comdr., USNR, St. Louis, Mo.: Assistant approach officer, *uss Seal*, eleventh war patrol, 8 Aug to 17 Sept 1944.

★ **LOGAN, Samuel M.**, Lt., USN, Owensboro, Ky.: While attached to *uss Harder*, on war patrol of that vessel in enemy waters.

★ **LONG, Victor D.**, Capt., USN, Pearl Harbor, T. H.: Commander of screening destroyers of fast carrier force, ForPac area, 13 Oct 1945.

★ **LOOPESKO, Eugene**, Lt. (then Lt. (jg)), (MC) USN, Long Beach, Calif.: Medical officer of an LCU (gunboat), Leyte Island, 20 Oct 1944.

★ **LYNCH, Frank C.**, Comdr., USN, Benedict, Kans.: Diving officer of a U. S. submarine in enemy controlled waters of Pacific.

★ **MCGRANE, Joseph A.**, ChBosn, USN, Winsted, Conn.: Supervised rigging of ship when *uss Birmingham* towed *uss Princeton* when the latter was damaged severely by magazine explosions.

★ **MCWETHY, Robert D.**, Lt. Comdr. (then Lt.), USN, Aurora, Ill.: Torpedo officer and special equipment officer, of a U. S. submarine during war patrol in enemy-controlled waters.

★ **MERRITT, James F., Jr.**, Lt. Comdr., USNR, Alexandria, La.: CO of a group of patrol planes, *PatRon 34*, Pacific area, 27 Jan 1944.

★ **MONROE, Paul H.**, Lt., USNR, Los Angeles: Diving officer, *uss Barb*, East China Sea, 25 Oct 1943 to 25 Jan 1944.

★ **MOORE, James S., Jr.**, Lt. (then Lt. (jg)), USNR, Miami, Fla.: Pilot in air group 10, *uss Enterprise*, vicinity of Marianas Islands, 20 and 21 June 1944.

★ **PHILLIPS, Kearney**, Rear Admiral, USN, Atlanta, Ga.: CO, *uss Oakland* during occupation of Gilbert Islands, 18 to 26 Nov 1943.

★ **PRIZER, Herbert G.**, Lt. (then Lt. (jg)), USNR, Evanston, Ill.: Boat captain ARB 48, Italy, 25 Sept 1943.

★ **RELAND, William, Jr.**, Ens., USN, El Monte, Calif. (posthumously): Leading torpedoman, *uss Seawolf* during four war patrols in enemy-controlled waters.

★ **ROSSELL, William T., Jr.**, Lt. Comdr., USNR, Baltimore, Md.: Executive officer, navigator and assistant approach officer, U. S. submarine during a war patrol.

★ **SALA, Roland O.**, Capt. (then Comdr.) (MC) USNR, Rock Island, Ill.: Senior MO, *uss Princeton*, second battle of the Philippines, 24 Oct 1944.

★ **SCHWEIGHARDT, John**, GM1, USN, Passaic, N. J. (posthumously); Gunner, *uss Penguin*, Guam in Marianas Islands, 8 Dec 1941.

★ **STORMS, John W.**, Lt., USNR, Dayton, Ohio: Leader of PT boat division in *MTBRon 29*, Ligurian Sea, August through October 1944.

★ **STUMP, Felix B.**, Rear Admiral, USN, Clarksburg, W. Va.: CO, *uss Lexington*, Tarawa, Abemama, Wake, Mille and Kwajalein, 18 Sept to 5 Dec 1943.

★ **SWANSON, Leonard R.**, Lt. Comdr., USNR, Houston, Tex.: Pilot in *BomRon 16*, *uss Lexington*, battle for Leyte Gulf, 25 Oct 1944.

★ **SYMONDS, Alfred G.**, Lt. Comdr., USN, Portland, Ore. (posthumously): Flight

leader in BomRon 85, *uss Shangri-La*, Kure Harbor, 24 July 1945.

★ THOMPSON, Noel L., Lt., USNR, Cahone, Colo.: Pilot in FitRon 18, *uss Intrepid*, battle for Leyte Gulf, 25 Oct 1944.

★ UTZ, James L., Bosn, USN, Finksburg, Md.: Chief of the boat, *uss Sealion*, first war patrol, 23 June to 7 Aug 1944.

★ VAN DYKE, Rudolph D., Lt. Comdr., USNR, Dayton, Ohio: Pilot in FitRon 18, *uss Intrepid*, Northern Formosa, 12 Oct 1944.

★ VEASEY, Alexander C., Comdr., USN, Coronado, Calif.: CO, *uss Ingersoll*, 13 to 17 Oct 1944.

★ WEST, Max L., BM1, USN, Wellston, Ohio: Member of beach defenses, Corregidor, 2 May 1942.

★ WILLERTON, Vincent L., Lt. (jg) (then Ens.), USN, St. Louis, Mo.: Rescuing wounded personnel exposed to enemy fire on Roi Island, 12 Feb 1944.

★ WEIGEL, Lyla A., Elec., USN, Flandreau, S.D.: Maintained and supervised electrical equipment, *uss Rasher*, fourth war patrol, Pacific war area.

★ WOOD, Leighton C., Jr., Lt., USNR, Washington, D. C.: CO, MTB throughout campaign Guadalcanal, New Georgia and Bougainville, 31 Dec 1942 to 28 Dec 1943.

★ WRIGHT, Hugh E., Jr., Lt. Comdr., USN, Atlanta, Ga.: Approach officer, *uss Sterlet*, second war patrol in Japanese waters, 18 Sept 1944 to 30 Nov 1944.

★ YACHYMIAK, John, PHM3, USNR, Kingsley, Pa. (posthumously): Corpsman with rifle company, 1stBatt, 7th Marines, 1st MarDiv, Okinawa, 10 May 1945.

LEGION OF MERIT

Gold star in lieu of third award:

★ SULLIVAN, John R., Capt., USN, Phila-

delphia, Pa.: CO, *uss Crescent City*, Solomon area, November 1942.

★ TATE, Jackson R., Capt., USN, Philadelphia, Pa.: CO, Tarawa Atoll, 25 Nov 1943 to 23 Feb 1944.

Gold star in lieu of second award:

★ CONVERSE, Adelbert F., Capt., USN, Arlington, Va.: ComDesRon 10 in *uss Ellyson*, Mediterranean area.

★ DAVIS, Glenn B., Rear Admiral, USN, Washington, D. C.: ComBatDiv 8, Central and Western Pacific, April 1943 to December 1944; CO, battleship task force, So Pac, November 1943 to December 1944.

First award:

★ BALLENTINE, John J., Rear Admiral, USN, Yorktown, Va.: CO, *uss Bunker Hill*, Marshall Islands, Nauru and Envieng, 29 Nov 1943 to 5 Feb 1944.

★ BARTLETT, Samuel J., Jr., Comdr., USNR, Wellesley, Mass.: OinC, prisoner and interrogator division, allied translator and interpreter section. SoWesPac, 8 Mar 1942 to 10 June 1944.

★ CARLSON, Daniel, Capt., USN, El Cajon, Calif.: CO, *uss Paul Hamilton*, escort duty, Leyte Gulf and Mangarin Bay, Mindore, 27 Dec 1944 to 2 Jan 1945.

★ CROCKER, Douglas S., Lt. Comdr, USNR, Rockville Center, N.Y.: CO, *uss Cecil J. Doyle*, anti-submarine activities in Pacific.

★ CRENSHAW, Russell S., Lt. Comdr., USN, Key West, Fla.: Executive officer, *uss Maury*, battle of Vela Gulf, 6 Aug 1943.

★ CULLINS, Thomas O., Jr., Capt., USN, Columbus, Ohio: CO, *uss Procyon*, Southern France.

★ DUFFIELD, Eugene S., Capt., USNR, Brooklyn, N.Y.: Special assistant to UnderSecNav, 15 Nov 1942 to 18 May 1944; Special assistant to SecNav, 19 May 1944 to 2 Sept 1945.

★ FLETCHER, Roscoe, Rear Admiral, USN (then Capt.), Trenton, N.J.: Assistant

operations officer on staff of CincPac, POA, 7 Dec 1941 to 1 July 1943.

★ HAVARD, Valery, Jr., Capt. (then Comdr.), USN, Fairfield, Conn.: ComDesDiv 14, anti-submarine operations, Southern France, August 1944.

★ LEMMON, Robert H., Lt. Comdr. (then Lt.), USNR, Tucson, Ariz.: On staff of ComDesRon 66, Okinawa Island, May and June 1945.

★ MERCER, Preston V., Capt., USN, Piedmont, Calif.: Assistant chief of staff, CincPac, POA, 2 Feb to 17 June 1944.

★ PINGLEY, John F., Lt., Comdr., USN, Newport, R.I.: CO, *uss Munsee*, POA, 13 to 17 Oct 1944.

★ PORTER, Robert L., Capt., USN, Annapolis, Md.: CO, *uss Wilkes-Barre* in fast carrier force, Tokyo Bay, July 1944 to August 1945.

★ ROBERTSON, Marion C., Commodore, USN, Washington, D.C.: Chief of staff, 14th Naval District and HawSeaFron, 3 May 1943 to 24 Oct 1944.

★ TAYLOR, Joseph I., Jr., Capt., USN, Norfolk, Va.: CO, *uss Salamaua*, invasion of Luzon, 4 to 18 Jan 1945.

★ TODD, Thomas D., Lt. (then Lt. (jg)), USNR, Seattle, Wash.: Executive officer, PC 559, Central Mediterranean, July 1943 to February 1944.

DISTINGUISHED FLYING CROSS

Gold star in lieu of second award:

★ DE LONE, Francis X., Lt. (jg) USNR, Ardmore, Pa.: Pilot in TorpRon 13, *uss Franklin*, battle for Leyte Gulf, 24 Oct 1944.

★ EISENHART, George N., Comdr., USNR, Binghamton, N.Y.: Flight leader of carrier groups, *uss Langley*, vicinity of Marianas, 3 July 1944.

★ GRAY, Lester E., Jr., Lt. (jg), USNR, St. Louis, Mo.: Pilot in FitRon 10, *uss Intrepid*, Japanese home islands, 12 Apr 1945.

★ JANNEY, Frederick W. M., Lt., USNR, Bryn Mawr, Pa.: Division leader in TorpRon 13, scored three hits on Japanese vessel during battle for Leyte Gulf.

★ SHIFLEY, Ralph L., Comdr., USN, Mounds, Ill.: Task force target evaluator and task group strike leader, in Air Group 8, *uss Bunker Hill*, Philippine area, 9 to 24 Sept 1944.

★ STEWART, Jack H., Lt. (then Lt. (jg)), USNR, Silver Springs, Md.: Pilot of carrier-based fighter-bomber plane, Southern France, August 1944.

★ VIDAL, Albert P., Lt. (then Lt. (jg)), USNR, Gainesville, Fla.: In aerial flight, western Pacific area, 19 April to 15 Aug 1945.

★ WALKER, J., Lt. Comdr., USNR, Helena, Mont.: Commander of a land based plane in PatRon 124, western Kyushu, 26 to 29 June 1945.

★ WILLYARD, Harold A., Lt. (jg), USN, Los Angeles: During operations in aerial flight, POA, 14 Mar to 25 June 1945.

★ WOMACK, George A., S1, USNR, Sasakwa, Okla. (posthumously): Aircrewman in a Navy search bomber, Pacific area, 14 Nov 1944 to 10 Feb 1945.

★ YUND, Walter J., Lt. Comdr. (then Lt.), USNR, Helena, Mont.: Attack on Japanese shipping and shore installations, Korea and Honshu areas.

First award:

★ ANDREWS, Burnett N., Lt., USNR, Charlotte, N.C.: Pilot in FitRon 81, *uss Wasp*, Tokyo Bay area, 16 Feb 1945.

★ BAER, Harold L., Lt. (jg), USNR, Jacksonville, Fla.: Aerial flight in western Pacific, 13 Feb to 20 May 1945.

★ BRUSH, Frederick J., Comdr., USN, Pensacola, Fla.: Pilot in FitRon 81, *uss Wasp*, vicinity of Formosa, 15 Jan 1945.

★ CLARK, Douglas A., Lt. Comdr., USN, White Plains, N.Y.: Acting commander, Air Group 30, and acting CO, FitRon 30,

'GREAT TEAM SPIRIT FOR VICTORY'

The great performance of the Navy football team against Army last 30 November has become a legend to be recalled with some awe, preserved wherever such records may be kept, but not before it inspired the following letter from a colonel of the Army Air Forces to:

The Superintendent
U. S. Naval Academy
Annapolis, Md.

Dear Sir:

Shortly after the surrender of Japan, several units of the United States Pacific Fleet put in at Colombo, Ceylon, on their way home. Many of the officers of the fleet units graduated from the Naval Academy the same year I graduated from West Point. These naval officers were full of buoyancy and excitement, still holding the keen edge of battle fitness to which they had been honed during the war. I asked the group how it had been, out there in the naval battles of the Pacific. One of them flicked a glance at the great gray ships floating impressively in the harbor. When he looked at those vessels the pride shone in his face like a light. He said: "We just beat hell out of them, that's all."

Later, when I witnessed the disintegration of our Army and Navy and Air Force, I was depressed to think that the powerful spiritual tide

which had lifted our armed forces to victory was ebbing, perhaps never to be seen again. War has few consolations, but certainly the greatest of these few is the opportunity to witness the growth of a team spirit, morale, *esprit de corps*—call it what you will—which overcomes the ego of the individual and lifts him to supreme heights of courage and determination as a member of a team. While thanking God for the end of a devastating war, I reserved a regret that I would see no more of that great team spirit for victory.

But last Saturday, watching the Army-Navy game, I saw that spirit again in the Brigade of Midshipmen. A twelfth man was on the field playing with your Navy football team—a twelfth man placed there by the utter determination of the middies for victory. It is not to disparage our own great West Point team that I say this: They won the game, in my opinion, against odds of 12 to 11. I know beyond any doubt that should the conditions be reversed, you of Navy will in turn feel the terrible strength of that twelfth man. Yes sir, you had a twelfth man on the field last Saturday. I was overjoyed to know that he is still around. I heard great things of him at Midway and Tarawa and the Philippine Sea.

/S/_____

★ DECORATIONS

D.F.C. (Cont.)

uss *Belleau Wood*, Bonin and Nansei Shoto Islands, 17 Feb to 1 Mar 1945.

★ CUMMINS, Herschel M., Jr., Lt., USNR, Boise, Idaho: In aerial flight, western Pacific area, 12 April to 8 July 1945.

★ CURTIS, Finis, Lt. (jg) (then Ens.), USNR, Detroit, Mich.: In aerial flight, western Pacific area, 28 Apr to 15 May 1945.

★ DERBY, Jack A., Lt. Comdr., USNR, Fort Worth: Pilot in BomRon 82, uss *Bennington*, Hachijo Jima, 16 Feb 1945.

★ GOYER, Paul E., Lt. (jg) USNR, Minneapolis, Minn.: In aerial flight, western Pacific area, 19 Apr to 17 May 1945.

★ HAGGERTY, Cornelius J., Lt. (jg), USNR, Los Angeles: Pilot in BomRon 14, uss *Wasp*, vicinity of Bonin Islands, 4 July 1945.

★ HOFFMANN, Egon F., Lt. (jg), USNR, San Francisco: Pilot in TorpRon 14, uss *Wasp*, battle for Philippine Sea, 20 June 1944.

★ HOWLAND, Wesley P., Jr., Lt. (jg), USNR, Taft, Calif.: Commander of a land-based plane in PatBomRon 124, coast of Kyushu, 26 June 1945.

★ JANNEY, Frederick W. M., Lt., USNR, Brooklyn, N.Y.: Pilot in TorpRon 13, uss *Franklin*, vicinity of Ryukyu Islands, 10 Oct 1944.

★ JONES, Robert R., Lt., USNR, Hawthorne, Calif.: Pilot in TorpRon 10, uss *Enterprise*, vicinity of Marianas Islands, 20 to 25 June 1944.

★ KIRKWOOD, Phillip L., Lt., USNR, Washington, D.C.: Pilot in FitRon 10, uss *Enterprise*, first battle of Philippine Sea, 19 June 1944.

★ KITCHELL, William G., Lt., USNR, Iowa Park, Texas: Pilot in FitRon 3, uss *Yorktown*, Philippine Islands area, 13 Nov 1944.

