

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O

MAY 1947

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**BATTERIES
FOR
TODAY'S GAME**





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MAY 1947

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NUMBER 363

REAR ADMIRAL THOMAS L. SPRAGUE, USN

The Chief of Naval Personnel

REAR ADMIRAL JOHN W. ROPER, USN

The Deputy Chief of Naval Personnel

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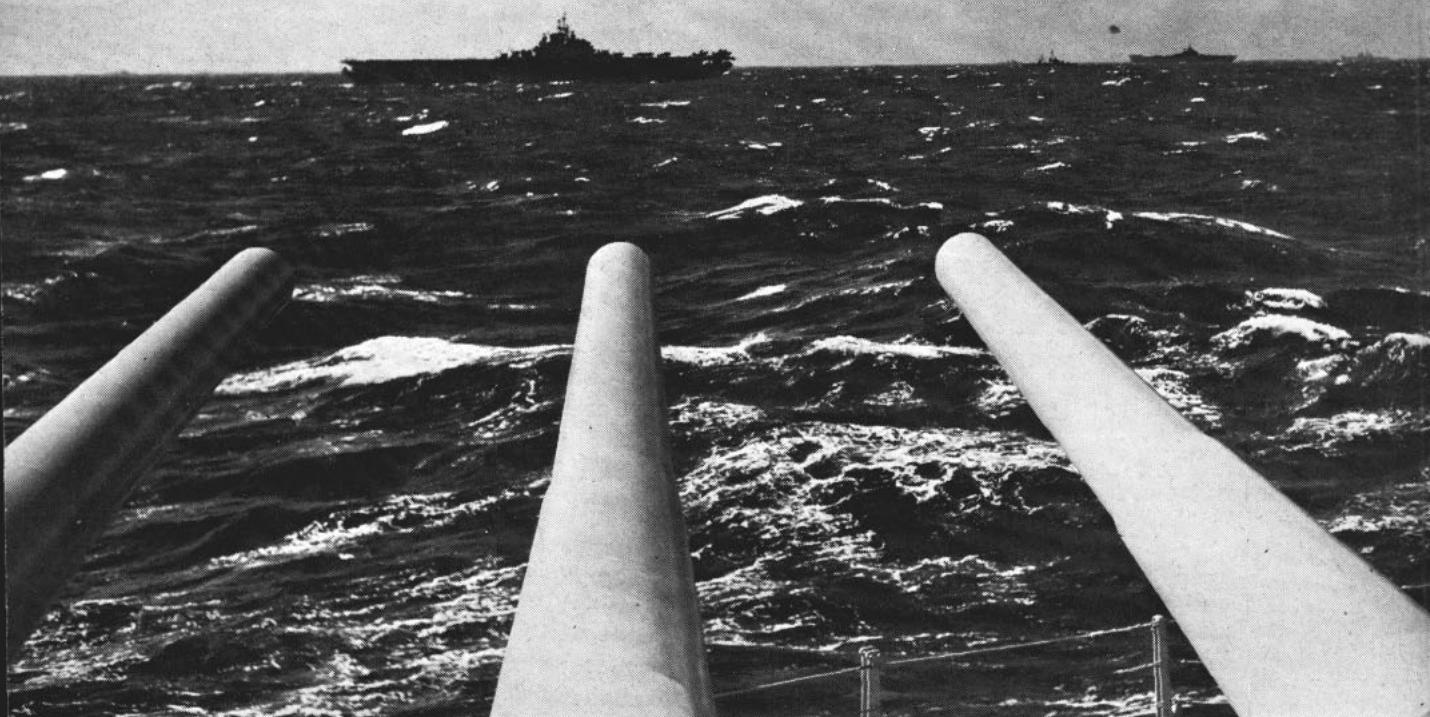
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• FRONT COVER: This smiling member of Uncle Sam's peacetime Navy is Walter S. Parks, PHM1, USN, of Eldorado, Ark., photographed on board LST 987. The picture was taken for ALL HANDS by Paul Bosner, STPHOM, USN.

• AT LEFT: A battery of heavy rifles on ship of the Navy's Second Task Force belches smoke and flame as Culebra island is given a preliminary softening up prior to landing of 5,000 marines in maneuvers on tiny Caribbean island off east end of Puerto Rico.

CREDITS: All photographs published in ALL HANDS are official U. S. Navy photographs unless otherwise designated. Inside front cover, top p. 3, bottom right p. 32, Press Association. Top p. 34, Marine Corps.

THE FLEET KEEPS



JAP gunnery officers used to dream of sights like this, in which big guns of USS *Iowa* bear on carrier *Boxer* in maneuvers.

TWO MONTHS of extensive maneuvers of both its Pacific and Atlantic forces have left the U. S. Navy confident, but wisely aware that only continuous training can overcome the handicaps of personnel shortages and inexperience and keep it ready for action.

Task organization, integration of varied types in coordinated operations, were stressed as two task forces squared off in the Pacific, and a full-scale amphibious landing was made in the Caribbean by Atlantic units. Earlier, the Atlantic Fleet had conducted naval maneuvers (see *ALL HANDS*, April 1947, p. 36).

Pacific units were divided into White and Blue Forces, and in Phase I of the maneuvers it was the task of the former, departing Kwajalein, to intercept and destroy the latter, which departed San Pedro and San Diego. Phase II combined the two forces into a heavy striking force for replenishment at sea, inter-type tactics and AA practice, culminating in an attack against the joint Army-Navy defense of the Hawaiian Islands. Phase III in-

volved a study of results by naval and military commanders and a week of shore leave in Honolulu. Phase IV found Blue Force returning to the Pacific Coast conducting post-maneuver inter-type exercises and target practice.

The Navy used a new, postwar system of umpiring to assess results of PacFlt Exercise 2-47, a method based in war experience. New tables of assessment were drawn up, taking into account new tactics and new weapons, to enable umpires to make the most realistic ruling possible. Each ship in each force, and each flight of aircraft, carried an umpire. Each umpire rendered decisions taking into account armament and tactics employed, and

consulting the standard tables. Decisions were transmitted up the chain of command, ultimately to reach Vice Admiral A. E. Montgomery, USN, Commander First Task Fleet and chief umpire for the exercises.

An interesting sidelight on the umpiring system is use of dice to assess damage in those situations where the element of chance is dominant and no hard and fast rules can be laid down. For instance, in wartime it was learned that two apparently identical attacks by aircraft against surfaced submarines might result in one kill and one clear miss, though armament, speed, time and other factors were equal. But it also was apparent that the law of averages governed in such attacks, and since the law of averages also governs dice (however you may feel personally about it) it was possible to devise tables which would allow a cast of the "bones" to determine whether a given attack was successful. Dice, in this way, determined the outcome of the first contact between White and Blue Forces.

The submarine *Segundo* was at-

Task Force Organization, Integration of Activities Stressed in Atlantic and Pacific Maneuvers Aimed At Training, Experience

IN TRIM

tacked on the surface by anti-sub patrol planes of the Blue Force. When informed by the flight leader of the speed and armament used in the attack, the *Segundo*'s umpire (her exec) entered his tables for those given conditions, found there the numbers he would have to roll to declare his ship out of action, rolled, and sank the *Segundo* for the rest of Phase I.

The umpiring system even allowed for future weapons development, as the Blue Force learned. On the eve of battle a formation of Fleet Air Wing Two's bombers swept over the Blues and unleashed a simulated guided missile attack. The Blue umpire, surprised at this turn of events, sent the following message to the chief umpire:

"This force attacked by many planes with guided missiles. Three partial reports received. Cannot assess damage to own force until receive additional data on attack including number and type of missile launched in each attack, number of aircraft each attack, launching altitude, true bearing of target at time of launch. Besides AA gunfire, launching was opposed by Superman launched from port catapult prior to attack, plus death ray which fortunately was put back in commission this afternoon."

But the Naval War College staff and other naval experts, who developed the umpiring system, had already thought of guided missiles. And so the chief umpire, unintimidated by the above message, ruled that the guided missile attack had resulted in a loss of efficiency for the carrier *Boxer*.

Greatest single-handed feat of the engagement occurred as the two fleets neared each other, their scouts probing ahead for the enemy. The submarine *Pomfret* slipped through the Blue destroyer screen at night, came to periscope depth in the middle of the Blue formation, and pumped 10 torpedoes into *USS Iowa*. The BB's umpire declared her out of action; the ship, however, remained in formation to allow her crew to train, although she was no longer considered a factor in the engagement.

Vice Admiral Montgomery gave full credit to *Pomfret*'s skipper for a well-executed attack, but pointed out a shortage of qualified sonar operators may have helped the sub pass the destroyer screen. Just 20 trained sonarmen were divided among the 19 tin cans.

Damage was considerable during Phase I. Both forces were struck twice, Blue Force losing the *Boxer* and the "Rexob," a mythical sister ship, and White Force losing the *Tarawa* outright and losing the *Princeton*'s services at a critical period during which she would have been obliged to recover her aircraft. Both forces, thus, lost all their carrier aircraft in the melee.