★ KITCHEN, Ernest L., AOM2, USNR, Decatur, Ind. (M): Aircrewman in PatBomRon 106, Borneo coasts, Celebes, Malaya and Indo-China coasts, 26 April to 1 June 1945.

★ KOLLMORGEN, Martin H. T., Lt., USNR, Stratton, Neb.: Pilot in BomRon 80, uss

HOW DID IT START

Knock Off

The dictionary tells us "knock off" means "to stop or to cease work." The term originated when ships were propelled by galley slaves who, as tradition tells us, "pulled a mean oar."

It was the custom in those days to have a leading slave beat time for the rowers. When the man knocked on the rock with his mallet, the slaves rowed. When he stopped, they would rest. The expression has been passed down to the sailorman of today, with the exception that rowing as a means of propulsion for the big ships has long been discarded.

Another version of the expression is that, back in the slave days the time keeper had an hour glass nearby. Each time the sand ran out, he would stop hitting the rock and the slaves would rest.



Ticonderoga, Philippine Islands, 25 Nov 1944.

★ KOPF, Jack, Jr., Lt. Comdr., USNR, Modesto, Calif.: Flight leader in torpedo squadron, uss *Langley*, Bonin and Marianas Islands, 13 June to 3 July 1944.

★ LARKIN, Edward W., Jr., Lt., USNR, Springfield, Mass.: Pilot in torpedo squadron, uss *Franklin*, Bonin Islands, 4 Aug 1944.

★ LARSON, Raymond V., Lt. (jg), USNR, Stillwater, Minn. (posthumously): Pilot in FitRon 84, uss *Bunker Hill*, Tokyo, Kyushu and Okinawa, 21 Feb to 4 May 1945.

★ LAWTON, Jack W., Lt. (jg), USNR, Chicago: Pilot in torpedo squadron, uss *Franklin*, Bonin Islands, 4 Aug 1944.

★ LEHMICKE, Albert J., Jr., Lt. (jg), USNR, Stillwater, Minn.: While attached to PatBomRon 71, Pacific combat area, 18 Dec 1944 to 3 Feb 1945.

★ LEONARD, Conrad J., Lt., Beckemeyer, Ill.: Co-pilot in BomRon 108, Marshalls-Gilbert Islands, 12 Dec 1943.

★ LEWIS, Hadley M., Lt. Comdr., USNR, Pasadena, Calif.: Pilot of bombing plane, eastern Celebes, North Borneo, and the Tawitawi Islands, 21 October to 6 Nov 1944.

★ LODZINSKI, Edward S., ARM2, USNR, Philadelphia, Pa. (posthumously): Aircrewman in CompRon 86, uss *Bismarck Sea*, Philippine and Volcano Islands, November 1944 to 21 Feb 1945.

★ LONG, William R., Jr., AFC1, USN, Baltimore, Md.: Air bomber of a Navy patrol bomber in PatBomRon 121, Wake and Ponape Islands, Iwo Jima, Chichi Jima, 7 March to 11 Aug 1945.

★ LUNDIN, Walter A., Lt., USNR, Yonkers, N.Y.: Pilot in FitRon 15, uss *Essex*, central Philippines, 13 Sept 1944.

★ LYCON, Paul W., Lt. (jg) (then Ens.), USNR, Omaha, Neb.: Pilot in TorpRon 30, uss *Belleau Wood*, Nansei Shoto Islands, 1 Mar 1945.

★ LYNN, Kane W., Lt., USNR, Los Angeles: Pilot in FitRon 21, uss *Belleau Wood*, Philippine Islands, 15 Oct 1944.

★ MADDOCK, Edmond J., Lt. (jg), USNR, Oak Park, Ill.: Pilot in FitRon 81, uss *Wasp*, Tokyo Bay area, 16 Feb 1945.

★ MAIN, Robert A., Lt. (jg), USNR, Delaware, Ohio: In aerial combat, western Pacific area, 12 April to 8 Aug 1945.

★ MALONEY, James M., Jr., Ens., USNR, New Orleans: In aerial combat, western Pacific area, 5 May to 27 July 1945.

★ MANNS, Joseph G., Lt. (jg), USNR, Columbus, Ohio: Pilot in a torpedo squadron, uss *Franklin*, Bonin Islands, 4 Aug 1944.

★ MARKS, Marion O., Lt., USNR, Corpus Christi, Tex.: Fighter pilot in FitRon 10, uss *Enterprise*, vicinity of Marianas Islands, 20 June 1944.

★ MARR, Irving E., Lt. (jg), USNR, North Minneapolis, Minn.: Pilot in PatBomRon 18, Tsushima Strait, 15 May 1945.

★ MCCORMICK, Ben F., Lt. (jg), USNR, Fremont, Ohio: Pilot in BomRon 7, uss *Hancock*, battle for Leyte Gulf, 25 Oct 1944.

★ MCKEEVER, Franklin S., Lt. (jg), USNR, South Port, Conn. (posthumously): Pilot in TorpBomRon 14, Philippine Islands area, 21 Sept 1944.

★ MCLEROY, William B., Lt. Comdr., USNR, Palestine, Tex.: Section leader in FitRon 3, uss *Yorktown*, Philippine Islands area, 14 Nov 1944.

★ MIDDLETON, Jesse L., ARM3, USNR, Xenia, Ohio (posthumously): Aircrewman in PatBomRon 119, Pacific area, 4 to 19 Apr 1945.

★ MITCHELL, Everett B., Lt. Comdr., USNR, Piedmont, Calif.: Commander of a Navy Liberator plane, New Guinea and Bismarck Sea, 24 March to 25 May 1944.

★ MONTAPART, John R., Lt. (jg), USNR, Falmouth, Mass.: Pilot in FitRon 44, uss *Langley*, French Indo-China, 12 Jan 1945.

★ MORELAND, Dane R., AOM3, USN, St. Petersburg, Fla.: Deck gunner in PatBomRon 18, coasts of China and Japan, 14 April to 26 June 1945.

★ MORRIS, Robert J., Lt. (jg), USNR, Rockville Center, N.Y.: Pilot in FitRon 18 uss *Intrepid*, coasts of Formosa, 14 Oct 1944.

★ MURFICH, William P., Lt. (jg), USNR, Butte, Mont.: Fighter pilot in FitRon 18, uss *Intrepid*, coasts of Formosa, 14 Oct 1944.

★ MUTR, James S., Lt., USNR, Kansas City, Mo.: Aerial flight in western Pacific combat area, 1 March to 29 May 1945.

★ NEWELL, Edward A., Lt., USNR, West Palm Beach, Fla.: Pilot in BomRon 4, uss *Essex*, Philippine Islands, 13 Nov 1944.

★ NEWTON, Larry R., Lt., USNR, Proctor, Colo.: In aerial flight operations, western Pacific, 10 March to 8 June 1945.

★ NICHOLSON, Ernest A., Ens., USNR, Philadelphia, Pa.: Attached to PatBomRon 71, forward Pacific combat areas, 18 Dec 1944 to 3 Feb 1945.

★ NOEL, James J., Lt. (jg), USNR, Warrenburg, Mo.: Pilot in FitRon 30, uss *Belleau Wood*, Bonin and Nansei Shoto Islands, 15 February to 1 Mar 1945.

★ O'KANE, Beauran R., S1, USNR, Bakersfield, Calif.: Aircrewman in PatBomRon 106, Borneo coasts, the Celebes, Malayas, and Indo-China, 26 April to 1 June 1945.

★ O'SULLIVAN, John J., Lt., USNR, Normandy, Mo.: Pilot of torpedo bomber, Jaluit, Marshall Islands, 20 Nov 1943.

★ PAKENHAM, George A. J., Lt., USNR, Jersey City, N. J.: Pilot of torpedo plane in Air Group 31, uss *Cabot*, Bonin Islands, 3 Aug 1944.

★ PATTERSON, Harry R., Jr., Lt. (jg), USNR, Philadelphia, Pa.: Pilot in TorpRon 27, uss *Independence*, Yokosuka naval base, 18 July 1945.

★ PATTERSON, William L., Lt., USNR, Murfreesboro, Tenn.: Pilot of plane attached to uss *Langley*, Bonin and Marianas Islands, 13 June to 3 July 1944.

★ PEACH, Robert E., Lt., USNR, Jacksonville, Fla.: Patrol plane commander, Coronado plane on search mission, Northern Carolines, 18 May 1944.

★ POPE, Albert J., Lt. (jg), USNR, Atlanta, Ga.: Allied bombing attack off Luzon Island, destroying three enemy planes, 15 Oct 1944.

★ PRICE, Everett H., Jr., Lt. Comdr., USNR, Corpus Christi, Tex.: Pilot of Ventura bomber in BomRon 136, Paramushira, Kuriles, 10 Sept 1945.

★ PRICE, John D., Vice Admiral, USN, Coronado, Calif.: ComFairWing 2, Wake Island.

★ PRIEST, Alfred F., AMM3, USNR, Ft. Lauderdale, Fla. (posthumously): Tail gunner of a patrol bomber in PatBomRon 18, Tsushima Strait, 15 May 1945.

★ RAMSTED, Robert L., Lt. (jg), USNR, St. Paul, Minn.: Aerial flight operations, central Pacific, 28 January to 20 Apr 1945.

She Sees the World

How's this for duty?

USS *Perry* (DD 844), commissioned in January 1946, took her shakedown and then went across the Atlantic in June of 1946. Since then, and in rapid succession, she has visited the following ports in order, with stopovers of a day to six days in most of them:

Plymouth, England; Scapa Flow and Invergordon, Scotland; Göteborg, Sweden; Aalborg and Copenhagen, Denmark; Stockholm, Sweden; via the Kiel Canal to Antwerp, Belgium; Amsterdam, Holland; LeHavre, France; Southampton, Plymouth and Dartmouth, England; Lisbon, Portugal; Gibraltar; Naples, Italy; Palermo, Sicily; Trieste and Venice, Italy; Pola, Yugoslavia; Trieste, Taranto and Naples, Italy; Malta; Gabes Bay, Tunisia; Salerno and Naples, Italy; Capri; Durazzo Bay, Albania; back to Naples and then to Izmir and Marmaris, Turkey; Beirut, Lebanon; Athens.

Last heard from, she was steaming westward again, in the Mediterranean.

What was it those old recruiting posters used to say? Oh, yes. "Join the Navy, and See the World!"

Sea Lawyers

The boatswain's mate, possibly out of comic books for the moment, perused a copy of the daily paper. He followed the line of print with a deliberate thumb, and moved his lips silently as he read.

"What," he demanded suddenly, "is this here porthole to porthole pay?"

An alert seaman allayed the boats' nautical curiosity. "Sure, ain't you ever heard about the Hatch Act?"

- ★ **RAYMOND**, Edward J., Lt. (jg), USNR, Manchester, N. H.: Aerial flight operations, western Pacific area, 29 March to 2 July 1945.
- ★ **RICE**, Ralph E., Lt., USNR, Malvern, Ohio: Pilot in BomRon 7, *uss Hancock*, battle off Samar, 25 Oct 1944.
- ★ **RIEDEL**, Carl O., Lt., USNR, Hollywood, Calif.: Patrol plane commander, Catalina amphibian, night photo-reconnaissance bombing mission, Aleutian base, to Northern Kurile Islands, 20 Dec 1943.
- ★ **RISLEY**, Clayton E., Jr., Ens., USNR, Alameda, Calif.: Aerial flight operations, western Pacific, 5 May to 27 July 1945.
- ★ **RITTER**, Edward A., Jr., Lt., USNR, Brooklyn, N. Y.: Pilot in FitRon 18, *uss Intrepid*, battle for Leyte Gulf, 24 Oct 1944.
- ★ **RUCINSKI**, Edward J., Lt. (jg), USNR, Chicago, Ill.: Pilot of fighter plane, Gilbert and Marshall Islands, 19 to 24 Nov 1942.
- ★ **RUMMEL**, Russell L., S1, USNR, Cincinnati, Ohio (posthumously): Gunner and aircrewman of a patrol bomber, anti-ship strikes, Korea.
- ★ **SCHAEFER**, William W., Lt., USNR, Baltimore, Md.: Pilot in BomRon 10, *uss Enterprise*, Marianas Islands, 20 June 1944.
- ★ **SCHMITTER**, Dean M., Lt., USNR, New York City: Pilot in FitRon 44, *uss Langley*, French Indo-China, 12 Jan 1945.
- ★ **SCHUETZ**, Robert W., Lt., USNR, Wilmerding, Pa.: Commander of Catalina aircraft, northern Celebes area, 28 Sept 1944.
- ★ **SCHUMANN**, Roland W., Jr., Capt., USN, Washington, D. C.: Leader of FitRon 10, Marianas Islands, 11 to 16 June, and 26 June 1944.
- ★ **SERWAT**, Wilbur A., Lt. Comdr. (then Lt.), USNR, Berwyn, Ill.: In flight operations, central Pacific, 28 January to 20 Apr 1945.
- ★ **SHAWCROSS**, William H., Lt., USNR, Port Washington, N. Y.: Pilot in TorpBomRon 14, *uss Wasp*, Philippine Islands area, 14 Sept 1944.
- ★ **SHEETS**, James A., ARM3, USN, Drumright, Okla. (posthumously): Aircrewman in CompRon 80, *uss Manila Bay*, Philippine Islands area, 18 Oct 1944 to 16 Jan 1945.
- ★ **SHIELDS**, Robert A., Lt., USN, Spring Valley, N. Y.: In aerial flight in TorpBomRon 31, *uss Cabot*, Philippine Islands area, 21 Sept 1944.
- ★ **SLINGERLAND**, Robert E., Lt. (jg), USNR, State College, N. M.: Section leader in FitRon 13, *uss Franklin*, off Luzon Island, 15 Oct 1944.
- ★ **SMITH**, Armistead B., Jr., Lt. Comdr. (then Lt.), USNR, Gastonia, N. C.: Pilot of fighter plane, Truk, Caroline Islands, 16 Feb 1944.
- ★ **SMITH**, Henry H., Lt. (jg), USNR, Wynnewood, Pa.: In aerial flight operations, western Pacific area, 30 April to 27 July 1945.
- ★ **SMITH**, James M., Lt., USNR, Salem, Ore.: Pilot in FitRon 81, *uss Wasp*, Tokyo Bay area, 16 Feb 1945.
- ★ **SPRAKER**, James H., Lt., USNR, Emory, Va.: Commander of Navy Liberator in PhotoRon 3, Group 1, photographic missions, Southern Japan, 9 July to 13 Aug 1945.
- ★ **St. ROBERTS**, Arthur, Lt. (jg), USNR, Los Angeles: Navigator in BomRon 108, Marshall-Gilbert Islands, 2 Dec 1943.
- ★ **STEWART**, John R., Lt. Comdr. (then Lt.), USNR, Chula Vista, Calif.: Pilot in

CompRon 10, *uss Gambier Bay*, Leyte, 20 Oct 1944.