ANTIAIRCRAFT gun of *USS Pocono* is trained by Rep. Dewey Short, Missouri, as crew members from his home state look on. Ship took part in Atlantic exercises.

Phase I was pretty much a draw when the White and Blue Forces joined up for a dress rehearsal against little Johnston Island and a full assault on the Hawaiians.

Johnston was, presumably, undefended. The fleet commanders had reckoned, however, without the gooney bird. Despite their relatively low performance specifications, the gooneys scored two-to-one against the great task force's air groups. A fanatically patriotic gooney successfully body-blocked the air scoop of a Corsair, making it necessary for the pilot to land on Johnston. His wingman accompanied him down. Days later, after repairs were made, the two were guided back to civilization

by a Honolulu-bound NATS transport.

Phase II ended with an aerial attack against jointly-defended Army and Navy installations in the Hawaiian Islands. First-line defenders were erstwhile Blue and White submarines, and FairWing 2 patrol planes. Backing up the line were shore-based Army, Navy and Marine fighters and AA units. Lieut. Gen. J. E. Hull, USA, was designated by CincPac as Commander, Hawaiian Area, in over-all command of the joint defenses. As in Phase I, coordinated operations of submarines and land-based aircraft proved effective. The defenders were able to strike repeatedly against the surface force before it could launch its



TRACK of White Force patrol plane is plotted by radarman attached to staff of chief umpire. New method of umpiring was used to assess results of maneuvers.



MEDICAL officers were kept busy with real thing while others trained. Patient is transferred here from destroyer USS Rogers to USS Iowa for appendectomy.

planes. Even so, 254 carrier-based aircraft roared in over Pearl on the morning of the attack. Air opposition was relatively light, because of the small number of aircraft available to the island defenders. Apparently the attack was realistic, for a Honolulu radio announcer was heard on one occasion advising his listeners that smoke observed over Pearl was caused by a burning cane field and not by aerial bombs.

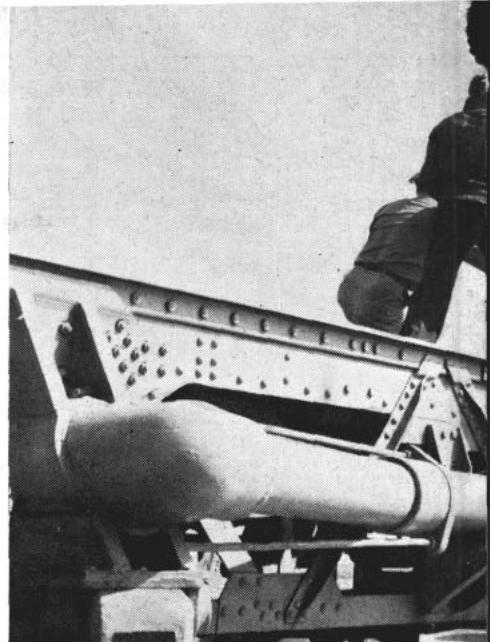
Phase III found Honolulu laying out the welcome mat to 20,000 sailors of the 65-ship force, while a two-day conference was held at the Sub Base auditorium to examine results of the exercises. Among high-ranking officers who attended was Admiral Louis E. Denfeld, USN, CincPac. Most speak-

ers at the conference agreed on these points:

- That similar or more extensive maneuvers should be conducted at least once a year.
- That personnel shortages, especially in technical fields, are acute.
- That increasing consideration must be given to defense against new weapons.
- That changes in the umpiring system, to allow even greater realism and speed of assessment, are necessary.

OTC of the White Force was Rear Admiral F. W. McMahon, USN, then ComCarDiv 2. OTC of the Blues was Rear Admiral O. B. Hardison, USN, ComCarDiv 5.

Ships of the White Force included carriers Princeton and Tarawa; cruis-



LAUNCHING of drones aboard battleship USS Missouri, above, shows how Navy in

ers Pasadena, Springfield, Astoria and Oakland; destroyers O'Brien, Walke, Laffey, Lowry, Maddox, Brush, Tausig and Samuel N. Moore; submarines Blenny, Blower, Blueback, Boarfish, Segundo, Diodon, Caiman, Pomfret and Bugara; oilers Chikashia and Cimarron. Ships of the Blue Force included the Boxer and the Iowa; cruisers Atlanta, Duluth and Tucson; destroyers Bausell, Agerholm, Stickell, Richard B. Anderson, Rogers, Perkins, Allen E. Sumner, Moale, Robert K. Huntington, Rowan, Gurke, McKean, Duncan, Henry W. Tucker, Ingraham, Turner, Charles P. Cecil, Furse and Newman K. Perry; submarines Beguna, Blackfin, Queenfish, Sterlet, Razorback, Brill, Seadevil, Seadog, Seafox and Carp; oilers Ashtabula and Kaskaskia.

Meanwhile, Atlantic Fleet units were winding up their exercise schedule, putting ashore the Second Marine Division on Culebra Island off the east coast of Puerto Rico. The operations plan assumed that the Caribbean Islands were enemy-held, and that Culebra was desired as a base from which to conduct future campaigns. Screen ships and fire support units converged on the small island the day before the landings to conduct softening operations. Live shore bombardments were carried out at a remote end of the island by the Missouri, cruisers and DDs.

The exercises did not startle the inhabitants of Culebra. They've seen it all before. Dewey, nearest town to the operating area, is a somnolent community of 800 souls who live the simple life. The residents philosophically ignored the fuss kicked up by the Atlantic Fleet. And during landing operations, MPs were stationed in the town to insure that local *cantinas* did not become military objectives.

Landing operations started with a saturation bombardment of the beaches by rocket ships, and four



SUN SIGHTS are taken by AstSecNav for Air John Nicholas Brown (center) on signal bridge of USS FDR, assisted by ship's navigator and chief quartermaster.



its peacetime exercises is keeping pace with the latest developments of science.

carrier-aircraft strikes. Underwater demolition teams were dropped in close to shore to set off 1,000 pounds of explosives against coral obstructions. The transports moved in, dropped their landing craft, and the marines swarmed down the cargo nets as they had done in Pacific campaigns. Waves of landing craft swept in upon the beach.

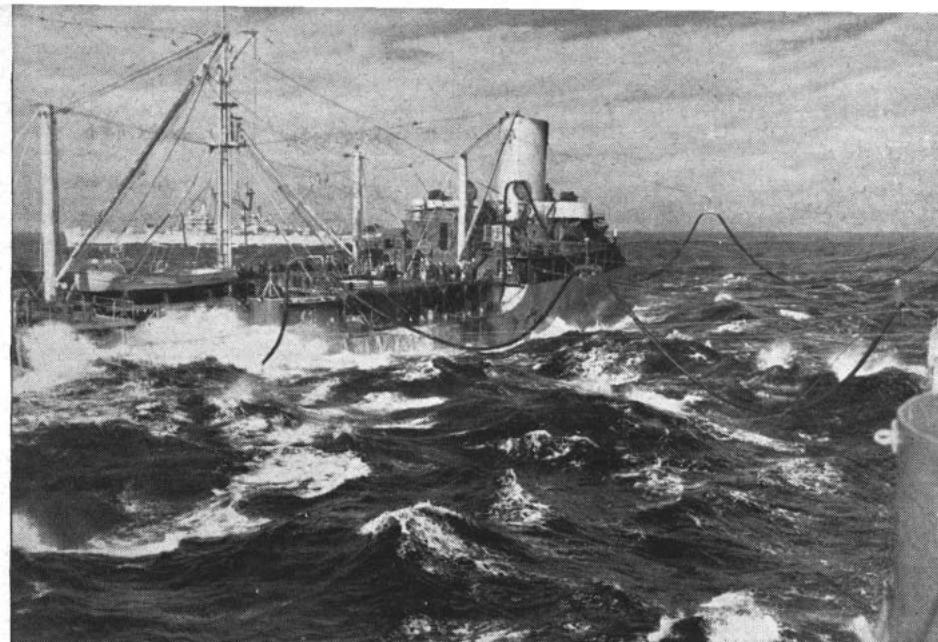
Aircraft and ships' gunfire covered the landings; amphibious vehicles waddled up on the beaches; Navy beachmasters set up their amplifiers; bulldozers cleared the way for heavy equipment; artillery was dragged ashore; communicators laid miles of wire. By nightfall, the marines had moved inland and dug in on high ground.

To add realism, hospital units set up among trees along the beach plucked occasional casualties out of the ranks from time to time, administered first aid, and evacuated them to the hospital ship *Consolation* offshore.

Value of the full-scale maneuver becomes apparent when it is realized that a relatively small number of the junior officers involved had seen combat operations, and nearly all the enlisted men were fairly new recruits.

A "relieving of the watch" in European waters occurred incident to the exercises. Ships which have been stationed in European and Mediterranean waters—for several months—including cruisers *Huntington*, *Fargo* and *Spokane*—joined the exercises early in the games, on their way home, and at the conclusion of the first phase of the operations several other units departed for the European and Mediterranean stations.