- ★ **STIME**, Robert N., Lt. (jg), USNR, Chicago, Ill.: Pilot in FitRon 15, *uss Essex*, central Philippine Islands, 12 Sept 1944.
- ★ **STOCKERT**, Howard J., Lt. (jg), USNR, Grand Junction, Colo.: Pilot of four-plane division of fighter planes in FitRon 7, *uss Hancock*, Philippine Islands, 29 Oct 1944.
- ★ **TEDFORD**, Roy E., Lt. (jg), USNR, Mount Vernon, Tex.: Pilot in FitRon 7, *uss Hancock*, Philippine Islands area, 26 Oct 1944.
- ★ **TEMPLETON**, Gordon R., AOM2, USN, Seattle, Wash.: Aircrewman in CompRon 86, *uss Bismarck Sea*, Philippine Islands area, November 1944 to 21 Feb 1945.
- ★ **THEROUX**, Marvin B., AOM1, USNR, Red Lake Falls, Minn.: Aircrewman in PatBomRon 106, Japanese Empire area, 15 April to 14 May 1945.
- ★ **THUNE**, Harold R., Lt. (jg), USNR, Minneapolis, Minn.: Pilot in FitRon 18, *uss Intrepid*, Northern Formosa, 12 Oct 1944.
- ★ **TURNER**, Howard M., Lt. Comdr. (then Lt.), USNR, Cambridge, Mass.: In aerial flight operations, western Pacific, 19 April to 15 Aug 1945.
- ★ **TURNER**, John I., Lt. (jg), USNR, Delta, Colo.: Pilot in FitRon 10, *uss Enterprise*, vicinity of Marianas Islands, 20 June 1944.
- ★ **TYBOR**, Philip C., AOM2, USN, Houston, Tex. (posthumously): Aircrewman in PatBomRon 71, forward Pacific combat area, 18 Dec 1944 to 3 Feb 1945.
- ★ **WAITE**, Leroy, AMM3, USNR, Silas, Ala. (posthumously): Waist gunner on patrol bomber, PatBomRon 18, Tsushima Strait, 15 May 1945.
- ★ **WARD**, Felix E., Jr., Lt., USNR, Morton, Miss.: Pilot in TorpBomRon 4, *uss Essex*, French Indo-China area, 12 Jan 1945.
- ★ **WARRELL**, Hubert L., Lt. Comdr., USN, Hutchinson, Kans.: Pilot of Navy patrol plane, Straits of Gibraltar, 15 May 1944.
- ★ **WENIGERSKI**, Irwin T., Lt. Comdr., USNR, Chicago, Ill.: Patrol plane commander in BomRon 108, Marshall-Gilbert Islands, 24 Jan 1944.
- ★ **WHITE**, Charles H., ACOM, USN, Queens Village, N. Y. (posthumously): Aircrewman in PatBomRon 71, forward Pacific areas, 18 Dec 1944 to 3 Feb 1945.
- ★ **WHITEMAN**, Clayton V., AMM2, USNR, Turner Falls, Mass. (posthumously): Gunner in TorpRon 84, *uss Bunker Hill*, Kyushu, 7 Apr 1945.
- ★ **WILLYARD**, Harold A., Lt. (jg), USNR, Los Angeles: In aerial flight operations, POA, 19 Dec 1944 to 8 Jan 1945.
- ★ **WILSON**, James F., Lt., USNR, Drayton, S. C.: Pilot in FitRon 13, *uss Franklin*, off Luzon Island, 15 Oct 1944.
- ★ **YUND**, Walter J., Lt. Comdr. (then Lt.), USNR, Helena, Mont.: Directed attack which sank enemy ship, vicinity of Korea and Honshu, 4 and 24 July 1945.

Coffee Cumshaw Champ

ALL HANDS' nominee for the all-Navy, freestyle, open cumshaw champion is Lt. Richard Hellman, who parlayed a golden wedding anniversary into coffee, cream, sugar and urn for the National Aircraft Show.

En route to New York to help his parents observe their 50th wedding anniversary, Lt. Hellman saw a boy peddling coffee in the aisles of the train and was reminded that the Navy exhibit in Cleveland would not be typical without a steaming joe-pot. In New York he persuaded the Pan-American Coffee Bureau to donate 300 pounds of coffee in the interest of good-neighborliness. He also arranged for a supply of cream from a company willing to advertise its product.

Lt. Hellman didn't think the deal for the coffee urn spectacular enough to describe.

NAVY AND MARINE CORPS MEDAL

- ★ **CAMPBELL**, Robert, STM1, USN, Ulvah, Ky.: Rescuing man in Bikini Lagoon, 18 July 1946.
- ★ **CHAFFIN**, Alexander N., Comdr. (then Lt. Comdr.) (MC), USNR, Wytheville, Va.: Member of surgical unit, 7thPhib, SoWes-Pac, April to July 1944.
- ★ **CLARK**, Hays, Lt. Comdr., USNR, New York City: Firefighting and rescue operations in *uss Irwin* in 2dCarTaskFor, POA, 24 Oct 1944.
- ★ **WARREN**, Henry O., Lt. Comdr., USN, Norfolk, Va.: Flight deck officer, *uss Yorktown*, Marshall and Gilbert Islands, 23 Nov 1943.

BRONZE STAR MEDAL

Gold star in lieu of third award:

- ★ **McCORNOCK**, Samuel A., Comdr., USN, Iron River, Mich.: CO, *uss Reid*, Saldor, Cape Gloucester, Admiralty Islands, Hollandia, Biak and Noamfoor Island, January to December 1944.

Gold star in lieu of second award:

- ★ **HUTCHINSON**, George, Comdr., USN, Newton, Mass.: CO, *uss Macomb*, prior to and during invasion of Southern France, August 1944.
- ★ **RATLIFF**, William K., Comdr., USN, Okemah, Okla.: Gunnery officer, *uss Laffey*, Savo Island, 11 Oct to 13 Nov 1942.

First award:

- ★ **AGNEW**, Dwight M., Capt., USN, San Diego: CO, *uss Heermann*, Pacific area, October 1943 to April 1944.
- ★ **ALBERTAZZI**, Dorman V., CPHM, USN, Napa, Calif.: Aided wounded in defense of Guam and POW 41 months, 8 Dec 1941 to 23 June 1945.
- ★ **ASMUS**, Dwight F., Lt., USN, San Diego: Air ordnance officer, *uss Enterprise*, 1 Jan to 20 Nov 1944.
- ★ **BARBARO**, Joseph R., Capt., USN, Relay, Md.: CO, *uss Thomas Jefferson*, Normandy, 6 June 1944.
- ★ **BEATY**, Chancy B., Lt. (jg), USNR, Mt. Pleasant, Tenn.: Damage control officer, *uss Thatcher*, vicinity of Ryukyu Islands, 20 May 1945.
- ★ **BENDER**, Paul E., Lt. Comdr. (then Lt.), USNR, New York City: Antiaircraft director officer, *uss Reno*, Central Pacific, 14 Oct 1944.
- ★ **BERGHULT**, Carl R., Lt. Comdr., USNR, Duluth, Minn.: CO, SC 1291, invasion of Normandy, 11 June 1944.
- ★ **BERRY**, Warren R., TM1, USN, Dallas, Tex. (posthumously): Crew member, *uss Sculpin*, ninth war patrol, Truk Island, 19 Nov 1943.
- ★ **BILLINGSLEY**, Ed B., Comdr., USN, Santa Maria, Calif.: CO, *uss Emmons*, Southern France, August 1944.
- ★ **BISSELL**, George D., Jr., Lt. (MC), USNR, Melrose, Mass.: Medical officer, *uss Caperton*, Western Pacific, 28 Aug to 11 Nov 1944.
- ★ **BOLON**, Logan A., Lt. Comdr., USNR, Davis City, Iowa: CO of LST, Normandy beachhead, 15 June 1944.
- ★ **BRENNAN**, Joseph C., Lt. Comdr., USNR, New York City: Air combat intelligence officer of BomRon 107, 4thFlt, SoLant area, August 1943 to September 1944.
- ★ **BREWSTER**, William R., Jr., Lt. Comdr., USN, Atlanta, Ga.: Executive officer, *uss Pritchett*, Pacific area, 12, 13 and 14 Oct 1944.
- ★ **BRUMBAUGH**, Donald H., Lt. Comdr. (MC), USNR, Redlands, Calif. (posthu-

★ DECORATIONS

Bronze Star (Cont.)

mously): SMO, *uss Birmingham*, battle for Leyte Gulf, 24 to 27 Oct 1944.

★ BURNHAM, George H., Capt., USNR, Baltimore, Md.: Chief staff officer, NOB, Oran, Algeria, Central and Western Mediterranean areas, 1943 and 1944.

★ BURT, John H., Lt. Comdr., USN, Boston, Mass.: Gunnery officer, *uss Dortch*, for Pacific area, 16 Jan to 30 Sept 1944.

★ CAMERON, Gerald L., Comdr. (then Lt. Comdr.), USNR, Seattle, Wash.: Torpedo data computer and OOD, *uss Make*, fourth war patrol, Pacific waters, 18 Mar to 30 Apr 1944.

★ CAMPBELL, Jesse R., EM1, USNR, Anniston, Ala. (posthumously): Member of damage control party, *uss Isherwood*, Kerama Rhetto, 22 Apr 1945.

★ CANADY, Gordon K., CTM, Auburn, Wash.: CTM on board *uss John D. Ford*, Netherlands East Indies area, 8 Dec 1941 to 4 Mar 1942.

★ CARLEY, Oattie B., GM3, USNR, New Castle, Tex.: Member of armed guard *ss Alcoa Pioneer*, Leyte, 19 Nov 1944.

★ CARTER, Arthur L., CFC, USN, Kansas City, Mo.: Member of fire control party, *uss Bowfin*, sixth war patrol, 16 July to 13 Sept 1944.

★ CHURCHILL, Asa G., Capt. (MC), USNR, San Diego: Medical officer, naval advance base operating unit; later as executive officer of a base hospital, SoPac area, 1 Mar 1943 to 7 Dec 1944.

★ COBURN, Deas A., PHM1, USN, Charleston, S. C.: Corpsman while POW on prison ships, 14 Dec 1944 to 30 Jan 1945.

★ COFFIN, Harry N., Capt., USN, Washington, D. C.: CO, *uss Balch*, vicinity of Dutch New Guinea, Oct 1943 to June 1944.

★ COLLINS, Samuel L., Lt. Comdr., USN, Olive Branch, Miss.: Senior watch officer, *uss Birmingham*, battle for Leyte Gulf, 24 Oct 1944.

★ CONWILL, J. A., Jr., S2, USNR, Cleveland, Ala. (posthumously): Member of 20-mm gun crew, *uss Maryland*, near Okinawa, 7 Apr 1945.

★ COREY, Howard G., Capt., USN, Coronado, Calif.: CO, *uss Mugford*, Pacific area, 5 Dec 1942 to 16 Jan 1944.

★ DAVIS, Maxey B., Lt. Comdr., USNR, San Francisco: Executive officer and evaluator, *uss Lardner*, Solomons area, 14 to 25 Feb 1944.

WHAT'S IN A NAME

Quaker Guns

They called them "Quaker guns," but that does not imply that they were invented in Philadelphia. William Penn had nothing to do with naming those fabulous mementos of early sea warfare.

During the 17th Century, when pirates were on the roam, most ships rigged up wooden guns in addition to any regular batteries they might have aboard, and mounted the fakes where they would be easily visible. The rows of wooden guns sometimes made



pirates think twice before deciding to attack.

They acquired their name, of course, in connection with the then-young religious sect, the Friends, or Quakers, who were opposed to war or fighting of any sort. Whimsical seamen felt that the wooden guns, too, would not lend themselves to actual battle.

★ DI PALMA, Anthony G., Lt. Comdr. (then Lt.), USNR, Long Beach, N.J.: Hull assistant to the maintenance officer of the staff commander, landing craft and bases, 11th-PhibFor, Normandy, 6 June 1944.

★ DYER, Walter L., Capt. (then Comdr.), USN, Washington, D. C.: CO, *uss Sigourney*, Solomons area, 17 Nov 1943.

★ ELLIOTT, Frederick J., Lt., USNR, Jersey City, N. J. (posthumously): Gunnery officer, *uss Walker*, POA, 1 Feb 1944.

★ ELLIOTT, Jesse S., Jr., Lt., USNR, Newark, Ohio: Communications and OOD, *uss Ingersoll* with CarTaskFor, Pacific, 15 Jan 1944 to 2 Dec 1944.

★ ELLIS, William C., Lt. Comdr., USNR, New Orleans: Machinery superintendent, NOB, Oran, Algeria, 1943 and 1944.

★ ERSKINE, William E. G., Capt., USN, Lake Worth, Fla.: CO, U. S. Naval detachment, Corsica, before and during invasion Southern France, August 1944.

★ ESSER, Carl F., Lt. (jg), USNR, Aurora, Ill.: CO of a PT boat, invasion of Southern France, 15 Aug 1944.

★ FEREBEE, Henry C., III, Lt., USNR, Camden, N. C.: While serving on board LCI(G) 365 in Pacific area, 21 July 1944.

★ FERRON, Alan W., Lt. Comdr., USNR, Wadena, Minn.: Executive officer and later CO of MTBRon 23, Bismarck Archipelago and Solomons area, 1 Jan to 15 June 1944.

★ FITZGERALD, G. S., Lt. Comdr., USNR, Chicago, Ill.: Assistant war plans officer on staff of CTF, Sicily and Italian mainland, 1943.

★ FORNEY, John M., Comdr. (then Lt. Comdr.) (MC), USNR, Tuscaloosa, Ala.: Member of a surgical unit, 7thPhibFor, SoWesPac, April to July 1944.

★ GARAY, Paul N., Lt. (then Lt. (jg)), USNR, Trenton, N. J.: Effecting rescue of two men trapped in engineer room, *uss Corry*, coast of France, 6 June 1944.

★ GERHOLD, Norman R., Lt., USNR, Richmond, Kans.: CO of an LCT, resupply of Arawe, New Britain, 15 to 21 Dec 1943.

★ GIBSON, Richard H., Lt., USN, Kansas City, Mo.: Plotting officer, *uss Barb*, ninth war patrol, POA, 4 Aug to 3 Oct 1944.

★ GILLILAND, Robert J., Lt., USNR, Hutchinson, Kans.: CO of an LCT, resupply of Arawe, New Britain, 16 and 17 Dec 1943.

★ GLOVER, Cato D., Rear Admiral, USN, Camden, S. C.: Assistant war plans officer on staff of CincPac, 12 July 1943 to 28 July 1944.

★ GOETZ, Howard C., CPHM, USNR, San Antonio, Tex.: Staff of NavHosp, Guam and POW, 8 Dec 1941 to 1 July 1943.

★ HART, David L., Lt., USNR, McLeansboro, Ill.: Naval gunfire liaison officer, 3d Batt., 8th Infantry, 4th Inf. Div., Normandy coast, 6 to 30 June 1944.

★ HIGGINS, James C., Lt. (then Lt. (jg)), USNR, Arlington, N. J.: With MTBs, 7th Fleet; later as CO, PT 146, New Guinea and New Britain, September 1943 to July 1944.

★ HOLFORD, William G., Jr., Comdr. (MC), USNR, Portland, Ore.: SMO, *uss Lexington*, directed and cared for wounded when ship was hit by suicide plane off Luzon, 5 Nov 1944.

★ HORST, Donald E., Lt., USNR, Annapolis, Md.: Torpedo officer, *uss Sterlet*, Japanese waters, 18 Sept to 30 Nov 1944.

★ HOSTETLER, John, Lt., USNR, Wickett, Tex.: CO, LCT 392, initial assault on Biak, New Guinea, 27 May to 8 June 1944.

★ HOUSE, James O., Jr., USNR, Hopkinsville, Ky.: Communications and fire control plotting officer, *uss Lapon*, third war patrol, enemy-controlled waters.

★ HOWARD, Bert S., Jr., Lt., USNR, Washington, D. C.: Hull superintendent and docking officer, NOB, Iran, Algeria, 1943 and 1944.

★ HOWE, Charles M. III, Comdr., USN, Palo Alto, Calif.: CO, *uss Case*, 27 July 1943 to 8 May 1944; CO, *uss Strong*, 20 June to 2 Sept 1945.

★ HUFFMAN, Paul E., Lt., USN, Vallejo, Calif.: Assistant approach officer, *uss Trepang*, first war patrol, 13 Sept to 23 Oct 1944.

★ JACKSON, Hugh M., Lt. (jg) (then Ens.), USN, Taylor, Miss.: Engineering officer of

an LCI (gunboat) task unit, Leyte Island, 20 Oct 1944.

★ JAY, John P., PHM3, USN, Galveston, Tex. (posthumously): With hospital corps detachment, Army General Hospital No. 1, at Little Baguio, Philippines, 28 Jan to 28 June 1942; later as POW, Bilbilid prison.

★ JORDAN, Mark H., Comdr. (then Lt.), USN, Andover, Mass.: Executive officer, 6th CBs, Guadalcanal, 15 June 1942 to 5 Jan 1943.

★ JUNNEY, Samuel A., Comdr., USNR, Gloucester, Va.: Assistant materials officer, staff of Com8thFlt, before and after invasion of Sicily, July 1943, and invasion of Italian mainland, September 1943.

★ KARNS, Max E., Lt., USNR, Melrose, Mass.: OOD of submarine during war patrol against Japanese shipping.

★ KAYE, Henry A., Lt., USNR, New York City: CO, LST 347, operations off the coast of France, 15 June 1944.

★ KISE, William D., Lt. Comdr., USNR, Cincinnati, Ohio: With MTBRon 7, northern coast of New Guinea and southern coast of New Britain, September 1943 to June 1944.