Among the ships assigned to the Second Task Fleet for the operations included the carriers *Franklin D. Roosevelt*, *Randolph* and *Leyte*; escort carriers *Salerno Bay* and *Sicily*;



IMPORTANT role in maneuvers was played by fleet oilers in keeping combat ships going. Here USS Cimarron defies rough Pacific seas to fuel USS Iowa.

the *Missouri*; cruisers *Providence*, *Wilkes Barre*, *Dayton*, *Houston*, *Juneau*, *Huntington*, *Fargo* and *Spokane*; destroyers *Compton*, *Gainard*, *Soley*, *Purvis*, *Dickson*, *Hyman*, *Purdy*, *Beatty*, *Bristol*, *Vogelgesang*, *Steinaker*, *H. J. Ellison*, *C. R. Ware*, *Corry*, *New Fiske*, *Noa*, *Perry Warrington*, *R. L. Wilson*, *Zellars*, *Massey*, *D. H. Fox* and *Stormes*; submarines *Greenfish*, *Dogfish*, *Sablefish*, *Trumpetfish*, *Runner*, *Clamagore*; support vessels *Allagash*, *Caloosahatchee*, *Chukawan*, *Pawcatuk*, *Wacamaw*, *Donner*, *Ft. Mandan*, *Daedelus*, *Quirinus*, *Great Sitkin*, *Consolation* and *Wyandot*.

A number of prominent naval men witnessed the operations, among them Admiral W. H. P. Blandy, USN, Cinc-Lant; Lt. Gen. Keller E. Rockey,

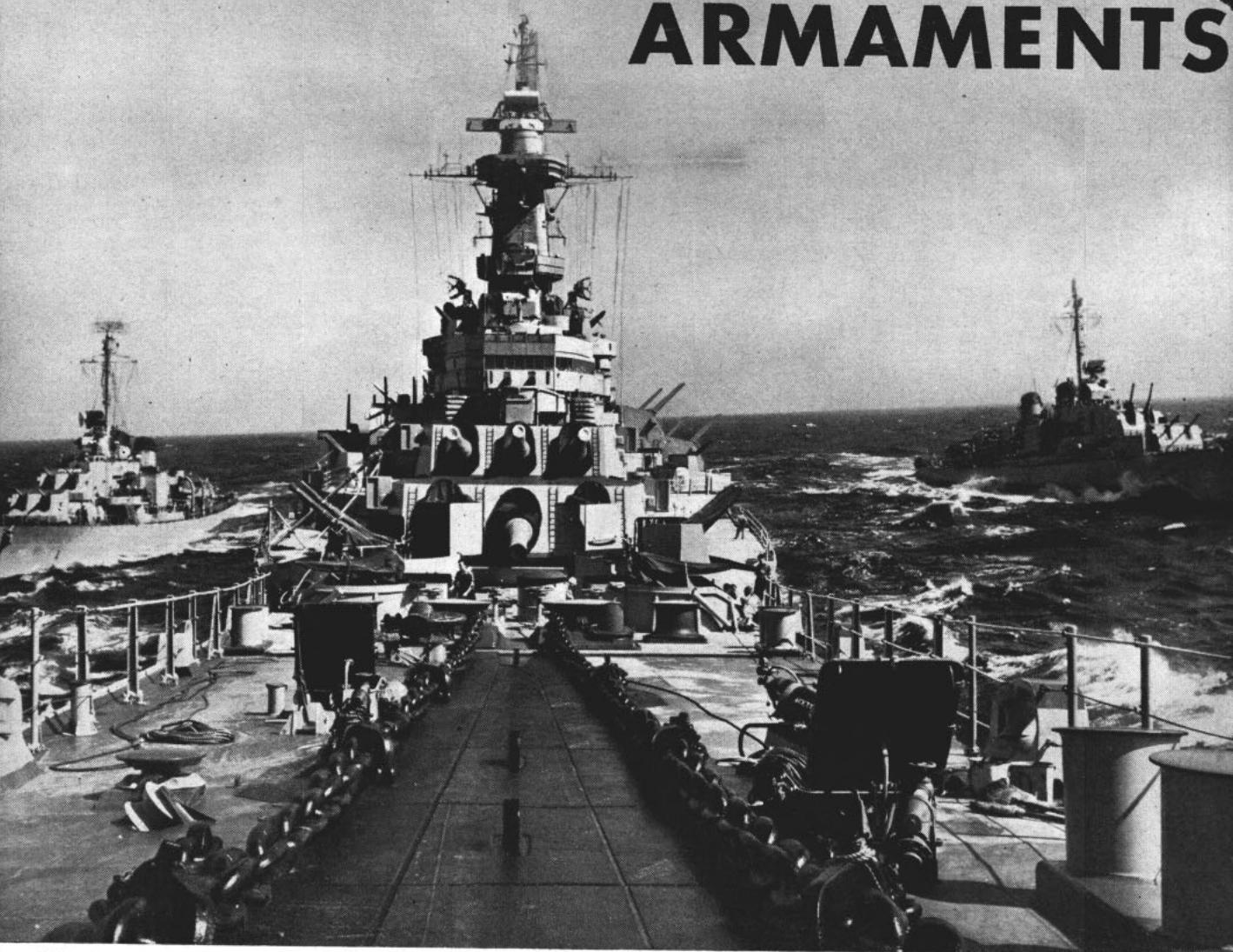
USMC, Commanding General, Atlantic Fleet Marine Force; UnderSecNav John L. Sullivan and AstSecNavAir John Nicholas Brown.

In a post-operations summary aboard *Missouri*, Vice Admiral A. W. Radford, USN, Commander Second Task Fleet, declared the two principal aims of the exercises, inter-type training and technical experience, were achieved. He voiced the hope that Fleet exercises of this type might be made possible twice yearly to insure the Navy may regain the efficiency and integration that may be required of it. He also recommended such exercises to counteract the handicaps imposed by technical personnel shortages, high personnel turnover, and reduction in naval facilities.

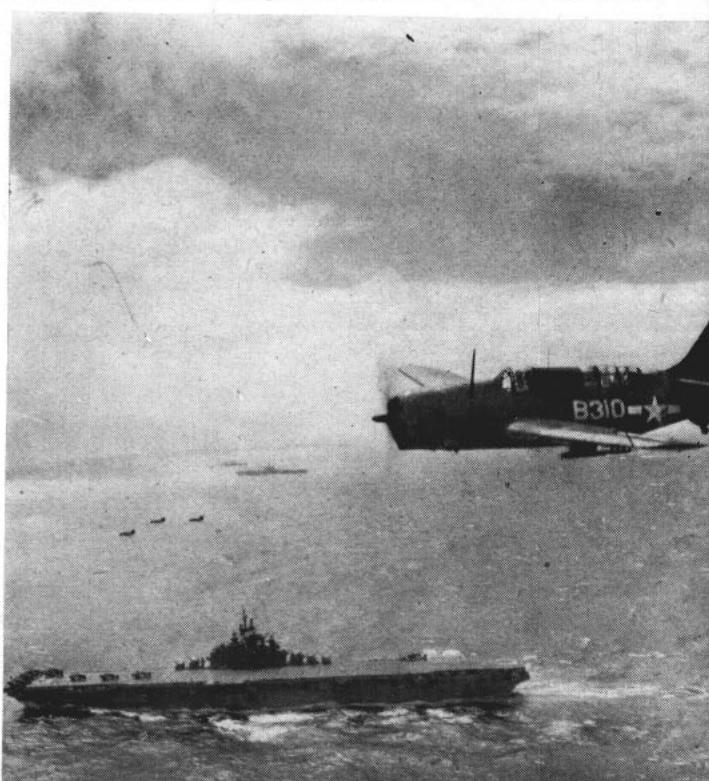


RECREATION at Honolulu followed strenuous weeks at sea. Hawaiians entertain beneath guns of USS Iowa's after turret during the ship's one-week visit.

ARMAMENTS



KEY TO SECURITY was displayed in maneuvers. Destroyers are replenished by battleship *Missouri* (above), while ship pilot (below, left) returns ashore in helicopter of *USS FDR*. Plane circles, in scene at right, to land on carrier *USS Boxer*.



— WORLD PEACE

THE UNITED STATES should maintain its military strength to keep the peace until the United Nations, as an organization, has reached maturity and can effectively begin rooting out the basic causes of war. This thought was stated by SecNav James Forrestal in an address before the Foreign Policy Association in Philadelphia. Some excerpts from Mr. Forrestal's address follow.

The title of the speech was "Armaments and World Peace." The Secretary commented: "The title I have chosen for this address is neither paradox nor hypocrisy, for armaments in the possession of a nation which hates war, far from being a threat to peace, are actually a means to keep it. Because arms have been used by aggressors with such terrible consequences, some people confuse the instrument with him who yields it, and attribute to inanimate weapons themselves the power to make war . . .

"Armaments cannot be made the whipping boy for man's inability to live at peace with his own kind. We must face the issue squarely and put the responsibility for war where it inescapably belongs: on man's inability thus far to settle the differences between nations without resort to force. This being true, to assume that peace is promoted by disarming peaceful nations is like proposing to eliminate criminals by disarming the police . . .

" . . . it was not the arms that we possessed, but rather those we lacked that prompted the Japs to strike at Pearl Harbor. That bitter experience should have ended for all time any temptation to rely upon the ostrich formula . . .

"I cannot agree with those who advocate that the United States set an example to the world by disarming, without regard to the action of other nations. We would like to lead the world to ultimate reduction of the heavy burden of armaments, but we cannot afford, in the parlance of the prize ring, to lead with our chin. We cannot discard our defenses until we have the safeguard of a fool-proof system of collective security, and the development of such a system is a long and difficult job that has only just begun."

The Secretary commented that there are those who feel the U.S. is "planning war." He said, "I submit that the policy of the United States is the

antithesis of war planning. Since VJ-Day, America has practically dismantled the greatest military machine in history and has concentrated its great resources on efforts to achieve peace and progress through cooperation with all nations."

The basic principle of American policy, he said, is that peace can be secured only by the removal of the political, social, economic and psychological conditions that are the real causes of war.

He said, "The United States is energetically engaged in exploring all possible routes to a peaceful, stable and prosperous world. Our government took the lead in establishing the United Nations and its specialized agencies which seek improvement in the political, economic, cultural and social fields. This country was largely responsible for the creation of the World Bank and the Monetary Fund to promote reconstruction and development of the world's resources. We contributed 73 per cent of the money to the emergency relief measures put into effect through UNRRA, and we now plan to continue relief expenditures on our own responsibility. The United States acted to support world economy through the British and French loans and the Export-Import Bank. Our government seeks to stimulate a revival of world trade through the Reciprocal Trade Agreements Act and the creation of the International Trade Organization.

"We have not hesitated to grasp the thorny problems of practical international politics. The United States . . . has pressed vigorously for prompt settlement of peace treaties with the defeated enemy countries. In order to reassure our wartime Allies and to underwrite our share of responsibility for postwar stability, we have offered to sign 25-year treaties guaranteeing the demilitarization of Germany and Japan—and in the case of Germany, we volunteered to extend the period to 40 years."

The development of a practical system of collective security must precede any drastic reduction of armaments, Mr. Forrestal said.

"The United Nations is the keystone in the edifice of peace which we are striving to construct and we have dedicated our energies and resources to its success. But as a human institution it is young and still in a formative state; it has not had time to be fixed in a firm mold. The charter is specific and definite, but all of its provisions are not yet in effect, and the procedures and precedents that will take form through the years are still few and flexible.

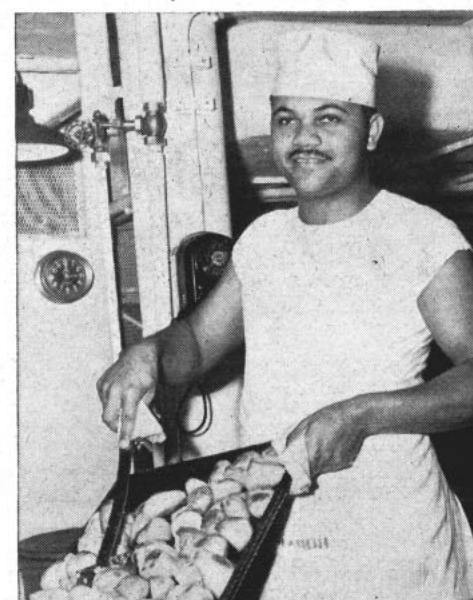
"While the United Nations is in embryo, the United States has a major responsibility in shaping it into an acceptable and effective instrument



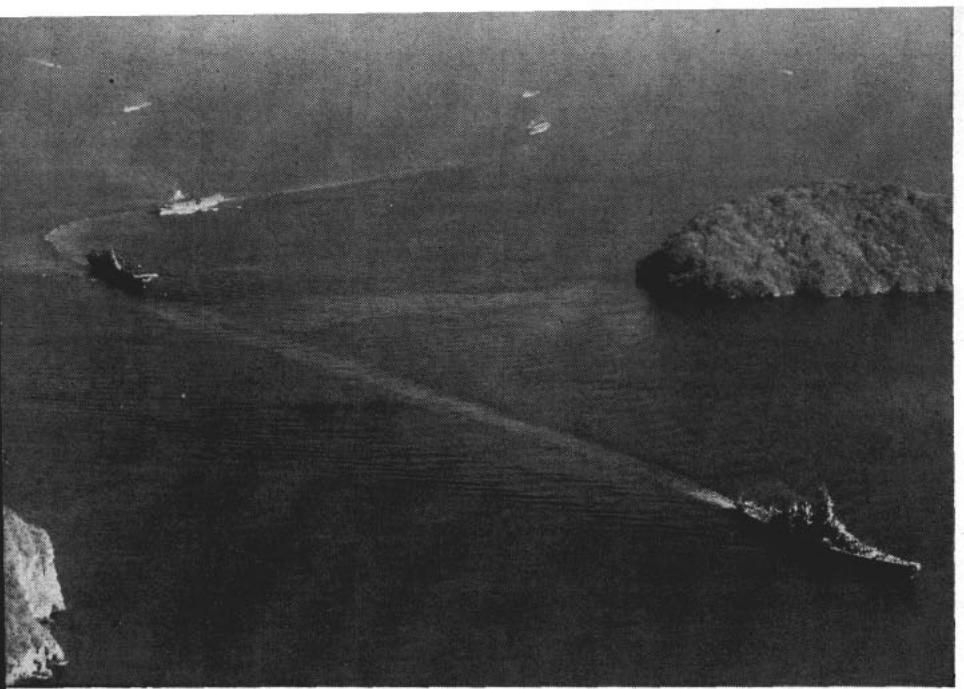
HOME TOWN provides topic for a talk by signalman and Under SecNav John L. Sullivan, both of Manchester, N. H.



BARBER aboard USS Iowa wields shears (above) and ship's cook (below) fixes mountain of spuds for hungry mates.



Disarmament Is Dangerous And Misleading; U. S. Must Maintain Military Strength Until the United Nations Has Workable Peace Plan



SEA POWER is given vivid demonstration as battleship USS Missouri steams into Trinidad, B.W.I., followed by carriers USS FDR and USS Randolph and destroyers.



UNUSUAL TYPE ship in Atlantic exercises was USS Ft. Manden (LSD 21) (above). In Pacific, USS Moore (below) is impeded by seas as she refuels from USS Princeton.



for world well-being. Our practical sense tells us that in this still imperfect world, high principles and noble purposes are not enough. They must be backed up with sufficient strength to make our voice heard—and heeded...

"Our government, through repeated statements of the President and other officials, has made the American position clear. We do not propose to impair our powers of self-defense until the United Nations has put into effect a workable plan for the maintenance of peace by use, if necessary, of military forces under its control."

The Secretary declared the U.S. has a duty, under the U.N. Charter, to maintain armed forces strong enough not only to defend this nation but strong enough, until a United Nations force is an accomplished fact, to back up the policies of the United Nations. He said, "The forces we are required to maintain in fulfillment of any of these duties must be effective forces—trained men—weapons in operative condition—not paper armies and blueprints."

Mr. Forrestal pointed out that the term disarmament is dangerous and misleading. It is more realistic to think in terms of "arms control."

He said, "The first and most essential step in this direction is the control of the uses of atomic energy. The United States, first in the development of atomic power, has logically taken the lead in proposing measures for its control. That action is proof of our good faith. But realism will not permit us to be content with control in form only... We know we are dealing with a deadly force, and nothing less than one hundred per cent security will do."

The Secretary declared the U.S. is on logical ground in insisting that atomic control be high on the agenda for, "What would it avail the world if we abolished all other arms and left uncontrolled the weapon that can wipe out whole cities at one blow?"

The Secretary's concluding remarks were: "The current outlook for an agreement on atomic power is not promising, but we cannot despond. The settlement of this issue is difficult because it must be settled, where all our issues are: in the minds and souls of men. That is where the world's questions are being settled. The United Nations, despite its imperfections and disappointments, is the hope of the world."

"It is in the laborious, tedious work of unravelling the true causes of war in their obscure beginnings that the United Nations is justifying the hopes reposed in it. Where there are human misunderstanding, clashing desires, unbearable poverty, and lust for power—there you have the beginning of wars, and men will find the weapons to fight each other, whether with stone axes and poisoned arrows, or guided rockets and atomic bombs. The United Nations gives some chance to find our way to first causes, of which armaments are only an outgrowth and a symptom of deep-rooted ills..."

FUZE FINDERS

DISPOSAL TEAMS from the Naval Ordnance Disposal Unit, Indian Head, Md., are widely distributed over the world in former operational theaters of World War II. They have been assigned to handle explosives in operations ranging from rendering a souvenir mortar shell harmless, to the recovery and disposal of 1,900 rounds of live ammunition scattered by USS *Solar* when she exploded at an ammunition depot pier in April 1946.