★ KLINKER, Roy C., Comdr., USN, Kittery, Me.: CO, *uss Seafox*, first war patrol in Japanese-controlled waters, 4 Oct to 24 Nov 1944.

★ LAMB, Raymond S., Capt., USN, Bridgeport, Conn.: CO, *uss Meade*, SoPac, September 1942 to June 1943.

★ LEACH, Arthur J., Ens. (then PHM1) (HC), USNR, St. Paul, Minn.: Aiding wounded under intense fire at Bougainville, 7 Nov 1943.

★ LEAF, Kenneth J., Lt., USNR, Chicago, Ill.: CO of an LCT, resupply of Arawe, New Britain, 16 and 17 Dec 1943.

★ LE COMTE, Charles F., Lt. (MC), USN, Long Beach, Calif. (posthumously): POW in prison ship sunk off Olongapo, 15 Dec 1944.

★ LETTS, Kenneth P., Comdr., USN, Flushington, Mich.: CO, *uss Forest*, invasion of Southern France, August 1944.

★ LODGE, Gavin K., Lt., USNR, Atlantic Beach, Va.: CO, LCT 391, resupply of Biak, New Guinea, 2 June to 23 July 1944.

★ LOFT, Gerald L., Lt., USNR, Kirksville, Mo.: Participating in torpedo attack, *uss Redfish*, POA, 23 July to 2 Oct 1944.

★ LOWRIE, Noble W., Capt. (then Comdr.) (SC), USN, Chinchilla, Pa.: Assistant logistics officer on staff of ComLandCraft Bases, 11thPhibFor, invasion of Europe, 6 June 1944.

★ LUEDEMANN, Waldo S., Lt. Comdr. (MC), USNR, San Antonio, Tex.: Medical officer, *uss Lexington*, vicinity of Luzon, 5 Nov 1944.

★ LYNCH, Roy E., CPHM, USN, Waynesboro, Tenn.: Corpsman while POW in prison ships and camps, 14 Dec 1944 to 30 Jan 1945.

★ MARSHALL, Henry M., Capt. (then Comdr.), USN, San Francisco: Engineering officer, *uss South Dakota*, operating with British Fleet, South and Central Pacific for a period of over two years.

★ MARTIN, Gerald P., Comdr. (then Lt. Comdr.), USNR, San Francisco: CO, naval base, Townsville, Queensland, Australia and as CO, naval base, Woodlark Island.

★ MATTILA, Martti O., CSK, USN, Gardner, Mass.: While POW at Macassar, Celebes, 2 Oct 1943 to 25 July 1945.

★ MAUL, William J., Jr., Lt. (jg) USNR, Grove City, Pa.: OinC, MTB, New Georgia, Vella Lavella and Bougainville Islands, 16 July to 1 Dec 1943.

★ MAY, Eugene F., Capt., USN, Redwood City, Calif.: Executive officer, *uss Oakland*, Pacific areas, 15 Nov 1943 to 30 July 1944.

★ MORGAN, Sam P., Lt. Comdr., USN, San Diego: CO, *uss Bannock*, towing and repair operations off the Atlantic coast.

★ MORLAND, John B., Comdr., USN, Haven, Kans.: Executive officer, *uss Dyson*, Solomons area, 1 November to 26 Dec 1943.

★ MORRIS, Kenneth A., Lt. Comdr. (then Lt.), USNR, Akron, Ohio: Executive officer and navigator, *uss Woodworth*, Solomons area, 27 Sept 1943 to 18 Mar 1944.

★ MORSE, Richard S., Capt., USN, Coronado, Calif.: Chief of staff and aide to ComGunSupGroup, Okinawa Shima, and

Ie Shima campaigns, March and April 1945.

- ★ Moss, Peyton H., Lt. Comdr., USNR, Providence, R. I.: Flag Lt. and legal officer, staff of ComLandCraft and Bases, 11th-PhibFor, invasion of Europe, 6 June 1944.
- ★ NEE, Donald P., Lt., USNR, McKeesport, Pa.: Assistant gunnery officer of a close-in fire support ship, Tinian, 24 July 1944.
- ★ NICHOLSON, Bruce, CPHM, USN, National City, Calif. (posthumously): With U. S. Army Forces in defense of Philippines, 7 Dec 1941 to 6 May 1942.
- ★ NIESS, Francis J., Lt. (jg), USNR, Staceyville, Iowa: CO, *uss LCI(R) 1030*, Okinawa and Ryukyu Islands, and mine-sweeping operations off Formosa, 1 April to 20 Sept 1945.
- ★ ODOM, John C., CPHM, USN, Maynard, Ark.: Member of staff of NavHosp Guam, and later as POW, 8 Dec 1941 to 1 July 1943.
- ★ O'NEILL, George T., Comdr., Coronado, Calif.: Commander, naval intelligence task group of intelligence division, Com12thFlt, invasion of France, June 1944.
- ★ PAYNE, Robert L., CCM, Springfield, Ill.: Supervising the construction of Fighter Field 2, Guadalcanal, November 1942.
- ★ PODERSEN, Charles, Lt., USNR, Granville, Ohio: Torpedo officer and torpedo data computer, *uss Cod*, fourth war patrol, 14 Oct 1943 to 25 Aug 1944.
- ★ PORTER, Richard C., Lt. (MC), USNR, Cheyenne, Wyo.: Battalion surgeon, 1st-Batt, 24th Marines, 4thMarDiv, Saipan and Tinian, 15 June to 1 Aug 1944.
- ★ PRATT, Harold I., Lt. Comdr., USNR, Glen Cove, N. Y.: CO, *uss Pheasant* during assault on France, 6 June 1944; bombardment of Cherbourg, France, 25 June 1944.
- ★ PRYOR, Knight, Capt., USN, Boston, Mass.: Atlantic Fleet anti-submarine warfare unit, September 1942 to February 1944.
- ★ RAZZANO, Carmen I., Lt. Comdr. (MC), USNR, Long Island, N. Y.: Surgeon, 2d-Batt., 24th Marines, 4thMarDiv, Saipan and Tinian, 15 June to 1 Aug 1944.
- ★ REED, Gilbert L., Lt., USNR, Kalamazoo, Mich.: ComPTDiv, central Mediterranean, May through September 1944.
- ★ REZAC, George A., Comdr. (CEC), USNR, Charleston, S. C.: OinC, 120th CB, NOB, Oran, Algeria, assaults on Sicily and west coast of Italy.
- ★ RHODE, Donald A., Lt. (then Lt. (jg)), USNR, Iron Mountain, Mich.: Coxswain of a dinghy, night operations, European theater, 19 May 1944.
- ★ RICE, Thomas G., Ens., USN, Aurora, Ind.: In charge of electrical plant, *uss Seal*, eleventh war patrol, 8 August to 17 Sept 1944.
- ★ RILEY, Claude E., Lt., USN, Long Beach, Calif.: Engineering officer, *uss Wadleigh*, Marshall Islands, 16 Sept. 1944.
- ★ RITTER, Edward F., Lt. (MC), USN, Mattoon, Ill. (posthumously): Manning outlying first aid station with 4th Rgt, USMC, in defense of Philippines, 7 Dec 1941 to 6 May 1942.
- ★ ROBERTS, Edward W., Lt. Comdr. (then Lt.), USNR, Wakefield, R. I.: CO, MTB 130, later as ComMTBRon 7, 7thFlt, New Britain and New Guinea areas, March 1943 to March 1944.
- ★ ROSS, Clayton, Jr., Lt. Comdr., USN, Glen Ridge, N.J.: Executive officer, *uss Wadleigh*, Marshall Islands, 16 Sept 1944.
- ★ ROSS, Jack S., Lt. Comdr., USNR, Remer, Minn.: Assistant approach officer, *uss Hardhead*, during a war patrol in Pacific area.
- ★ SANDERS, Fred R., PHM1, USN, Portland, Ore. (posthumously): Member of hospital corps detachment with Army General Hospital No. 1, Little Bagulo, Philippines, 1 March to 5 July 1942.
- ★ SARD, Russell E., Jr., Lt. Comdr. (then Lt.), USNR, Coronado, Calif.: CO of a landing ship during explosions and fires on vessels at West Lock, Pearl Harbor, 21 May 1944.
- ★ SHARP, Donald H., Lt., USNR, Manhattan, Kans.: Plotting officer, *uss Sterlet*, second war patrol, 18 September to 30 Nov 1944.
- ★ SHEEHAN, Paul H., RM1, USN, Lynn,

Mass. (posthumously): Combat aircrewman on dive bomber in BomRon 15, *uss Essex*, Philippine Sea and battle for Leyte Gulf, 25 Oct 1944.

- ★ SIBLEY, Joseph J., Lt. Comdr., New York City: Diving officer, *uss Cobia*, first war patrol, Pacific waters, 26 June to 14 Aug 1944.
- ★ SKEATS, John M., Lt. Comdr. (MC), USNR, Orange, N. J.: Medical officer of a beach platoon, Saipan, 16 to 25 June 1944.
- ★ SLEEPER, Alan R., Jr., Lt. (jg), USNR, Iola, Kans.: Current operations officer on staff of a CTF, invasion of Southern France, August 1944.
- ★ STEINERT, Norman C., Lt., USNR, Sandusky, Ohio: CO of LCI 24, Bougainville, 26 April to 9 May 1944.
- ★ STEPHAN, David R., Comdr., USN, Los Angeles (posthumously): CO, *uss Franks*, Pacific area, 3 July 1944 to 1 Apr 1945.

★ STOREY, James W., CPHM, USN, Columbia, S. C.: Member of staff at NavHosp, Guam and later as POW, 8 Dec 1941 to 25 Aug 1943.

- ★ STRONG, Ronald T., Capt., USNR, San Diego: Unloading control officer in amphib group in 3dPhibFor, Pacific war area, 20 to 23 Oct 1944.
- ★ TAPPY, Lester R., PHM2, USNR, Niagara, Wis.: Corpsman aboard prison ships Manila to Moji, Japan, 14 Dec 1944 to 30 Jan 1945.
- ★ TAYLOR, John C., Lt. (jg) (then Ens.), USNR, Los Angeles: Assistant beachmaster, Normandy coast, 6 June 1944.
- ★ TOUT, James E., Lt., USNR, Pampa, Tex.: Landing signal officer, *uss Enterprise*, POA, 28 July to 20 Nov 1944.
- ★ TURK, John P., Lt. Comdr. (MC), USNR, Miami, Fla.: Medical officer with assault troops, SoWesPac, April to July 1944.

EX-NAVY BLIMPS GO COMMERCIAL

Residents of the eastern United States have been startled on clear, cold winter nights to glance into the sky and see huge, illuminated billboards drifting overhead in weird silence. Like disembodied segments of Times Square, the lights wink on and off in patterns, spelling out the attributes of various products in the patois of the advertiser.

The phenomenon is the result of a rare combination of circumstances: the Navy's long and, by now, expert operations in lighter-than-aircraft; the end of the war, which left the Navy with a number of blimps it no longer needed; and the enterprise of a big advertiser who specializes in what the trade calls "spectaculars," the Douglas Leigh Sky Advertising Corporation.

Spectacular, a term overworked by Hollywood, is probably appropriate in this sense. One of the Leigh blimps, for instance, plugs a motor

car once known vulgarly as the tin lizzie. The blimp itself is 265 feet long. Flashing nearly from stem to stern—200 feet to be exact—is the slogan by which this particular manufacturer induces the public to buy his product, or at least to wait for it. The capital "F" in the trade name of the vehicle is 35 feet high and the top stroke of the letter an artistic 100 feet in length. It is, we are assured, the largest electrical letter ever flashed. A thousand light bulbs trace this letter alone; 10,000 bulbs are used in the entire message on this blimp, and 100,000 feet of wire, 30,000 feet of tape and 800 pounds of paint.

The mammoth firefly is guaranteed to be visible at five miles, readable at three, and absolutely unavoidable at anything less than two.

Like the Naval Reserve, this enterprise helps bolster the Navy against future emergencies. For the obvious reason that blimp pilots occur seldom in the census, the Leigh blimps are operated by ex-Navy lighter-than-airmen, and for the same reason the big blimps are serviced and maintained by veterans who learned their skills in the Navy. As the Leigh enterprise expands, and it is planned that it shall eventually make bright the night from San Pedro to Casco Bay, more and more Navy veterans will be offered jobs, rare in these days, which fully utilize their wartime skills. The Navy was not blind to this aspect of the operation when it heard, with approval, some months back that a rare buyer was interested in surplus blimps—whole, that is, not as material for raincoats.

And there is a concurrent advantage. The blimps operated by Leigh are maintained in such condition that they will be available for Navy use again, if the occasion arises, and certain ground facilities leased from the Navy are similarly kept in use.

There's an angle that the Navy airship crews at NAS, Lakehurst, like, too. They help handle the big blimps in off-duty hours occasionally, and pick up a little extra liberty money for their labor.



DISCHARGED—Blimp gets 'duck' from Rear Adm. T. G. W. Settle, Naval Airship Training chief, Lakehurst.

BOOKS: ROMANCE OF NATION'S EARLY HISTORY PRESENTED

HISTORICAL fiction, if its popularity is any criterion, has many devotees, all of whom should be interested in this month's selections. Three different prescriptions for the mingling of history with romance and adventure are represented in books now being distributed by BuPers to ship and station libraries.

Each shows that the author has accomplished extensive research, yielding authenticity as well as highly readable history. One is a fictional biography, another narrates history through the lives of people who made it and the third is in the traditional form of a historical novel.

● **"Lydia Bailey"** by Kenneth Roberts; Doubleday & Co.

Arrival of *Lydia Bailey*, a new novel by Kenneth Roberts, is certain to excite readers of historical fiction. This is Mr. Roberts' first novel since *Oliver Wiswell*, the story of the priggish young man with critical views of those who chose to fight alongside George Washington.

Now Mr. Roberts introduces the charming and lovely Lydia, whose romance with the conscientious young American, Albion Hamlin, is the thread which ties together the story. In 1800 Hamlin, counselor-at-law, unsuccessfully defended Thomas Bailey but resolved to win his client's beautiful niece, Lydia. It's a swashbuckling tale of the years in which a young United States taught the world that the new nation was a power to be respected. Historical aspects of the story concern the Alien and Sedition Acts, the capture of American merchant vessels by French pirates, Bonaparte's

plan to re-take Haiti as a base for attacking America, and the Tripolitan War.

Caught in the Haitian slave uprising, Lydia and Albion flee to the jungles with King Dick, resourceful ex-slave who appeared briefly in Roberts' *Lively Lady*. They live in the jungle disguised as natives, marry, honeymoon in France and determine to dwell peacefully in New England. Pirates seize their ship en route from France, however, and Lydia and Albion are taken to Tripoli as slaves.

Strange and vivid characters enliven the pages of Roberts' newest book: handsome Tobias Lear, once secretary to George Washington and now an unscrupulous politician whose acts betray allies of the U. S.; amazing General Eaton, soldier, diplomat and much neglected American hero; heroic Henri Christophe; brilliant Toussaint; ruthless Dessalines, Toussaint's general; and, of course, King Dick with his talents for gunnery, strategy and black magic. His masquerade as a Moslem holy man leads to the rescue of Lydia and Albion from Tripoli.

● **"The Lost Men of American History"** by Stewart H. Holbrook; Macmillan Co.

Debunking some of our most popular beliefs and attempting to give credit where credit is due, Mr. Holbrook brings to public consciousness men and women who played very important parts in making American life what it is today, but who have slipped from public notice or have been badly interpreted. He does it "with malice toward none" in *The Lost Men of American History* with brief but fascinating stories.

Among those presented are Charles Harvey, who built the Soo Canal; Sergeant Ezra Lee, whose daring exploits in the first submarine *Turtle* were forerunner of great changes in naval warfare; and William Hoard, who was creator of modern scientific dairying.

Popular misconceptions exploded by Mr. Holbrook undoubtedly will startle many. The Pilgrim fathers, he demonstrates, did not introduce the log cabin to America. While Eli Whitney's cotton gin has had tremendous influence on our history, the author concedes, still Whitney's discovery of the use of interchangeable parts was of greater significance. It revolutionized our industry.

● **"New Orleans Woman"** by Harnett Kane; Doubleday & Co.

For 20 years Myra Clark Gaines had believed herself the daughter of Col. Samuel Davis, hero of the Delaware, but on the eve of her marriage to the young New England lawyer, William Whitney, in 1832 she learned that her father was the famous Daniel Clark, former citizen of New Orleans, and her mother Zulime Carriere, beautiful Louisiana Creole. In *New Orleans*

Woman Harnett Kane tells in novel form the amazing story of Myra Clark Gaines, who devoted her life and that of two husbands to proving the legitimacy of her birth.

Her father, who died in 1813, neglected to announce his marriage or recognize his daughter because of political reasons. When Zulime left him, Clark arranged that Myra should be cared for and his will, made in Myra's favor, was suppressed by two associates who prospered mightily as a result.

Myra pitted all her considerable energy and determination in the struggle against all New Orleans' power and money for her rights and the security of her children.

Only a hard-hearted reader could fail to join Mr. Kane on the side of Myra and her fight for the heritage. Seventeen times in various forms the case went before the Supreme Court and Myra did not live to see the end.

Briefly noted:

● **"Scientists Against Time"** by James Pinney Baxter 3rd; Little, Brown & Co.

The "now it can be told" story of the work of the Office of Scientific Research and Development and the part its scientists played in winning the war by cooperation with the military and industry.

● **"Fabulous Empire"** by Fred Gipson; Houghton Mifflin Company.

Col. Zack Miller and the rise and fall of his famous 101 Ranch and Wild West Show. It was the colonel who introduced Will Rogers and Tom Mix to the entertainment world.

● **"The Thresher"** by Herbert Krause; Bobbs-Merrill Company.

● **"Wheat Rancher"** by William M. Rush; Longmans Green & Company, Inc.

Two stories of wheat ranching. The first tells of the transformation of Johnny Schwartz from a kindly Minnesota farmer into a man who can let his best friend die and his girl's heart break without a qualm. In the second book are related the adventures of Emery Frazier, who raises wheat and horses.

● **"Shikar and Safari"** by Edison Marshall; Farrar, Straus & Co.

Novelist Edison Marshall tells of his experiences tracking and shooting big game in Burmese, Indian and South African jungles.

● **"In a Dark Garden"** by Frank G. Slaughter; Doubleday & Co.

The life, loves and adventures of Julian Chisholm, a Confederate Army field surgeon married to a Union agent.

● **"Where Are We Heading?"** by Sumner Welles; Harper & Brothers.

The author of *The Time for Decision* gives an appraisal of international events in Europe, Asia, the Near East and Latin America.

● **"Dear Fatherland, Rest Quietly"** by Margaret Bourke-White; Simon & Schuster, Inc.

The well-known photographer-author presents in photographs and text a realistic portrait of postwar Germany and the attitudes of the people she found there.



PIRACY in Tripoli and revolt in Haiti fill the pages of Kenneth Roberts' new historical novel, *Lydia Bailey*.

THE BULLETIN BOARD

POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO ALL HANDS

Standard Enlisted Leave Procedure Established And Instances Outlined

A standard policy for granting leave to enlisted personnel throughout the Navy is established by BuPers Circ. Ltr. 282-46 (NDB, 31 December), which lists basic leave directives and outlines instances in which leave should be granted.

In addition to periodic leave from duty station, the letter states, personnel should be granted requested leave to which entitled during the following periods (when consistent with service requirements and other exigencies):

- When being transferred from sea duty to shore duty and prior to reporting to shore billet.
- When being transferred from sea duty to a service school and prior to reporting to school on designated convening date.

- Upon completion of school assignment.
- When ordered to sea duty, not having completed normal tour ashore.
- When in a transient status between sea duty assignments.

Enlisted men ordered to sea upon completion of a normal tour of shore duty should be granted a maximum of 10 days' leave, the letter said. Personnel on shore duty should take leave as accruing during their tour ashore.

New Ribbon Authorized For Philippines Duty May Be Worn by Sailors, Marines

The Philippine Independence ribbon, authorized by the Philippine Government, may be worn by personnel of the Navy and Marine Corps who were on active duty in Philippine territory or territorial waters on 4 July 1946, it was announced by Alnav 641-46 (NDB, 31 December).

The ribbon, one and $\frac{3}{8}$ inches wide, has a $\frac{1}{8}$ inch white stripe in the center. On both sides, the white center stripe is followed by a $\frac{3}{8}$ inch red stripe, a $\frac{1}{2}$ inch blue stripe and a $\frac{3}{8}$ inch yellow stripe on each end.

The ribbon will take precedence next after the Philippine Liberation ribbon.

Millionth Leave Pay Check Goes to Vet

Harold W. Zitko, St. Louis, Mo., received the one-millionth bond and check paid a Navy veteran by the Navy Terminal Leave Disbursing Office, Great Lakes, Ill.

A veteran of nearly three years service, Zitko had been awarded the Presidential Unit Citation with bronze star, the Asiatic-Pacific ribbon with 12 battle stars, the Philippine Liberation ribbon with two stars, the American Theater ribbon and the Victory ribbon.

A congratulatory scroll signed by the officer in charge, his assistant, and more than a thousand Navy and civilian personnel at the Great Lakes office, accompanied the bond and check given Zitko.

Beverage Privileges Extended in CLUSA

Alcoholic beverage privileges have been extended to adult enlisted personnel at U. S. continental shore stations, under certain conditions. Similar privileges were conferred in overseas areas last summer.

A SecNav letter dated 9 Dec 1946, to all continental shore activities, advised that subject to the provisions of Art. 118, Navy Regs, the limitations prescribed in para. 1 of General Order No. 59 (13 May 1935) have been extended to include public quarters, other than barracks, of enlisted men and civilian personnel at naval continental shore establishments.

Naval commands were advised to issue necessary detailed control instructions, to insure prohibition of sales to minors and compliance with local laws.

Post Office Authorization Required for Mail Clerks

Navy mail clerks must have received notification of designation from the Postmaster General before they will be permitted to operate Navy post offices, it was announced by Alnav 642-46 (NDB, 31 December).

The Alnav, which is effective 1 March, called attention to the requirements of sections 7, 8, 9 and 18 of the Mail Service Manual, Part 2, 1945, and emphasized that all activities concerned take appropriate action immediately in order that service may continue uninterrupted.

Slowdown in Applications For Unused Leave Pay Is Delaying Payments

Naval personnel are not taking full advantage of a production line procedure established at the Terminal Leave Disbursing Office, Great Lakes, Ill., BuSandA announced.

The streamlined operation at Great Lakes can pay terminal leave claims at the rate of 20,000 a day, but unless the facilities are used to a greater extent its speed and efficiency will be impaired.

Alnav 636-46 (NDB, 31 December) urged all personnel in service on 1 Sept 1946, who had more than 60 days' unused leave to their credit, to file immediately for bond and check payment equal to the value of excess leave.

Unless all personnel now in service file their claims immediately, the Alnav pointed out, facilities at Great Lakes will be slowed down so much that claims received near the deadline of 1 Sept 1947 will be delayed in processing.

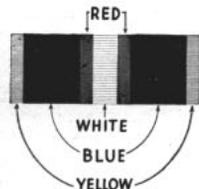
Press releases prepared simultaneously with the Alnav pointed out to Navy veterans the necessity of submitting claims promptly in order to maintain the current rate of payment. Two months after the stepped-up plan was placed in operation, the one-millionth claim was paid. However, less than half of the estimated 3,500,000 claims have been received by the Great Lakes office.

USN(T) Officers' Change To Enlisted Clarified

Clarification of procedures when temporary officer appointments are revoked and the holders ordered to report for duty in enlisted status was issued in Alnav 4-47 (NDB, 15 January).

It was explained that such orders detach temporary officers from present duty to proceed and report to designated stations, with delay en route to count as leave. Upon expiration of leave, the temporary appointment is terminated.

Elapsed time is computed from date of detachment to date of reporting, as in Art. C-4001 (2), BuPers Manual. Such officers are entitled to proceed time, but reimbursement for travel from station from which detached to station to which ordered to report is settled on the basis now provided for enlisted men.



Former Coast Guardsmen May Enroll in Reserve And Hold Old Ratings

Recent revisions have modified rulings under which former Coast Guard and Coast Guard Reserve personnel are accepted in the inactive Naval Reserve.

Prior to 19 Sept 1946, former Coast Guard and Coast Guard Reserve personnel could be enrolled in the inactive Naval Reserve no higher than pay grade 5 (S1, F1, etc.) no matter what their rate at time of discharge. Recruiting Circ. Ltr. 21-46 (Rev.) now authorizes their enrollment in the inactive Naval Reserve in the rating they held at discharge from the Coast Guard.

Provision also has been made whereby former Coast Guard and Coast Guard Reserve personnel, who were enrolled in the Naval Reserve at the time the no-higher-than-pay-grade-5 rule was in effect, may have their Naval Reserve ratings adjusted to conform to the rating at which they were discharged from the Coast Guard. Such personnel may address requests for this adjustment to their District Commandant. Requests of such personnel who held Coast Guard ratings not included in the present Navy rating structure will be forwarded by District Commandants to the Chief of Naval Personnel. Details are announced in NRMA Ltr. 48-46.

Former members of the Army and Marine Corps enlisting in the inactive Naval Reserve will be enrolled in status not higher than pay grade 5.

Straggler/Deserter Form Revised to Avoid Delay

BuPers has moved to eliminate a delay which frequently occurs between the time a straggler's reward expires and the declaration and reward as a deserter is issued.

This is accomplished by a revision of the Declaration and Reward for Straggler/Deserter from United States Naval Service (Form NavPers 640) (Rev. 10-46). The revised form automatically makes payable the reward of \$50 for return of a deserter when the reward of \$25 for return of a straggler expires.

An initial supply of the revised form is being distributed to all ships and stations, announced BuPers Circ. Ltr. 290-46 (NDB, 31 December). It will be placed in use upon receipt, and all previous issues of the form destroyed.

Detailed instructions for using the revised form under various circumstances are given in the circular letter, which enjoins all COs to make proper absence entries in service records at time of absence, issue Form NavPers 640 after 24 hours' unauthorized absence, and close out records and accounts of deserters promptly in accordance with previous instructions.



Here's Newly-Designed Certificate

Are You Awaiting That Appointment Certificate? It's Coming, Chief

If you're still waiting for that shiny new Certificate of Appointment to pay grade 1—and getting a little burned up at the delay—hold fast, Chief!

That's the word from BuPers, which these days is struggling with a backlog of 37,000 requests for the certificates. The newly-designed certificate now is being issued with all new appointments to pay grade 1, a practice which was suspended during the war.

Certificates will be received by all eligible persons who were appointed between 27 Jan 1942 and 31 Oct 1946 (the period during which issue was suspended), as outlined in Encl. (E) of BuPers Circ. Ltr. 191-46 (NDB, 31 August). But it'll take a little time.

In the meantime, requests for certificates will not be acknowledged, since they will be acted upon as soon as possible. Also, to reduce unnecessary correspondence, personnel are asked not to request information of the status of their certificates.

Navy Civil Service Jobs Open in Foreign Offices

The Navy has announced opening of many Civil Service clerk-stenographer positions in various naval attaché offices throughout the world. Most of the vacancies are in eastern Europe and Asia in ratings CAF 3 to CAF 5 inclusive. Extra allowances are paid to Civil Service personnel on foreign duty.

Persons qualified by training or experience, including ex-service personnel, may apply. Accepted applicants must contract to serve overseas a minimum of 18 months. Inquiries or formal applications on Civil Service Form 57 (obtainable at any first class post office) may be addressed to: The Chief Clerk's Office (Op 32C213), Room 4616, Navy Department, Washington 25, D. C.

Overseas Movement Orders Changed to Allow Men To Remain With Families

BuPers doesn't set itself up as a marital relations clinic, but it has acted to preserve the happiness and peace of mind of enlisted men and their dependents traveling to and from overseas stations.

Much unhappiness has resulted from time to time when enlisted men and their families have become separated when debarking from transports. Main cause is the fact that men traveling under draft orders have been required to report immediately to RecStas, leaving their dependents stranded, without knowledge of their whereabouts, and without assistance in finding quarters or arranging transportation.

In an attempt to avoid repetition of such unhappy situations, BuPers has prescribed the following procedures in BuPers Circ. Ltr. 280-46 (NDB, 15 December):

- Commands will issue individual orders to all enlisted men who will be embarked in the same transport as their dependents. These orders will provide:

- (1) Such manner of reporting as will occasion a minimum separation of the man from his dependents prior to embarkation, and

- (2) Delay not to exceed two (2) days in reporting to the designated RecSta after debarkation. In this connection, attention is invited to Art. 3005, U. S. Navy Travel Instructions, 1946.

- COs of transports carrying dependents will upon arrival:

- (1) Give the debarkation officer the names and draft order reference numbers of enlisted men who have dependents on board, and

- (2) Segregate these men and turn them over separately to the debarkation officer.

- The debarkation officer will process separately men with dependents on board and enable them to contact and assist their dependents. If any men are traveling under draft orders and have not been issued individual orders as stipulated above, the debarkation officer will remove their names from the draft order and give them individual authority to delay up to two (2) days in reporting to the designated RecSta, notifying the RecSta of such action.

The circular letter said that all delays in reporting shall be charged as leave. In addition to giving full support and cooperation in carrying out the letter's intent, commands were enjoined to make such local arrangements as will further its purpose for both outbound and inbound personnel on both Navy and Army transports.

Change of Station Travel In Personal Automobiles Okayed in Manual Change

Provisions for use of privately-owned vehicles in travel under orders were written into the BuPers Manual by Alnav 618-46 (NDB, 15 December).

A new subparagraph (h) to Article C-4001 provides that: "In the absence of instructions in travel orders to the contrary naval officers may elect to travel via privately-owned vehicle without specific authority in carrying out any type of travel orders.

"When travel is performed in a privately-owned vehicle in carrying out permanent change of station orders, 250 miles-per-day will be the rate used in computations to determine the date of reporting. The distance between duty points will be computed by the shortest usually traveled route as shown in the official mileage tables. This distance, divided by the allowable daily mileage, is the period of travel time authorized."

It was explained that any distance of 100 miles or more, in excess of the standard 250 mile-per-day units, would be counted as an extra day.

The new subparagraph continued, "When an officer has performed all or any portion of necessary travel in connection with permanent change of station via privately-owned vehicle, he will so endorse his orders."

The new subparagraph (h) replaced

Court Rules Radar Must Be Used in Low Visibility

Radar equipment on a naval vessel, although offering a tremendous advantage for navigation under conditions of low visibility, can place an additional burden on the CO, it was pointed out in NavOp 17-46 of 21 December.

This was brought out by a recent court ruling which stated that vessels equipped and manned to use radar must do so while under way during periods of reduced visibility, without in any way relieving COs of the responsibility for carrying out other normal precautionary measures.

The court held that failure of a government vessel to make use of radar while under way in low visibility was directly contributory to a collision in which the vessel was involved. Articles 29 of both International Rules of the Road and Inland Rules of the Road were deemed applicable.

former subparagraph (h), having to do with air travel, which became subparagraph (i).

Enlisted personnel were brought within the new regulations by addition of a new Article D-7032 to the BuPers Manual. The new article provided that enlisted personnel with dependents, transferred on permanent change of station orders, except those transferred in drafts, may be allowed proceed time on the same basis as provided for officers in Article C-4001. It was further provided that enlisted personnel may be allowed travel time for travel by privately-owned vehicle on permanent change of station orders on the same basis as is provided for officers in C-4001. It was directed that travel orders issued to such enlisted personnel shall contain a provision or endorsement authorizing travel by privately-owned vehicle in order that appropriate travel time will be allowed.

Provisions for privately-owned vehicle travel for officers and enlisted men do not affect computation of per diem or subsistence. Alnav 618 applies also to Marine Corps personnel, and necessary changes to the MarCorps Manual are in process of approval.

Seek Inactive Officers As Writers on Ordnance

Navy officers on inactive duty, between 25 and 35 years of age and with a year's postgraduate work in ordnance or equivalent service experience, are desired by the General Electric Co. for civilian positions as writers of ordnance pamphlets and instruction books.

Applicants should address inquiries to A. M. Demont, General Electric Co., Schenectady, N. Y.

New Procedure Listed For Handling Certain Types of AWOL Cases

Procedure for handling a certain class of absence offenders was announced in Alstacon 181400 of December, pending issuance of revised instructions relative to the administrative handling of all absence offenders.