Ordnance disposal personnel are fully schooled in handling, disposing and identifying U. S. weapons and all known types of foreign weapons, including rockets, torpedoes, booby traps, depth charges, land and sea mines, projectiles and demolition charges. Disposal men are trained as Navy divers, and receive instruction in underwater demolition and underwater photography. One underwater photographer was on duty with the Navy Antarctic Development Project.

The number of requests for disposal of mines washed up on beaches here and abroad is expected to increase. Time and weather, working on the mines and their moorings, will set more adrift and will make their disposal more difficult and hazardous. Most of the mines washed ashore have been ours and our allies', but mines belonging to former enemies have been found. When a Japanese torpedo washed ashore under the Golden Gate Bridge after the war, one of the highly-trained disposal teams took over and destroyed the missile. Some German and Japanese mines provide the additional hazard of anti-person-

nel booby traps set for anyone trying to disarm them or dispose of them.

Many reports of live explosives originate with civilians relaying the word to the nearest naval activity. The reports are dispatched to CNO, who details a disposal team to unarm the explosive. Since the Army has no comparable disposal squads, the Navy handles all work of this type.

At present there are 35 Navy officers and men and 10 Army officers taking the six-months course at Indian Head. Those chosen for the school must have had previous experience in this type of work, and must pass a rigid physical examination. New classes are planned to meet the expected increase in operations.

More than 35 different explosives disposal operations have been completed by these teams since VJ-Day, mostly beached mines and loaded souvenir hand grenades and mortar shells reported to the Navy Department. Where possible, a protection suit of 78 layers of nylon is worn by the technician when disarming explosive weapons. Nylon gloves and a shatterproof glass mask complete the uniform.

Since the end of the war there has been a steady increase in ordnance disposal work. No job is too large or too difficult for the disposal teams—their work includes the recovery of unexploded test munitions at proving grounds. Specially trained in the hazardous work of rendering explosives harmless, these men have been sent to all parts of the world to perform their dangerous duty.

In commanding the ordnance disposal program, Vice Admiral George F. Hussey, Jr., USN, Chief of BuOrd, said:

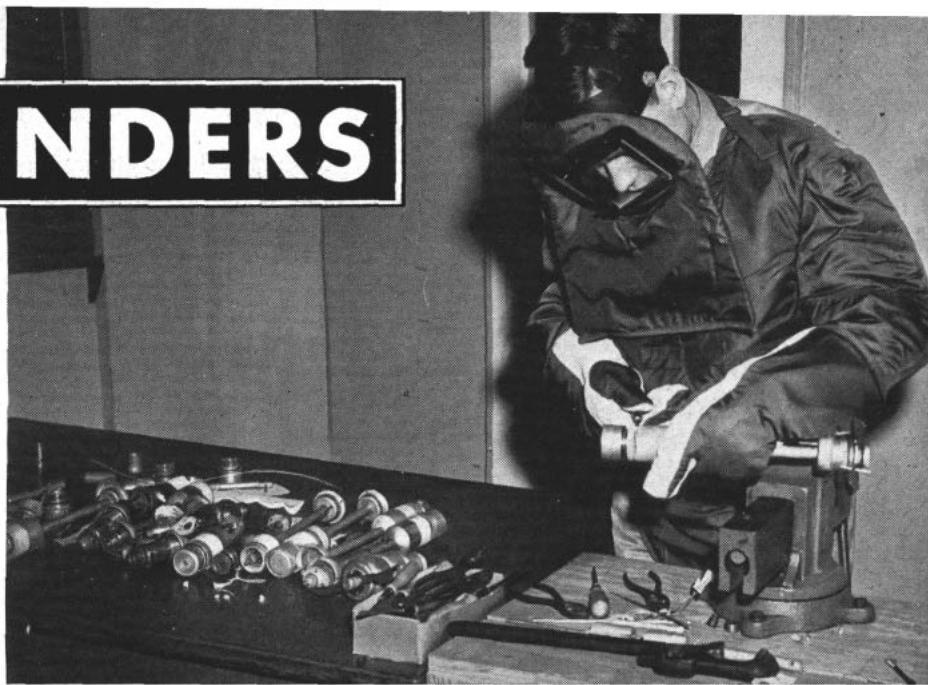
"The vital and courageous work done by the Naval Mine Disposal and Bomb Disposal personnel during World War II saved many lives and ships and facilitated military operations. These men, carefully selected for their physical endurance and thoroughly trained in this hazardous operation, deactivated thousands of mines, bombs and explosives in European and Pacific Theaters."

"Even in peacetime, their dangerous work is not yet finished. They must be ready to rush instantly to any part of the world to render safe or destroy stray mines which may wash upon shores."

"They also render valuable service at proving grounds in the recovery of unexploded developmental test munitions for subsequent analysis of malfunctions, thereby saving time and money in the development of new munitions."



UNDERWATER mine is rendered harmless by the touchy job of removing the arming pin. This kind of work has been on the increase since the war's end.



THEY LIVE AND

A UNIQUE NAVY linguistic experiment, which battered down the baffling bulwarks of language behind which our enemies in World War II hid themselves, shows promise of revolutionizing teaching techniques in U.S. universities and colleges.

The Navy began its experiment back in those hectic days before Pearl Harbor, when it became apparent to naval leaders that to understand our foes—and to fight them successfully—we must understand their language.

Easier said than done? Perhaps. But the Navy adopted an entirely new approach to foreign language study and drove relentlessly ahead, overcoming prejudice, reluctance and skepticism of American educators, to plant its revolutionary system firmly in the educational field.

The wartime study program, considered by many high-ranking officers to be one of the most valuable contributions to successful naval operations in the Pacific, continues on an expanded scale at the Navy School of Languages, Anacostia, D.C., as one of the most important training activities in the Navy today.

Under the Navy system, an officer student at the Anacostia school doesn't just study a foreign language. He eats, sleeps, thinks, literally lives the language. He studies with an intensive, concentrated approach, devoting 14 hours a day, six days a week, to nothing but studying a language. In a fraction of the time formerly required, the student (if he graduates) is qualified as a translator and interpreter, able to pass as a native of the country whose language he studied.

To gain an idea of just how remarkable the Navy method of language instruction is—and the obstacles which had to be surmounted before it could

achieve recognition—let's go back to those days of national emergency before the infamy of 7 December.

In late 1940 there was an ominous note in the air. Although we were on the verge of war with Japan, prosecution of which would require constant and widespread use of the enemy's language, there were only a dozen men in the naval service who were proficient in spoken and written Japanese.

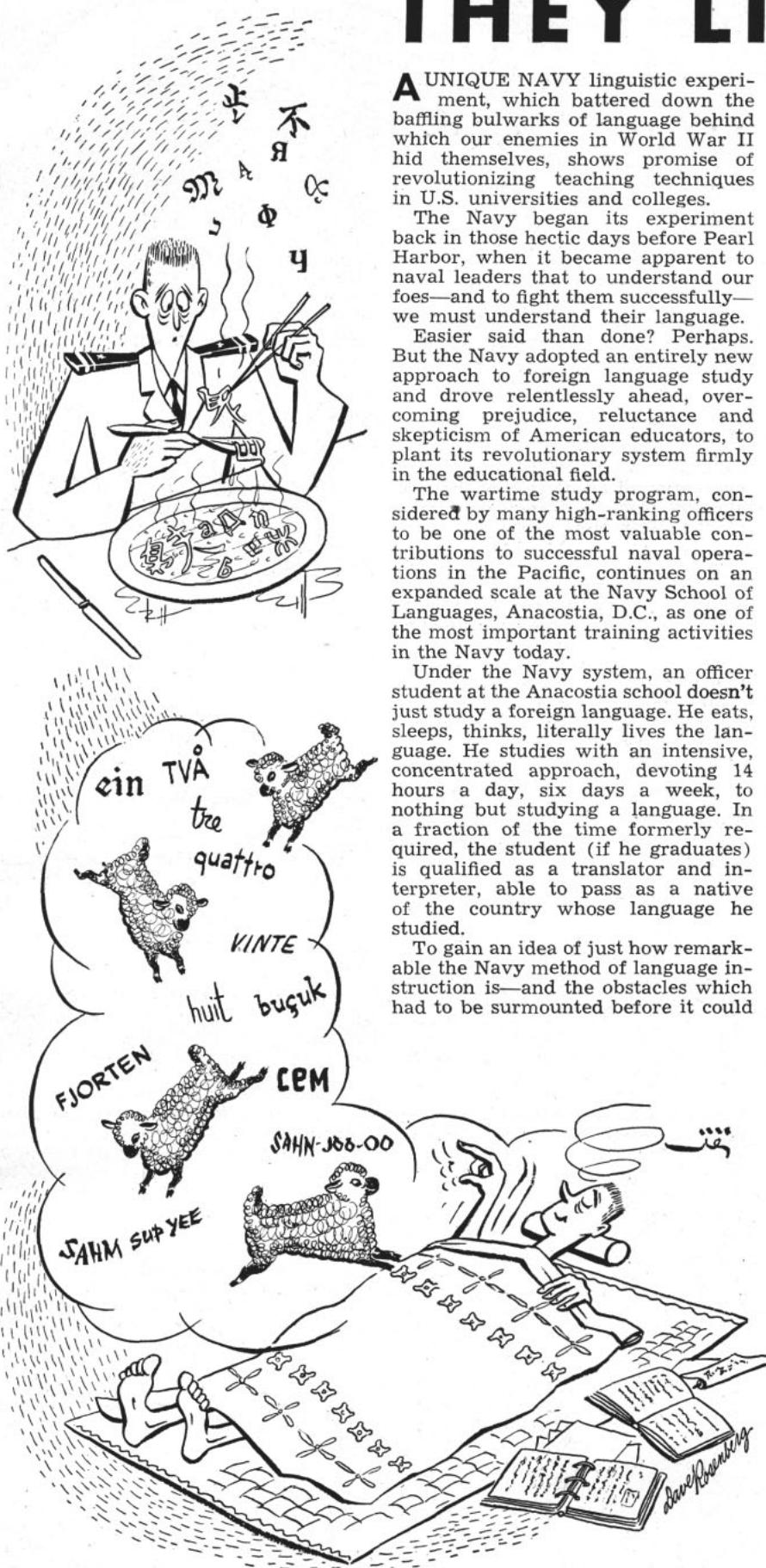
Regular Navy officers had been assigned since 1922 to take a three-year Japanese language course in Tokyo, but up to 1940 the number trained did not exceed 65. Of these, only 12 were regarded as fully conversant with the Japanese language. Further complicating the situation, there did not exist in the Navy Department any working file or list of civilians who were competent Japanese linguists.

A nationwide search for Japanese linguists ended with a very gloomy result: Out of 600 American citizens who professed to have a knowledge of Japanese or Chinese, about 300 knew so little about either language that they couldn't honestly be classed as beginners. In effect, Japan had a tremendous linguistic advantage over the United States. For every American who had a working knowledge of Japanese, there were at least 100,000 Japanese who had a working knowledge of English!

It was commonly believed that the Japanese language was the most difficult in the world, that no occidental could hope to gain a working knowledge of it without at least 10 years of study in Japan, and that its teaching in America should be confined to the historical and philological aspects of the language. From this traditional method of instruction came students unable to read with ease a modern Japanese newspaper after four or five years of study.

The Navy, however, was interested only in obtaining, or training, men with a working knowledge of modern, everyday Japanese—the language as spoken and written by the people of Japan. There was only one answer: The Navy must devise an entirely new approach to language instruction, set up its own study course, and in a practical, down-to-earth way teach students what it wanted them to know.

Here the Navy met another obstacle: There was a lack of adequate teaching materials in the U.S., a factor which long had been one of the shortcomings of Japanese language instruction in America. It was decided to use as a basis for the new course the Japanese language readers prepared by a noted language teacher in Tokyo, N. Naganuma, who had taught many of the officers assigned to the old three-year course. A supply of these books was received from Japan in September 1941. They were duplicated immediately in sufficient quantity.



LEARN

tity for the beginning of the first course the following month.

Schools were established under contract at Harvard University and the University of California at Berkeley, and to them were sent 47 men selected from the original 600 contacted in the nationwide survey. The members of this first class to test the new experiment were all native U.S. citizens with university degrees and high scholastic standing, between 20 and 35 years old, most of whom had lived and studied in Japan and China.

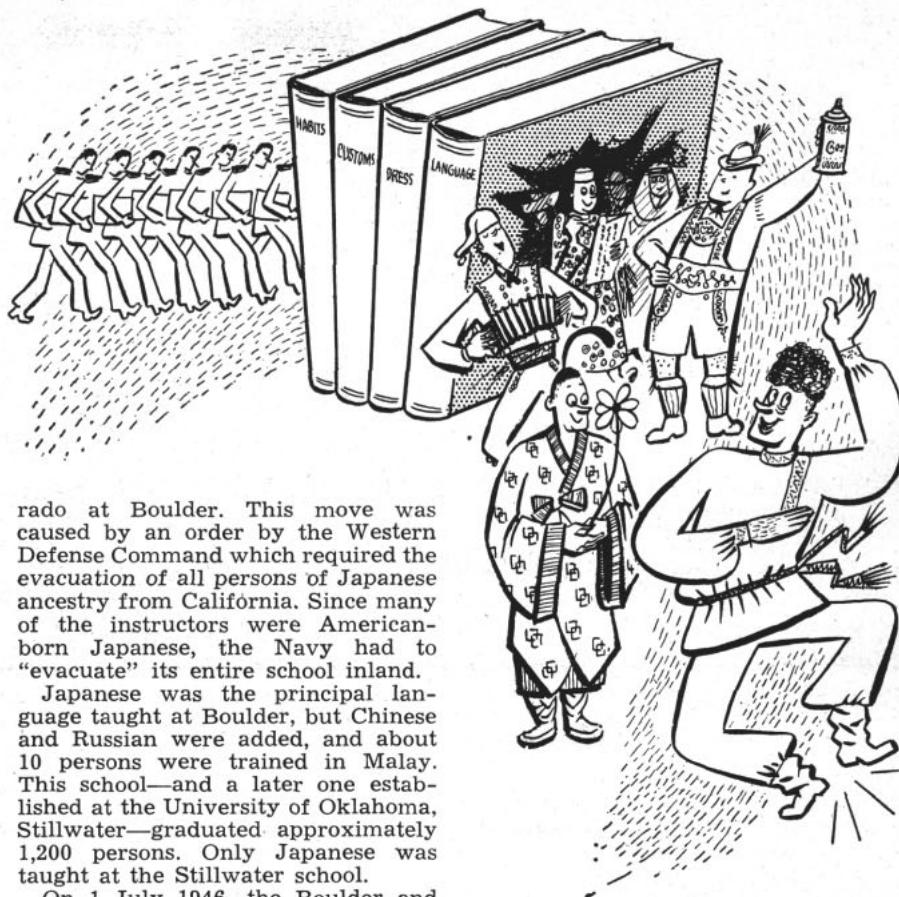
They also were pioneers. The new course in which they were entering was a shock to American language teachers and a definite challenge to the traditional method of instruction. Based on five of the Naganuma language readers, together with other specially prepared teaching aids, it proposed to produce—in a period of only 12 months—the equivalent of the three-year Tokyo course, or normal college study of 18 to 28 years!

At the end of the course, the student was expected to read and write approximately 2,000 Japanese characters and have a speaking vocabulary of 8,000 words. He was expected also to read with ease a Japanese newspaper, to converse in the language with fluency, to broadcast or receive a broadcast in Japanese, to translate documentary materials, and in general to handle the language in both its written and spoken form with relative ease.

A number of competent educators characterized the course as having revolutionized the practical teaching of foreign languages in the U.S. The chairman of the finance committee, Rockefeller Foundation, who is responsible for the assignment of the foundation's funds for the advancement of education, reported that the Navy's system has put the study of Japanese on a new, practical, intensive basis. So much so, he said, that its methods, techniques, organization and general principles of administration will be used as a model for the organization of all intensive language training programs in America which are sponsored by the Rockefeller Foundation and its many allied organizations.

That's the background of the present Navy School of Languages. It isn't the end of the story, by any means. The original Japanese language course was added to, with improvements, until today the roster of languages taught reads like a U.N. guest list: Chinese (Mandarin), Japanese, Russian, German, Portuguese, Italian, French, Spanish, Turkish, Greek and Iranian (with courses being developed in Egyptian and Arabic).

The original courses at Harvard and California were consolidated into one school at Berkeley when the contract at Harvard expired; later this was moved to the University of Colo-



rado at Boulder. This move was caused by an order by the Western Defense Command which required the evacuation of all persons of Japanese ancestry from California. Since many of the instructors were American-born Japanese, the Navy had to "evacuate" its entire school inland.

Japanese was the principal language taught at Boulder, but Chinese and Russian were added, and about 10 persons were trained in Malay. This school—and a later one established at the University of Oklahoma, Stillwater—graduated approximately 1,200 persons. Only Japanese was taught at the Stillwater school.

On 1 July 1946, the Boulder and Stillwater schools were moved to Anacostia and combined with the Naval Intelligence School. Although the scope of language instruction was enlarged, the intensive and concentrated principles found so successful during the war were retained. Here's the study schedule now followed in producing qualified translators and interpreters: Chinese (Mandarin), 18 months; Japanese, 14 months; Russian and German, 6 months; Portuguese and Italian, 4 months; French and Spanish, 3 months.

Each day the student receives four hours of classroom instruction. No more than five students are assigned to any one teacher, allowing each student ample personal contact and guidance. In addition, he receives two hours of supervised study, and is then expected to spend at least eight additional hours on his own to keep up with his daily assignments. That's what is meant by "living with the language." In some courses, no English whatever is spoken after the first day or used in the class text; in no course is English used after the first three days!