The new procedure affects offenders with less than 31 days unauthorized absence from U. S. continental shore stations, and provides for their return to their own stations for disciplinary action.

Stations to which such men surrender or are delivered shall:

- Confirm offender's permanent duty station by rapid means.

- Provide offender with transportation to own station, and with written orders that he is being returned in disciplinary status in his own custody. Inform him that failure to comply strictly will subject him to a charge of deliberate disobedience of orders and further unauthorized absence.

- Inform offender's own station of date he is due to report, and a summary of expenses that should be checked against offender's pay account.

Stations to which such men are returned shall:

- Confirm by rapid means offender's attachment to that station and date absence commenced.

- Retain his records.

- Take appropriate disciplinary action.

- Check offender's pay account for expenses incurred by the government incident to his return.

The requirement that absence offenders from shore stations must be sent to sea was held in abeyance by the new instructions, and is now discretionary with COs.

In presently pending cases, in which records have been received or requested, disciplinary action will be taken by the command which has custody of the offender.

Wave Reenlistment Program Discontinued

The Waves reenlistment program, under which former Waves in certain rating groups were returned to active duty until 1 July 1947, was closed as of 31 Dec 1946.

Several hundred enlisted Waves, including a high percentage of Hospital Corps personnel and aviation rating groups, reenlisted under the program. No further volunteers can be accepted, since the Navy now has a sufficient number of enlisted Waves on active duty to maintain the 5,000 average allowed during fiscal 1947.

Meanwhile, the Navy prepared legislation which is to be submitted to Congress this session, providing for Waves in the regular Navy and the Naval Reserve during peacetime.

New System in Naming Air Groups Instituted

A new system has been instituted by CNO to designate naval aircraft squadrons and fleet air groups, including Reserve units.

Under the new system, air groups on CVBs are given the prefix CVBG, followed by odd numbers, 1, 3, 5, etc. Attack carrier air groups are called CVG, 1, 3, 5, etc.; light carrier air groups, CVLG 1, 2, 3, etc.; and escort carrier air groups, CVEG 1, 2, 3, etc. Reserve air groups in these four classes will be designated similarly, except that their numbers would be 51, 52, 53, etc., instead of 1, 2, 3.

Patrol squadrons are redesignated by class of aircraft and there now are five types: Heavy landplane patrol squadrons, VP-HL; mediums, VP-ML; heavy seaplane squadrons, VP-HS; medium seaplane squadrons, VP-MS; and amphibian squadrons, VP-AM. Numbers are 1, 2, 3, etc., for the Navy and 51, 52, 53 for the Reserve.

Observation squadrons have the same number as the division to which the parent vessels are assigned, with a suffix letter Baker or Charlie to differentiate between battleship and cruiser. Night development squadrons become VCN, and photographic squadrons change from VD to VPP. Transport utility squadrons changed to VRU, and utility squadrons from VJ to VU.

CHAPLAIN URGES REVISIONS IN COURT-MARTIAL SYSTEM

Five hundred prisoners in nine different places of confinement were asked: "Do you feel that you received a fair trial?"

The questioner was Commodore Robert J. White, (ChC), USNR, on special assignment for the Office of the Judge Advocate General. According to his report, made public by SecNav James Forrestal, 410 or 82 per cent felt that they had been treated fairly by naval courts-martial. The other 18 per cent registered complaints against naval justice.

Commodore White treats thoroughly of these complaints in his report, which also recommends 10 changes in the Navy court-martial system.

The commodore was well-qualified for the assignment, as examination of his distinguished career will show. Besides service in both world wars, he practiced law for eight years and joined the faculty of Catholic University of America in 1931. Since 1937 he has been Dean of the Law School at that institution. During the recent war Commodore White was Fleet Chaplain on the staff of Vice Admiral H. K. Hewitt, USN. Not long ago he was elected president of the Chaplains Association of the Army and Navy of the United States.

Given authority to interview prisoners where and how he chose, Commodore White talked to them privately with only a yeoman present as stenographer. Neither prisoners nor prison officials were forewarned of the interviews and the prisoners were free to answer as they chose, or to refuse answers if they wished. The 500 interviewed represented a cross-section of about 15,000 prisoners. (Current prison population is approximately 4500). About 80 per cent of all prisoners are restored to duty; more than 65 per cent make good.

The complaints against naval justice, according to the report, fall into three large groups. Commodore White, who accepted the answers of prisoners at face value for the purposes of the

Fleet Commander Title Abbreviations Changed

Abbreviated titles for Commander in Chief Pacific Fleet and Commander in Chief Atlantic Fleet were changed to CincPacFlt and CincLantFlt, respectively, by Navop No. 15, 141418 of December. This supercedes previous and existing directives in this regard.

Necessary changes to publications will be effected accordingly. Call signs and routing indicators for these commands remain unchanged.

survey, lists these groups as follows:

- Complaints against the court.
- Complaints concerning counsel.
- Complaints concerning the prosecution.

A heavy proportion of complaints, directed against Navy counsel, impels the report to conclude that there were some solid bases of complaint. Other complaints, to sample a few, dealt with methods of identification, prejudiced and inattentive courts.

From this study Commodore White worked out his list of recommended changes to the system of Navy justice. The changes may be set forth in this wise:

- Articles for the Government of the Navy—Revision of this document, enacted in 1798, should effect (1) a simplified and more orderly arrangement, (2) elimination of anachronistic material, (3) clarification of several basic elements of naval justice, (4) enlargement of summary court-martial jurisdiction, (5) separation of function of Judge Advocate and prosecutor, (6) authorization of Judge Advocate to advise court on questions of law, (7) reducing the size of courts, (8) empowering court to recommend suspension of sentence and probation, and (9) assurance of personal guarantees against being compelled to tes-

tify against self, being placed twice in jeopardy for the same offense, infliction of cruel or unusual punishment, and entitlement to a speedy trial—among others.

- Manual of Courts and Boards—Revision and re-writing to incorporate changes recommended for the Articles for the Government of the Navy and to simplify the text for the benefit of a non-lawyer legal officer.

- Education in naval justice—Course at School of Naval Justice, Port Hueneme, Calif., should be lengthened, parallel instruction given at the Naval Academy and correspondence courses provided for Naval Reserve officers.

- Delays in trial and sentence—Require a written report stating reasons for any delay in trial more than 20 days; this, plus the guarantee of speedy trial in the Articles for the Government of the Navy.

- Excessive sentences—Enact limitations of punishments for offenses committed during war.

- Independence of the court—Eliminate any influence of convening authority over decision of a court and provide for submission of fitness reports on qualified Judges Advocate by the Judge Advocate General.

- Attitude of the court—Sternly warn officers of the serious responsibilities of becoming a member of a court-martial.

- Education of enlisted personnel—Suggests that an educational film be prepared, demonstrating the ways in which men can fall afoul of Navy discipline.

The report concludes with an indictment of the American home, where laxity in discipline fails to produce a controlled, mature young man, or through drunkenness, divorce, desertion or discord provides a background of instability. The Commodore adds, however, that ". . . the Navy and American parents have a very real and substantial identity of interest in the religious and moral training and the self-discipline of American youth."

Indicative of the honesty of this charge are figures garnered in the survey. They show that 60 per cent of offenders in the Navy fall into the 18-21 year old category, with the greatest number aged 19. Although most were "not inherently vicious or anti-social," the report estimates that 3 to 5 per cent would have come in conflict with the law in civil life.

The report explains that these suggested changes in the court-martial system and this criticism of the American home do not imply that Navy justice functioned unfairly during the war. The percentage of favorable reaction in such a broad cross-section, the report reads, would not be found in a corresponding cross-section of Federal or State prisoners.

HOBBY CRAFTS OPEN TO RESERVISTS

Reserve units now may take advantage of the regular Navy's extensive hobby craft program, BuPers announced. The Bureau will assist any interested Reserve command in establishing a hobby shop.

More than 35 crafts, many with high training value, are included in the Bureau's hobby program. At regular Navy activities where hobby shops have been set up, officers and men have taken up hobbies ranging from photography to glass blowing, and including radio, model aircraft, machine shop and cabinet work.

BuPers will assist Reserve units by

furnishing such necessary shop tools and equipment as may be available from surplus stock, and will lend technical and professional advice on the hobby program, shop layout and job installation.

It was pointed out that charges to personnel for raw materials can result in sufficient profit to operate the hobby shop on a self-sustaining basis, cover improvements and result in funded debt reduction.

Interested commands may address Bureau of Naval Personnel (Attn: Pers 514) for information and action on programs.

New Information Given Concerning Officers' Postgraduate Courses

Revisions in officer postgraduate courses convening in 1947 have been consolidated with additional information in BuPers Circ. Ltr. 299-46 (NDB, 31 December). The courses originally were announced in BuPers Circ. Ltr. 222-46 (ALL HANDS, November 1946, p. 54).

The changes and additional information follow:

- The course in applied naval engineering is suspended for the fiscal year 1948. This cancels that paragraph of the original circular letter which deals with the course, and NavAct 76-46, which invited applications.

- Attention was invited to Alnav 600-46, which changed the convening date of the applied communications course to July 1947, and the deadline for applications to 15 Mar 1947 (ALL HANDS, January 1947, p. 55).

- Eligibility requirements for the law course scheduled to convene in September 1947 have been modified to read: "Officers should have had not less than three years' sea duty." The deadline for applications has been changed to 1 Mar 1947.

- Eligibility requirements for the management and industrial engineering course now read: "Eligible are officers junior to the Naval Academy class of 1932 or equivalent seniority, who are graduates of naval postgraduate courses in aeronautical, civil, electronics, naval construction, naval construction and engineering, naval engineering, and ordnance engineering, or officers possessing equivalent educational background."

- Since the quota for the naval administration course is only 33, the input will be made into the March class, with no class convening in September. That part of the original circular letter concerning the September class is cancelled. No applications are desired.

The new directive said that, in the future, it will not be the practice to request applications for postgraduate instruction by Alnav or Navact. COs were directed, in view of this, to publicize widely throughout their commands Circular Letters 222-46, 299-46, and all future letters announcing postgraduate or advanced training courses.

Military Escort Planned For Return of War Dead

Plans for provision of military escorts for Navy, Marine Corps and Coast Guard dead returned from overseas have been submitted by BuPers to CNO.

The plans contemplate arrival of remains at the rate of approximately 250 per month from September 1947 through January 1948, and the arrival of less than 100 per month there-

Reservists in Training Will Be Issued Clothing

Enlisted Reservists, other than CPOs, will be loaned clothing for the duration of periods of training duty, under provisions by BuPers. The Bureau provided also for the issue of bedding.

On reporting for training duty, each enlisted Reservist (except chiefs) will be outfitted by the district outfitting battalion in the district in which the training cruise begins. Each Reservist must provide the following items, however, which will not be loaned by the government: 1 pair black shoes, 4 pairs black socks, 4 undershirts, 4 drawers, 2 bath towels and toilet articles. The Reservist is expected to provide, also, a suitcase or other carrier for his gear, and in which to stow his civilian clothing while he is on training duty.

Bedding will be provided for all Reservists, officer and enlisted, at the start of training cruises.

CPOs must provide their own clothing during training.

after until early 1949. It was estimated the Navy will be required to furnish 500 officers and enlisted personnel for the military escort at the start of the repatriation of remains, with the requirements scaling down as the program advances.

To insure proper indoctrination of escorts, it was recommended that a trained nucleus of 15 officers and 180 enlisted personnel be allocated in fiscal 1948, for distribution to Army commands across the nation which will be receiving the remains.

It was also recommended that officer escorts be provided in higher or equal rank of the deceased; that enlisted escorts be of the first three pay grades, and that special escort be provided for Medal of Honor deceased. Certain naval districts were suggested as sources from which additional escorts might be assigned on a temporary duty basis as needed.

Navy Aid to Far East Rehabilitation Extended

Naval aid in relief and rehabilitation of the Far East under Alnav 330-46 (NDB, 30 June) was extended to 30 June of this year in Alnav 623-46 (NDB, 15 December).

Alnav 330 directed that the Navy "continue to render every assistance possible in making available and keeping in operation the shipping required for relief and rehabilitation in the Far East within limitations imposed on personnel and funds and without interference with naval tasks."

Naval assistance has taken the form of issue of stores, fuel and repair parts as required on a reimbursable basis.

Rules Governing Wearing Of Ribbons by Waves Announced in Letter

Rules for the wearing of ribbons and aviation insignia by Waves were announced as a change to Uniform Regulations, Women's Reserve, in a BuPers letter of 6 Dec 1946 to activities within the continental U. S.

The regulations provide that Waves entitled to wear any of the decorations, medals and badges authorized for male personnel shall wear the ribbons of such awards on blue, gray and white jackets. Ribbons shall be worn in the customary manner, in horizontal rows of three each, the rows spaced ¼-inch apart.

Ribbons may be sewed to the uniform or arranged on a bar or bars to be pinned to blue, gray and white jackets. One or two rows of ribbons shall be centered on the left pocket flap of the jacket, and each succeeding row shall be worn above the pocket flap.

The rules contained a statement that ribbons shall not be impregnated with unnatural preservatives or be worn with artificial protective coverings. It was noted that such preservatives and coverings have been forbidden by SecNav, and the rule applies to all naval personnel.

Waves shall wear aviation insignia centered on the left pocket flap of the jacket. Embroidered or pin-on devices may be worn on blue jackets; pin-on devices only may be worn on white or gray jackets. When worn with ribbons, aviation insignia must be worn above the ribbons. When the jacket of the blue or gray working uniform is not worn, the pin-on device may be worn on the shirt or gray dress in the same relative position.

Service-Transported Oil Shipments to China Halted

A program established at war's end by the Navy and War Departments, under which the services transported petroleum products to China and the Philippines to aid American interests, has been terminated, the Army and Navy Petroleum Board announced.

The announcement said that at the end of hostilities a policy was established to assist American interests in re-establishing themselves in the territories damaged by the Japs. This plan remained in effect until private companies could arrange for their own transportation and storage facilities. The program ended in the China Coast area on 31 December, and in the Philippines on 31 January.

Since the end of World War II, more than five and a half million barrels of diesel oil, motor gasoline, kerosene, lubricants, aviation gasoline and other petroleum products were transported in service and service-chartered tankers to prevent critical shortage and aid the civilian economy.

Age Limits for Transfer to Regular Navy Eased in Four Officer Classifications

Easing the age requirements for transfer to the regular establishment, the Navy sought again to end a shortage of officers in four different classifications—Medical, Dental, Medical Allied Science Corps and legal specialists.

BuMed states that about 2,500 doctors, 500 dentists and 205 medical allied scientists still are needed; while the Office of the Judge Advocate General has vacancies for more than 100 legal specialists.

Age limits for transfer applicants in these categories have been increased three years for officers of all ranks. If they apply for transfer to the regular Navy prior to 1 Mar 1947, officers will lose no precedence for having been on inactive duty. The requirements that applications be submitted within six months from release to inactive duty or resignation has been cancelled. (Alnav 632-46; NDB, 31 December).

Meanwhile, taking other steps to relieve the shortage, BuPers authorized BuMed to recall Reserve medical and dental officers to active duty on a voluntary basis pending final action on their applications for transfer to the regular Navy. Reserve officers can learn details of this arrangement from BuMed.

The Nurse Corps took similar action to remedy a shortage in its ranks, announcing the need for return to active

duty of 200 Naval Reserve nurses. Volunteers will be required to serve for a minimum of one year, returning to active duty in the same rank they held upon release to inactive duty. The Superintendent of the Nurse Corps, BuMed, is ready with information for interested Reservists.

The Nurse Corps considered its transfer program wrapped up, however, as does the Marine Corps. Only a few officers, under special circumstances (ALL HANDS, January 1947, p. 62), are eligible to apply for transfer to the regular Nurse Corps or the regular Marine Corps.

There was no prospect of the immediate conclusion of the transfer campaign in the regular Navy, however. Besides the classifications mentioned above—Medical, Dental and Medical Allied Science Corps and legal specialists—three other groups can still apply for transfer. They are:

- Former prisoners-of-war.
- Those commissioned subsequent to 15 Sept 1946 and prior to 1 Jan 1947.
- Those with less than a year's commissioned service on 15 Sept 1946.

Officers in the last two categories are not eligible if commissioned after 31 Dec 1946. Their applications must be received by BuPers not later than 30 days after completion of six months commissioned service, or by 31 Dec 1946, whichever is the later.