Sounds tough? It is, and the requirements for entrance (as outlined in BuPers Circ. Ltr. 89-46; NDB, 15 April) are equally tough. Applicants (they must be male commissioned officers of the Regular Navy or Reserves accepted for transfer to USN), among other things, must have completed a minimum of 2½ years of college or Naval Academy work, and must be 19 to 29 years of age, with no exceptions on this point because it

has been found that older students can't carry the load.

Under joint agreement, the Navy accepts students for language training from the Army, the State Department, the Central Intelligence Group, and other Government agencies.

A student's knowledge of a foreign country does not end with language. After completing the language course, he spends several weeks in "area study," in which he studies the geography, history, economics, politics and other factors of the country. Then comes a rather unorthodox examination before graduation. His only preparation for this is a complete knowledge of the language and country. Others who are studying the same language are invited to attend. The student being examined never knows what to expect—perhaps he will be quizzed at length and then will be asked to speak for 20 minutes on the economics of the country—in the language of that country, of course. Perhaps it is something entirely different. Nothing follows a set pattern, and the student just has to know his subject thoroughly.

The Navy began its language training when it became apparent that the barricades of language must be broken down before we could know our enemies in World War II. It is felt that in the postwar era, it is just as apparent that this language barrier must be dispelled before the Navy can understand America's world neighbors—and thus play its part in the future preservation of world peace.

ALWAYS

A WOMAN'S work, they say, is never done.

Like, for instance, the Navy's nurses, for whom one war has ended but another still rages—the battle against sickness and disease.

Through the misery of two wars, the Navy nurse has found great but humble satisfaction in the knowledge that while she cannot replace a man—and has no desire to—no one can replace her in sustaining and comforting the fighting men of her country. Today, the Navy is inclined to agree with her, but her recognition was slow in coming.

The first seed for the Nurse Corps was planted in 1811, when a young Navy surgeon, Dr. William P. Barton, in a far-sighted report to SecNav recommended that nurses be included among the personnel of Navy hospitals.

The seed was planted, but it took almost 100 years to germinate. It was definitely a man's Navy, and the doors were closed to women. The ships' surgeons who cared for men of the Fleet were aided only by untrained members of the crew.

However, as medical care for military men began to assume new importance, these surgeons felt a growing need for trained workers. Progress, however slow, is inevitable, and in 1842 the Bureau of Medicine and Surgery was established by Congress. Later, in 1898, the Hospital Corps was authorized.

Meanwhile, spurred on by the heroic work of Florence Nightingale in the Crimean campaign, the nursing profession was gaining the respect of medical men and the public alike. Women nurses were beginning to be considered as indispensable in the operation of all hospitals of repute.

At first, this trend was opposed bitterly by military leaders. Florence Nightingale had been regarded openly by many Britons as a troublesome, meddling woman. Others abhorred the idea of women participating in war. But the spirit which had declared, "I can stand out the war with any man!" persisted, to become respected by peoples of all countries.

During the Civil War, some American women performed a courageous service for both sides in caring for the wounded. Although their self-sacrifice was above reproach, these women mostly were volunteers without training. The horrors of the war did much to stimulate wide interest in training nurses. During that conflict the Navy outfitted its first floating hospital, the *Red Rover*, a river steamer captured from the Confederacy. After the siege of Vicksburg, Catholic nuns of the Sisters of Mercy went aboard to care for the wounded.

The Navy's first trained nurses did not comprise an official unit, but were a group of women employed at the Naval Hospital, Norfolk, in 1898 to



WHERE MEN were hurt, there you found Navy nurses in the recent war. Today the Nurse Corps is still fighting the battle against old wounds and sickness.



NURSE teaches Wave the 'mechanics' of the hypodermic needle, above. Navy nurses and hospital corpsmen prepare a patient for helicopter trip, below.



ON DUTY

care for the sick and wounded of the Spanish-American War. They were neither enrolled nor enlisted, and were not sure even of being paid. By verbal agreement they were to be reimbursed for traveling expenses and receive moderate pay "if means could be found for such." Eventually, they were paid from a fund not appropriated by Congress. These women served for 50 days.

At various other times, the Navy employed trained nurses on a contract basis to meet nursing needs in certain naval activities. However, the fight for a Nurse Corps continued unsuccessful. This, despite the continued efforts of Dr. Barton, who had become the first Chief of BuMed, and those who followed him.

That was the germination period of the Nurse Corps, which was climaxed on 13 May 1908, when Congress established the corps as an integral part of the Navy.

With the corps established, nurses were assigned to the Naval Medical School Hospital, Washington, D.C. A superintendent, a chief nurse, and 18 nurses comprised this first group, which is referred to as the "Sacred Twenty." Since the Navy did not provide quarters for them, they were forced to rent a house and open their own mess.

Following this beginning, nurses were sent to naval hospitals at Annapolis and Brooklyn in 1909. Soon they were being ordered to Mare Island and other hospitals. The Navy sent its first nurses to the Philippines in 1910, and soon after to Guam, Honolulu, Yokohama, Samoa, the Virgin Islands, Haiti and Guantanamo Bay, Cuba.

As the Navy's only women, these nurses were a unique group. Congress had designated them as neither commissioned officers nor enlisted personnel, but they had military status. Decisions of the Judge Advocate General on several occasions officially recognized them as members of the naval service, amenable to naval discipline.

This "in-between" status continued through the years until 3 July 1942, when an act of Congress granted nurses permanent relative rank of commissioned officers. This was followed on 26 Feb 1944 by another law which gave actual commissioned rank to Navy nurses during the war and for six months thereafter.

Members of the Nurse Corps had received the courtesies and enjoyed the privileges of officers of the Navy. This new recognition, however, brought honor and dignity, as well as increased authority consistent with the responsibility they carried. Legislation which will permit them to retain permanently their commissioned rank, and which will give the corps a distinct military status, has been passed by the present Congress and signed into law by the President.



OUT-PATIENT care of wives and children of Navy men is an important duty of nurses in hospitals. Here, Navy nurse hands new baby to proud mother.

The young corps of nurses, along with America's nursing profession, met its first challenge in World War I. By that time, nursing had developed into a well-organized unit of society which had succeeded in sweeping aside many of the prejudices of earlier days. Schools of nursing had been established and training followed approved educational planning. Nurses took advantage of the war-born opportunity to establish their worth for all time. In this, Navy nurses shared creditably. They were assigned to hospitals in England, Ireland, Scotland and the French coast. Some, on loan to Army units, served in the field in France. Four were awarded the Navy Cross, and two others received the Army citation "for special, meritorious and conspicuous service."

War demands had increased the ranks of the corps to a peak of 1,460 trained nurses, but a sharp reduction came after the war's end. During the next 15 years the corps numbered about 500, while in 1935 the number was reduced to 332 as a result of the Government Economy Act.

In the peacetime period the nurses kept abreast of the many new discoveries and developments in their profession and in medical science. The greater acceptance of nurses within the military sphere and the opportunities for travel and service in foreign countries attracted many young women of spirit and imagination. This served to animate the corps and counteract any tendency toward relaxation into a routine, uninspired service unit. The nurses followed the Fleet, caring for the men and assisting in public health programs instituted by the Medical Department in remote areas. The record is crammed with varied experiences, from the teaching of native girls on primitive Pacific islands

to assisting in major surgical operations at sea, on board the white hospital ships.

The Navy nurse had thus prepared herself for her second and greatest challenge, World War II. Further preparation had come in 1939, when the Naval Reserve Act permitted recruiting qualified nurses for the Reserve Nurse Corps (there had been no enrollment in the Reserve component during the period of retrenchment). Much of the credit for the work done by the nurses in the war goes to these women who served as Reservists alongside those of the regular corps all over the world. On 31 July 1945, the Nurse Corps totaled 11,021, of which 9,222 were in the Reserve.

When the Japanese attacked, Navy nurses were on duty at Pearl Harbor, Kaneohe Bay, the Philippines, Guam and aboard the *USS Solace* (AH 5). Eleven were captured at Canacao, in the Philippines, and imprisoned for 37 months. During their period of imprisonment, these nurses worked under great hardships to care for the sick and wounded in the internment camp. All were awarded the Bronze Star Medal by the Army, a Gold Star in lieu of a second Bronze Star Medal by the Navy, and the Army's Distinguished Unit Badge.

Five nurses captured on Guam were liberated after having been interned in Japan for six months. One of these nurses returned to the island with the first nurses to set foot on Guam after it was recaptured from the Japanese. Work done by Navy nurses in training native girls on Guam was of great benefit to the Guamanians. After the island's capture, these native girls supplied the only skilled care for their people.

One Navy nurse who was a member



NURSE INITIATES Wave into mysteries of medicine cabinet (left, above). At right, nurse poses against funnel of USS *Refuge*, on which many nurses sailed. When war came, Navy nurses were on duty in Pacific. Some were Jap prisoners.

of an operating unit serving with the Army on Bataan escaped from Corregidor in a submarine to Australia. Upon her return to the U. S. in 1942, this nurse, Lt. Ann A. Bernatitus, was awarded the Legion of Merit. She was the first person in the naval service to receive the decoration.