Following is a breakdown by classification of those officers accepted for transfer to the regular Navy (includes Alnav 2-47; NDB, 15 January):

Line 4,252, line aviation 3,883, aerological engineering 12, aeronautical engineering 108, chemical engineering 8, diesel engineering 27, electrical engineering 31, electronic engineering 155, industrial and management 19, law specialist 189, mechanical engineering 123, metallurgical engineering 6, naval architecture 99, naval communications 81, naval intelligence 29, ordnance 27, photography 10, petroleum engineering 6, psychology 2, public information 42, hydrography 10, Medical Corps 371, Hospital Corps 253, Supply Corps 1,554, Civil Engineer Corps 368, Chaplain Corps 180, Dental Corps 195, chief boatswain 362, chief torpedoman 41, chief gunner 176, chief radio electrician 340, chief electrician 174, chief machinist 515, chief carpenter 212, chief pharmacist 386, chief ship's clerk 195, chief aerographer 33, chief photographer 57, chief pay clerk 210, boatswain 45, gunner 10, torpedoman 1, electrician 16, radio electrician 26, machinist 21, carpenter 10, pharmacist 25, ship's clerk 14, pay clerk 13, aerographer 1, photographer 2.

Total number of officers accepted for transfer—14,925.

Success of Navy's Job Classification System Depends on Accuracy

Commands have been advised that the success of the Navy's job classification system depends upon their compliance with instructions for its use.

BuPers Circ. Ltr. 285-46 (NDB, 31 December) called special attention to the following instructions:

- Record primary Navy job classification code on last page 9 of the enlisted service record and on all pages 9 subsequently prepared.

- Use the primary Navy job classification code as a part of each man's rate on all transfer orders and other correspondence by name.

- Establish an internal reporting system to insure that all changes in qualification of enlisted men are reported to the executive officer or other designated officer in order that proper entries may be made on page 9 of the enlisted service record and reported on the Personnel Accounting Diary.

- Assign a new code to enlisted personnel who obtain further experience and are qualified for billets of greater skill to correspond with the change in qualifications. Likewise, delete the old classification and reclassify enlisted personnel who have been misclassified, that is, those whose previously assigned Navy job classification does not accurately reflect their qualifications.

- Ascertain promptly all Navy job classification changes and report the change on the personnel accounting diary as a miscellaneous diary entry. Make adjusting entry on the personnel accounting cards (NavPers 500), numbers 1 and 3, and on last page 9 of the service record.

Pertinent references to the Navy's job classification system are: (a) BuPers Circ. Ltr. 364-45 (NDB, 31 December); (b) Manual of Enlisted Navy Job Classifications, October, 1945; (c) BuPers Circ. Ltr. 43-46 (NDB, 28 February); (d) Instructions for the Navy Personnel Accounting System; (e) BuPers Circ. Ltr. 126-46 (NDB, 31 May).

Book on Tropical Storms Is Being Distributed

The latest, most complete word on tropical storms has been published in a new booklet, *Typhoons and Hurricanes* (NavAer 00-80U-21), and is being distributed to the service. The book is the result of close study of tropical disturbances by Navy aerologists in the war years, and is a source of practical information on recognition of storms and tips on how to avoid them.

It is intended that each officer will have a copy of the book for his own use. Activities desiring copies in addition to those they receive through normal channels may request them from CNO.

Information on Return Of Remains Available At 15 Places Listed

A pamphlet of information about the program for the return of remains of armed forces personnel who died overseas in World War II is available for distribution, the War Department has announced.

The pamphlet may be obtained at any of the following 15 distribution points of the American Graves Registration Service:

- Schenectady General Depot, Schenectady, N. Y.
- New York Port of Embarkation, Brooklyn, N. Y.
- Philadelphia Quartermaster Depot, Philadelphia, Pa.
- Columbus General Depot, Columbus, Ohio.
- Chicago Quartermaster Depot, Chicago, Ill.
- Atlanta General Depot, Atlanta, Ga.
- Charlotte Quartermaster Depot, Charlotte, N. C.
- Memphis General Depot, Memphis, Tenn.
- Kansas City Quartermaster Depot, Kansas City, Mo.
- San Antonio General Depot, San Antonio, Tex.
- Fort Worth Quartermaster Depot, Fort Worth, Tex.
- Utah General Depot, Ogden, Utah.
- Seattle General Depot, Seattle, Wash.
- San Francisco Port of Embarkation, San Francisco, Calif.
- Mira Loma Quartermaster Depot, Mira Loma, Calif.

Errors Continue to Pop Up In Personnel Accounting System Despite Instructions

Accuracy pays off in launching the new Navy Personnel Accounting System, as many activities and administrative commands can attest.

When properly cut over to the system, the first of January meant the last of laborious personnel report preparation, with exception of a few activities told to continue submission of the manual NavPers 625 during an interim period for comparison and study. Otherwise Machine Records Installations began preparing reports for activities properly cut over, and they have been so notified.

Some activities, already cut over to the new system, probably are wondering why they haven't been told that the MRIs have relieved them of the report-making task. The answer, BuPers says, is simply that they are not submitting NavPers Forms 500 and 501 properly. It's a small enough price to pay for having reports written and submitted by an MRI—just being current.

NavPers 500s come in, however, with blocks 3, 12, 33, 34 and others either vacant or inaccurately filled. Equally important NavPers 501s arrive failing to show a chronological record as required. Others are not submitted daily, and some do not have consecutive numbering in columns 1, 2 and 3. An incorrect change of status in column 7 is particularly troublesome.

Non-receipt of notice that reports may be discontinued is direct indication that a command has failed to operate the new personnel accounting system as directed except where manual NavPers 625s are requested during an interim period, and in some commands told to continue submission of Report of Changes on NavPers 605 for all transients. With these exceptions all the activities must do to eliminate the preparation of the Report of Enlisted Personnel (NavPers 625), Muster Roll and Report of Changes (NavPers 605A) is rid themselves of errors.

18-INCH GUN NOT IN RELIEF'S HOLD

Research appears to have upended a bucket of ice water on another Navy legend. Ex-uss *Relief*, it seems, does not after all carry an 18-inch gun.

It was an old Navy wheeze to ask, "What ship has the biggest gun?" The answer was, supposedly, the *Relief* which, the legend said, carried in her hold as ballast an old experimental 18-inch gun barrel the Navy had abandoned as impractical.

ALL HANDS has been digging away at the foundations of naval history, right around the 1920 era, searching for the facts in the case, and the whole structure threatened to collapse around our ears.

BuOrd might know something, we said, and we called a man who knows BuOrd like you know your way to the chow line.

"BuOrd ever build an 18-inch gun?" we asked, getting right to the crux of things.

"Why, yes," our man said. "Built an experimental gun that size right after the last war. Just built *one*, though."

Craftily we inquired if he knew where the barrel had wound up.

"Sure," he came back. "It's still down at the Naval Proving Ground—Dahlgren, Va., that is."

"They didn't put it on the *Relief*? In the bilges, that is?"

"Huh?"

We hung up, discreetly.

As if that weren't enough, our Norfolk operative checked in with a report a day or so later. The *Relief*, by the way, was decommissioned in Norfolk and turned over to the Maritime Commission. The commission, our man told us, had been obliging enough to send a search party aboard the *Relief* to see if the gun could be found. They prowled the hold, he said. They did not find an 18-inch gun barrel kicking around, he said, and where'd you ever get such an idea. Furthermore, the blocks of concrete ballast in no place hid a bay or a pocket of sufficient size to conceal a gun that big.

That's the status of our investigation to date. One lead is still open. We've got Archives looking in a bottom drawer for the original plans of the *Relief*. We'll accept their verdict as the last word.

A sound procedure is to verify data on NavPers 500 from the service record, which can be checked by interviewing the individual. By keeping Parts I and III (Muster and Allowance cards) up-to-date and using them to prepare the daily diary, data arriving at the MRI will be consistent—if correctly copied.

Discrepancy-receiving activities, if they take these steps, will soon get the glad word that manual reports are no longer required.

Object of the new system, of course, is to obtain and keep an accurate record of all naval personnel and to prepare personnel reports by machine methods. It all hinges on Article 20 of the Articles for the Government of the Navy, which puts on commanding officers the responsibility for reporting of all personnel, a responsibility that can

be carried out by prompt, accurate submission of NavPers 500s and 501s. Then MRIs can take responsibility for submitting their reports, but MRIs can't turn inaccurate data into accurate reports.

Representatives of BuPers, visiting MRIs, have found them making all-out efforts but seriously handicapped by the failure of individual commands to follow the instructions in NavPers 15,642, Instructions for the Navy Personnel Accounting System. An inaccurate report, BuPers is convinced, reflects the inefficiency of the activity for which the report is prepared.

When commands have been notified that an MRI has taken over, they will begin to receive Proof of Enlisted Strength (NavPers 520), one of four reports made by the machine installation. It is designed primarily for the individual activity, enabling it to check against on-board personnel records and insure that correct data has been given the MRI on the NavPers 500s and 501s. It is a bi-monthly report and one of four prepared by the MRI, which also turns out NavPers 521, 522 and 525.

All skippers, execs, personnel officers and yeomen are encouraged to visit their reporting MRI or, if inconvenient to do so, any MRI. There, the officer-in-charge will demonstrate how easily reports can be prepared from correct data and how difficult it can be, if not impossible, when the information is erroneous or missing. The machines themselves—able to read, 'rite and do 'rithmetic on the impulses from tiny holes in cards—are a fascinating sight.



"That new jet plane certainly is maneuverable!"

BuOrd

Many Cruises Scheduled for Reserves; 6,150 Will Take Part in Training Afloat

Atlantic Fleet tactical exercises, scheduled for 2 February to 19 March, this year will find large numbers of Naval Reservists going to sea with the regular Navy. The Reservists will go aboard the ships for their regular annual period of afloat training duty. Many other all-Reserve training cruises are scheduled in the next few months, offering shipboard training billets to a total of about 750 Reserve officers and 5,400 Reserve enlisted personnel.

Both Organized and Volunteer Reservists are eligible (and may contact commandants of their naval districts for full details and assignment to cruises). All Reservists will receive full pay of their Navy rank or rating while on such duty, and transportation will be provided from their homes to the port of embarkation and return.

The afloat training schedule is as follows:

- 2 February to 19 March (approximately)—During this period the Atlantic Fleet will hold tactical exercises. Billets are for 300 Reserve officers and 1,500 Reserve enlisted men.

- 9 to 23 February—Combatant ship departing San Diego will have billets for 150 Reservists.

- 2 to 15 February—uss *Wisconsin* (BB 64) will depart New York for the Canal Zone, with billets for 100 Reserve officers and 700 Reserve enlisted men.

- 9 to 22 February—uss *Little Rock* (CL 92) will depart Charleston, S.C., for San Juan, Puerto Rico, with billets for 33 Reserve officers and 315 Reserve enlisted men.

- 18 February to 24 March (approximately)—During this period, the Atlantic Fleet will hold amphibious exercises, with billets for 100 Reserve officers and 600 Reserve enlisted men.

- 2 to 15 March—uss *Wisconsin*



NAS, Brooklyn, N. Y.

"Those jokers will be the death of me yet."

will depart New York for the Canal Zone with billets for about 60 Reserve officers and 700 Reserve enlisted men.

- 9 to 23 March—Combatant ship will depart San Francisco with billets for 150 Reservists.

- 30 March to 12 April—uss *Wisconsin* will depart New York for the Canal Zone with billets for about 60 Reserve officers and 700 Reserve enlisted men.

- 6 to 20 April—Combatant ship will depart Seattle with billets for 150 Reservists.

- 13 to 26 April—uss *Rochester* (CA 124) will depart New Orleans for San Juan, Puerto Rico, with billets for 50 Reserve officers and 500 Reserve enlisted men.

It was pointed out that opening of Atlantic Fleet tactical and amphibious exercises to the Reserve carries one step further recent SecNav directives integrating the administration of the Reserve and the regular Navy.

Sailors Feel Safe When Sighting St. Elmo's Fire

St. Elmo's Fire, sometimes called St. Elmo's Light, derived its name from St. Elmo, patron saint of the mariners. It has been passed down to the present from sailors in the old Mediterranean Fleet who, when a storm was approaching, invoked their patron saint to shield them from harm and to bring them safely through the storm.

The lights are similar in nature to the lights caused by an electrical storm, only the St. Elmo's Lights always appear around the tops of the masts or pointed objects. When the lights appear, they are accompanied by hissing sounds, and are seen most in the southwest regions.

This phenomenon of the sea has been woven into the myth of Castor and Pollux by the Greeks and is, according to legend, connected with Helena, who also was a patron. According to the legend, when Helena, a lone star, is seen in the sky, it is a bad omen

for sailors, but when the St. Elmo's Lights appear, the sailors take it as a sign that no harm can befall them and they will come safely through the storm, guided by their patron saint.

St. Elmo's Lights appear in the nature of brush discharges of electricity which when red, are positive, and when blue, are negative.

St. Elmo's Lights have been reported numerous times at sea, but it was up to the crew of the "Truculent Turtle," the Navy's non-stop distance champion, to see it for the first time from a plane.

On their record-breaking flight from Perth, Australia, Comdr. Thomas D. Davies, and his crew reported seeing the lights while flying at 12,000 feet between Reno, Nev., and Ogden, Utah. The "Turtle's" propeller was engulfed in an enormous halo of "St. Elmo's Fire."

Reservists on Training Duty Are Not Eligible For Family Allowance

Naval reservists ordered to "training duty with pay" are not eligible for family allowance benefits for periods of such training duty, it was ruled in NavAct 94-46 (NDB, 31 Dec 1946). "Training duty with pay" was in this respect distinguished from "active duty" by NavAct 94.

Enlisted men of the first three pay grades ordered to training duty with pay are, however, entitled to otherwise proper credit of money allowance for quarters (MAQ). Such personnel are not required to register allotment, as provided in para. 54213-6 BuSandA Manual, but remaining provisions of this paragraph apply.

Where credit for MAQ has not been made during recent periods of training duty, claim may be forwarded to Field Branch, BuSandA, Central Pay Accounts Division, Cleveland, Ohio, with properly executed beneficiary slip (NavPers 601). Cases requiring letter of determination may forward claim via BuPers (Attn: Pers 531).

Advance requests for letter of determination may be submitted pursuant to provisions para. 54234-5 (E) BuSandA Manual, not earlier than three months prior to anticipated date of commencement of training duty. Statement in re allotment contained in this paragraph not required. In cases where a letter of determination is not thus obtained prior to termination of training duty, personnel should submit claim (enclosing letter of determination) to the Field Branch (address as above).

Two New Sub Training Centers Established

Two Submarine Training Centers have been established to provide operational and refresher training for crews of Pacific Fleet submarines undergoing overhaul. The centers are in operation at the Naval Base, San Francisco, and the Submarine Base, Pearl Harbor.

The centers were established as a result of action initiated by BuPers, and have been assigned to the Pacific Fleet. They will continue to maintain for peacetime use some of the most beneficial submarine training facilities established during the war in the above locations.

Formal establishment of the center in San Francisco was announced as item 46-2156 (NDB, 30 November); that of the center in Pearl Harbor as item 46-2038 (NDB, 31 October).

ID Card Only Requirement For Mexico Border Visits

Naval personnel who visit Mexican border towns on unofficial business in a purely private tourist capacity are not required to have tourist cards, it was announced by Alnavsta 63-46 of 23 December.

Instructions for Separation of Enlisted Personnel at Overseas Activities Listed

Detailed instructions governing release of enlisted personnel stationed outside the continental limits, who elect to be separated at overseas naval activities, were outlined in BuPers Circ. Ltr. 268-46 (NDB, 15 Nov 1946).

This choice of separation is in addition to one given previously to certain personnel to be processed for separation in the Republic of the Philippines or a territory or possession of the U.S. (ALL HANDS, December 1946, p. 60). Under the earlier directive, enlisted men could be separated in a territory or possession if they were native of that land or if they were entitled to travel allowance there; eligibility for separation in the Philippines required that personnel be citizens of the Republic of the Philippines. Provisions of the new circular letter are not applicable to enlisted men electing separation in accordance with the earlier directive.

Circ. Ltr. 268-46 and Alnav 302-45 (NDB, July-Dec 1945) are given as the authority for enlisted men, including Fleet Reserve and retired, who are stationed outside the continental limits to elect separation at an overseas activity. They may be separated at their duty stations or at appropriate activities listed in Alnav 384-46, as modified by Alnavs 476-46 and 529-46.

Eligible personnel choosing to be separated outside the U. S. must sign a service record statement at the time they otherwise are slated to be returned to the U. S. These persons

being discharged will then be handled as follows, depending on applicable circumstances:

(1) Those stationed in a foreign country who are entitled to transportation to the U. S., its territories, or possessions: Execute a waiver of travel allowance to which entitled, transportation, and consular aid; comply with all requirements necessary for legal entry into the foreign country, including passport and visa when required, prior to eligibility for discharge; take leave to which entitled and to the extent practicable with movement of ship on a current basis, since terminal leave, as such, may not be granted those discharged in a foreign country; be processed for separation and discharge on expiration of enlistment, and prior to delivery of discharge certificate and other separation documents sign a statement in the service record in regard to unused accrued leave; release orders will not be issued, since terminal leave is not authorized.

(2) Those stationed in a foreign country who are entitled to transportation to a foreign country: Execute on page 9 of service record a statement requesting that transportation to place of entitlement be furnished; prior to eligibility for discharge, provide passport and visas for foreign country in which separated, for foreign countries through which the individual will travel, and for the foreign country to which entitled transportation; remaining procedure as in (1) above.

(3) Those stationed in a territory or possession of the U. S. (other than the Territory of Alaska) who are entitled to transportation to the U.S.: Execute a waiver as in (1) above; personnel of this category shall be processed for separation by their duty station at the time they are eligible for separation, and placed on terminal leave to which entitled; ships and stations, within the 10th, 14th, 15th, and 17th naval districts may, as authorized by the commandant, transfer personnel for separation processing; release orders shall be prepared in a manner similar to encl. (1) to Circ. Ltr. 268-46, and separation processing shall be as indicated in the enclosure.

(4) Those stationed in a territory or possession of the U. S. (other than the Territory of Alaska) who are entitled to transportation to a territory or possession of the U. S., or to a foreign country: Separation processing and preparation of release orders shall be as in (3) above; when entitled to transportation to a different territory or possession of the U. S., transportation shall be furnished in accordance with U. S. Navy Travel Instructions; when entitled to transportation to a foreign country, transportation may not be furnished until

Released for Christmas As Reward for Conduct

The Navy and War Departments announced that 1,760 prisoners spent Christmas at home as free men, a reward for good conduct.

The clemency action was in addition to postwar clemency programs under which all prisoners serving sentences imposed during the war have had the benefit of review for the purpose of correcting injustices and inconsistencies of administration resulting from abnormal war-time conditions.

The Navy released 425 prisoners and the Army 1,345. All sentences so commuted would have expired early in 1947.

expiration of terminal leave and delivery of discharge certificate. This ruling is based on the fact that delivery of discharge certificate cannot be guaranteed if the dischargee is outside the jurisdiction of the U. S.

(5) Those stationed in the Territory of Alaska: Same procedure as in (4) above, except that when entitled to transportation to the U. S., payment of travel allowance shall be made in accordance with current directives.

Fleet Reserve and retired men who are stationed outside the continental U. S. and who elect separation outside the U. S. will be processed in accordance with the foregoing, except as follows:

- Terminal leave may be granted Fleet Reserve and retired personnel, regardless of location of duty station.

- Release orders for Fleet Reserve and retired personnel shall be prepared in a manner similar to encl. (1) to Circ. Ltr. 268-46, and separation processing shall be as indicated in the enclosure.

- Necessary naval authority to reside outside the continental limits of the U. S. must be obtained prior to release from duty station.

Protective Coverings On Ribbons Prohibited

Ribbons must not be impregnated with unnatural preservatives or be worn with artificial protective coverings, it was directed in a BuPers letter of 6 Dec 1946 to all ships and stations.

The letter outlines changes in regulations governing the wearing of ribbons by male personnel and nurses, and temporarily modifies U.S. Navy Uniform Regulations, 1941, pending a revision of Chapter XV.

Ribbons now may be sewed to uniforms or arranged on a bar or bars to be pinned to all uniforms on which the wearing of ribbons is authorized. It was pointed out that the regulations should not be interpreted to mean that ribbons must be sewed on a bar.

QUIZ ANSWERS

Answers to Quiz on Page 15

1. (b)
2. (a)
3. (c)
4. (c)
5. (b)

6. Outboard—victor, zebra, numeral 1, numeral 0. Inboard—code.



Mainsheet, Bainbridge, Md.

"Nah! We ain't got no one-horse open sleigh."

74% OF WAR SURPLUS RELEASED

Surplus property declaration and direct disposal have released about 74 per cent of all Navy war surplus, Vice Admiral Edward L. Cochrane, Chief of the Material Division, has announced. Grand total of all disposals to 1 Nov 1946 amounted to more than 10 billions of dollars, with slightly less than four billions remaining for future disposition.

Admiral Cochrane commented, "Of the balance of Navy surplus property awaiting disposition, about

50 per cent is vessels, a large portion of which is suitable only for scrapping. The scrapping industry currently is over-supplied with such vessels."

The Admiral said, "... the declaration of critical civilian items by the Navy Department has been substantially completed."

The following table shows surplus property disposal totals as of 1 Nov 1946 (amounts in millions of dollars):

	Declara- rations	Navy Disposals	Total Disposals	To Be Disposed	Grand Total of War Surpluses	Complete on 1 Nov 46
CONTINENTAL U. S.						
Vessels	\$2,563	\$508	\$3,071	\$1,879	\$4,950	62%
Aircraft	1,043	—	1,043	38	1,081	96%
Other Navy-owned personal property	1,327	552	1,879	652	2,531	74%
Contractor inventory (including scrambled facilities)	573	1,598	2,171	524	2,695	81%
Industrial facilities (excluding DPC plants)	91	69	160	131	291	55%
Other real property	148	16	164	180	344	48%
TOTAL CONTINENTAL U. S.	5,745	2,743	8,488	3,404	11,892	76%
OVERSEAS PROPERTY	1,134	961	2,095	405	2,500	84%
GRAND TOTAL	\$6,879	\$3,704	\$10,583	\$3,809	\$14,392	74%

Ensign Promotion List To Next Higher Rank Provided by Alnav

Qualified ensigns on active duty in the regular Navy or Naval Reserve, including Waves, have been appointed by the President to the next higher grade or rank for temporary service, in the first Alnav promotion since last August. The promotions are subject to the provisions of BuPers Circ. Ltr. 222-43 (NDB, cum.ed.), as modified by Alnav 28-46 (NDB, 31 Jan 1946) and will be effective from 1 January.

Ensigns named for promotion by Alnav 635-46 (NDB, 31 Dec 1946) are:

- Regular Navy, line and staff corps, whose dates of rank are within the period 2 Nov 1944 to 1 Jan 1945, inclusive.

- Those who have accepted permanent appointments in the regular Navy in the same rank in which they previously served, whose dates of commencement of active duty in such rank are within the period 2 Nov 1944 to 1 Jan 1945, inclusive.

- Line and staff corps of the Naval Reserve whose dates of commencement of continuous active duty in such rank are within the period 2 Nov 1944 to 1 Jan 1945, inclusive.

Those holding spot appointments shall have their promotions effected without further physical examination, and their spot appointments shall be

terminated. Time served under spot appointments in any rank may not be counted as service in such rank for promotion purposes.

Officers eligible for promotion under this Alnav who were originally commissioned as aviation officers need not consider their continuous active duty as being broken if not more than one day was spent on inactive duty when reverting to their present classification.

This authority for promotion does not apply to Navy nurses, nor to the officers described in para. 3 of BuPers Circ. Ltr. 222-43. The exemption does not apply to those officers described in subparagraphs C and F.

The directive called attention to Alnav 346-45 (NDB, July-Dec 1945), which authorizes promotions to officers on terminal leave but not after the expiration of terminal leave.

Nurses of the regular Navy or Naval Reserve who reported for continuous active duty as ensigns from 2 Nov 1944 to 1 Jan 1945 inclusive, were added to the Alnav promotion list by Alnav 645-46 (NDB, 31 December).

Ship, Station Business Restrictions Listed

Naval personnel were reminded in BuPers Circ. Ltr. 294-46 (NDB, 31 Dec 1946) of restrictions of commercial activities of personnel aboard ships and stations.

ALNAVS, NAVACTS

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 and Marine Corps commands; NavActs apply to all Navy commands.

No. 622—Adds activities to list in Alnav 568-46 (NDB, 31 Oct 1946) authorized to survey ship-borne and shore-based landing craft.

No. 623—Extends to 30 June 1947 provisions of Alnav 330-46 (NDB, 30 June 1946), regarding aid to the Far East.

No. 624—Tenth in a series listing nurses selected for transfer to the regular Navy (see p. 58).

No. 625—Substitutes RDM for RM in list for coming pay grade 1A examinations in para. 2, Alnav 612-46 (NDB, 15 Dec 1946).

No. 626—Reports selection of Marine Corps brigadier generals (see p. 37).

No. 627—Christmas and New Year greetings from SecNav.

No. 628—Cancels Alnav 619-46 (NDB, 15 Dec 1946), inviting recommendations for appointment of NCOs of first three pay grades to warrant rank.

No. 629—Twenty-fifth in a series listing officers selected for transfer to the regular Navy (see p. 58).

No. 630—Christmas greetings from the President.

No. 631—Provides that subsequent 1 Jan 1947 all shipments personal effects naval personnel outside CLUSA will be made in accordance with Chap. 9, Vol. 2, BuSandA Manual.

No. 632—Increases age limits in all ranks by three years for officers applying for transfer to the regular Navy in the Medical, Dental, Hospital and Medical Allied Sciences Corps, and officers applying as legal specialists (see p. 58).

No. 633—Rules Christmas parties come under provisions for recreation fund expenditures as stated in paras. 9(2), items J, R and V of enclosure to SecNav ltr. 46-1071.

No. 634—Instructions for disbursing officers carrying pay accounts Marine Corps personnel.

No. 635—Alnav promotion of certain ensigns (see p. 62).

No. 636—Urges all personnel in service to file claim for unused leave without further delay (see p. 53).

No. 637—Further rules re transfers of surplus property.

No. 638—Instructions for activities operating under abridged accounting procedures authorized in Alnav 307-46 (NDB, 15 June 1946).

No. 639—Instructions incident to re-

BOOK TELLS ALL ABOUT THE NAVIES

The winter publishing season brought an important addition to naval reference libraries in the Victory Edition of Kafka and Pepperburg's *Warships of the World*. The edition follows by two years a wartime printing of the same book.

The Navy is buying the new edition and will distribute copies to combatant ships, destroyers and larger, to large auxiliary vessels and to major shore activities.

Kafka and Pepperburg exploited to the limit their two-year publishing advantage over the latest *Jane's Fighting Ships* by including in their book a staggering compendium of information about the world's naval vessels in World War II. They tell you in brief notes what happened to virtually every one of the world's

warships that went to sea in wartime: who they sank, what damage they absorbed, what operations they were involved in, and, where appropriate, how they were sunk. That alone looks like a feat comparable to copying the New York telephone directory with a quill pen.

Warships of the World is on the "must" list of a good many naval experts. ALL HANDS isn't going to put out another issue until it's on our reference shelf. But you'll have to make up your own mind about a personal copy. Here are the vital statistics:

Warships of the World, Victory Edition, by Roger Kafka and Roy L. Pepperburg; Cornell Maritime Press. \$17.50.

establishment of afloat accounting on 1 Jan 1947.

No. 640—Announces sale of reduced fare rail and bus tickets on identification discharge certificates ended 31 Dec 1946.

No. 641—Announces issue by the Philippine government of a Philippine Independence Ribbon (see p. 53).

No. 642—Rules that after 1 Mar 1947 no naval post office shall be operated without prior notice by the Postmaster General of acceptance and designation of a Navy mail clerk (see p. 53).

No. 643—Eleventh in a series listing nurses selected for transfer to the regular Navy (see p. 58).

No. 644—New Year greetings from SecNav.

No. 645—Alnav promotion of Navy nurses (see p. 62).

No. 1—Promulgates further instructions re the new personnel accounting system (see p. 59).

No. 2—Twenty-sixth in a series listing officers selected for transfer to the regular Navy (see p. 58).

No. 3—Announces promotion of certain named Marine Corps officers to the rank of first lieutenant.

No. 4—Instructions applicable in ordering former temporary officers to duty as enlisted men (see p. 53).

No. 5—Instructions for disbursing officers re pay accounts and claims for unused leave.

No. 6—Outlines manner in which Fleet Marine squadrons and other Fleet Marine air units ashore or afloat, and Fleet Marine air staffs ashore, will be granted funds.

NavActs

No. 93—Instructions re report by disbursing officers to Field Branch, BuSandA, prior 2 Jan 1947, number of active pay records in custody.

No. 94—Rules family allowance benefits not available to naval reservists ordered to "training duty with pay," as distinguished from "active duty" (see p. 60).

BROADBEAM

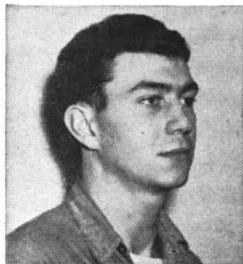


GUN PLAY

FANTAIL FORUM

QUESTION: What Is Your Favorite Liberty Port?

(Interviews on the above question were conducted at Headquarters, 17th ND, and NOB/NAS, Kodiak, Alaska.)



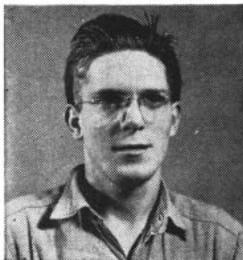
Jerry T. Patti, S1, Wadsworth, Ohio: Honolulu is my favorite spot for liberty because I enjoy surfing and swimming. Being a PHOM striker, I also like the many possibilities for photography, which are found among the scenic views.



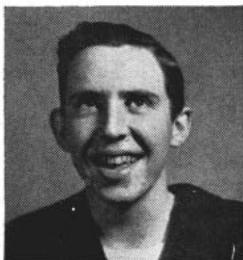
Edwin J. Wilson, Y3, Milton, Wash.: My favorite is Oakland, Calif. There's always something to do there. The people, and especially the girls, were very friendly and all seemed to respect sailors more than any other place that I've been.



Clarence Thompson, Y3, Cambridge, Ohio: Give me Boston. In my short time there I was overwhelmed by the attitude of the people, especially the women. They never high-hatted sailors. Maybe it's because Boston is a seaport, itself.



Albert E. Gist, ETM3, New Franklin, Mo.: My best liberties were in San Diego. I live in Missouri and was going to radar school in San Diego, a long way from home. I was invited to a private home every week end, which meant a lot.



J. Alex MacLurg, Y3, Renton, Wash.: I like Portland, Ore., the best. The people are very friendly and hospitable and make a fellow feel at home. All sorts of fun and recreation which a sailor wants are close at hand.



Roger M. Hughes, Y1, Medina, Ohio: Washington, D. C., is my choice. In my few months there I always had plenty to do, because of the points of interest and the many amusements. There you can see and meet the whole world.



A. L. Fox, BM1, Danville, Ill.: It's Shanghai for me. I believe of all the places I've seen, it's the best. Most of all I enjoyed the rickshaw runs. The rituals and celebrations and ancient arts were as interesting as they were quaint.



James Earl Miller, CM, North Canton, Ohio: I favor Seattle, for it was there that I made my first liberty from a "man-o'-war," *uss Maryland*. We were there for Fleet Week and I saw "Big Mary" win the Seattle Times Cup Race. What a thrill that was.



Everett B. Trammell, Sgt., usmc, Greenville, S. C.: Melbourne, Australia, is my choice. It was my first liberty port after 14 months in such places as Samoa, Wallis Island and Guadalcanal. It looked like home. The people were wonderful.

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 issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine 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.

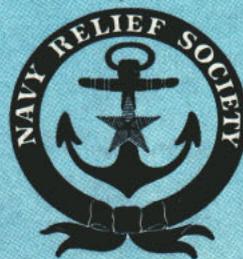
• **AT RIGHT:** This striking photograph was taken on board one of Uncle Sam's carriers as members of the crew take a few minutes to "bat the breeze".

SILHOUETTE



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NAVY FAMILIES
TO HELP
THEMSELVES*



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