In addition to serving at hospitals and other medical facilities in the U. S. and overseas, and on board hospital ships, the Navy nurse assumed a new role in World War II. This was duty with the Naval Air Evacuation Service, which flew the wounded from target areas back to hospitals. Each 12-plane squadron operated with a flight surgeon, 24 flight nurses, a Hospital Corps officer and 24 pharmacist's

mates. The first flying teams arrived in Guam in early 1945, after a training period during which they made trans-continental U. S. trips with wounded. During the Iwo Jima and Okinawa campaigns these teams worked tirelessly in flying out the wounded. Sometimes they had to circle the landing fields for as long as an hour, because the airstrips were under enemy fire. In a period of 30 days, approximately 4,500 wounded were flown out of Okinawa alone.

The evacuation service established this efficient procedure for transporting the wounded from target areas: The squadron flight surgeon and several pharmacist's mates were aboard the first hospital plane to land on the

captured air field. With the aid of his pharmacist's mates, the surgeon established an evacuation clearing station near the field, where patients were collected and screened for air transport, receiving necessary treatment prior to flight. Hospital planes landed, were loaded and took off again in about 45 minutes. The flight nurse was responsible for all patients on board.

In the Pacific, Navy nurses were the first American women to be sent to the islands north of New Caledonia. The first group went to Efate, in the New Hebrides, where they cared for the wounded from the long Guadalcanal campaign—Army, as well as Navy and Marine Corps personnel. Others were on duty in New Caledonia, New Zealand, Australia, New Guinea and other islands of the Pacific.

Aboard hospital ships, Navy nurses followed the Fleet in its assaults upon Jap-held islands, picking up the wounded and carrying them back to base hospitals. One such ship carried 1,965 patients from Iwo Jima in two trips, and 4,009 from Okinawa in seven trips. It was just luck that no Navy nurses were killed in action.

That, briefly, is the job done by the Navy nurse in World War II, a job which did not end with the peace. The war's aftermath brought long months of caring for the wounded, of transporting them back to the U. S. The battle still is not over. Navy nurses now are engaged in the long-term program of rehabilitating thousands of Navy men still in naval hospitals. It's a tremendous task, and in order to meet it, the corps has asked that 200 Reserve nurses return to active duty for at least a year. They will return at the rank they held when they left the service, and will have continental U. S. duty. The regular Nurse Corps also is open, with many billets still to be filled. The ranks are being built up slowly, but surely.



FORTUNES of war carried some nurses to exotic spots. This wartime photograph shows nurses taking advantage of the sun on South Pacific island beach.

HONOR TO SUBS

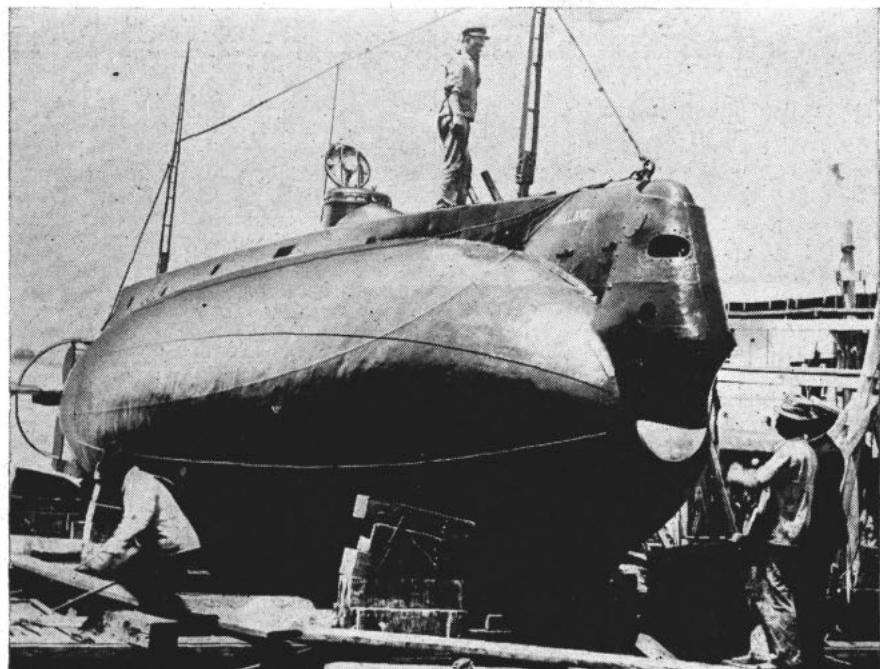
A MONTH after *uss Holland*, the Navy's first submarine, had been placed in commission, a report to Sec-Navy stated in November, 1900:

"...and while the *Holland* seems to have created a favorable impression, it is too early yet to say much with regard to the practical utility of boats of this type for war purposes. Undoubtedly, the moral effect of their known or suspected proximity will be considerable."

Well, it may have been moral or it may have been something more tangible; at any rate, the numerous descendants of that early *Holland* exercised such an influence that Japanese shipping pretty well carpeted the floor of the Pacific Ocean by the time World War II was over. And the handful of officers and men who put their faith in the little *Holland* at the turn of the century seem now, in retrospect, to have been prophets of considerable honor.

It was to pay them and the service they founded proper respect that 11 Apr 1947 was designated Submarine Anniversary, the first of what will be an annual series, just 47 years from the date of the *Holland*'s acceptance.

The *Holland* was designated a submersible torpedo boat when she was accepted for naval service in 1900, and she was named for John Philip Holland, American inventor and head of a company which was the predecessor of the now-noted Electric Boat Company of Groton, Conn. The pioneer submarine measured 53 feet in length and displaced a puny 74 tons; her beam was just 10 feet. A 50-horse gasoline engine powered her on the surface, and a storage battery and electric motor drove her underseas. She mounted a bow torpedo tube and could carry three torpedoes. She also mounted a gun designed to hurl explosives through the air, but this proved impractical. She had been built by the inventor himself, using such meager



OUR FIRST sub was the *Holland*, built in 1898 by John P. Holland. She displaced 74 tons, was 55 feet long, and had one deck tube for 18-inch Whitehead torpedoes.

funds as he possessed, supplemented by what he could induce foolhardy citizens to lend him.

The *Holland* was not the first submarine this man had built, though she was the most advanced type he had attempted. Still she was beset with bugs. Once, with all preparations made for a series of trial tests and exhibitions, she quietly foundered at her moorings. Someone, it turned out, had left a sea valve open.

Raising the *Holland*, the inventor found he could not stand the expense of breaking down the motor to dry it. An ingenious employee of the company from which he purchased the motor dried the windings and parts by converting one end of the double-ended armature into a generator and forcing current in the other end. As a result, Mr. Holland asked the employee, Frank T. Cable, to join him, and the two became an effective team in submarine development.

The little submarine underwent many tests after her Navy acceptance,

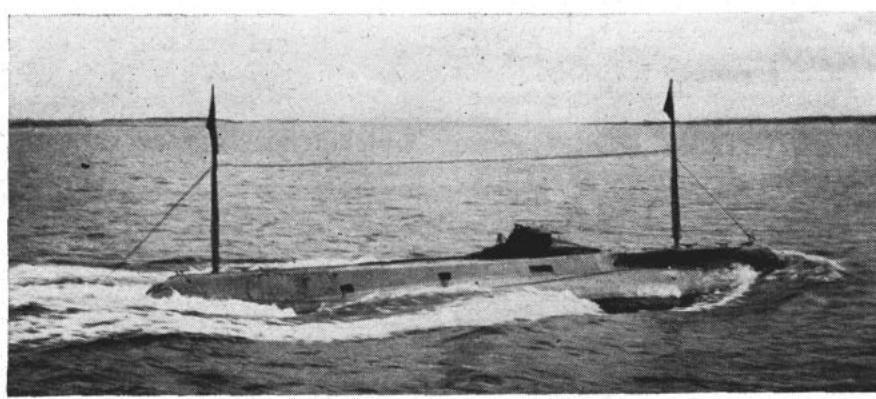
and a public exhibition was given in the Potomac River near Washington, D.C., for Admiral George Dewey, his staff, and members of Congress, before she was commissioned 12 Oct 1900. She was, by that time, under charge of Lieut. H. H. Caldwell, USN, and a crew of five volunteers.

After her commissioning, Lieut. Caldwell and his volunteer crew took the craft on a 166-mile cruise from Annapolis to Norfolk, making the trip in two days. On one occasion, they managed to coax a speed of seven knots out of the boat.

Holland served for many years as a training and experimental vessel, performing out of all proportion to her tonnage in founding the "silent service." She became the model for many later submarines. She was stricken from the Navy list in 1910, and eventually sold to a scrapper. He requested, and received, Navy permission to put her on public exhibition in 1915, but her scrapping apparently was completed in 1917-18.

The Navy bought the *Holland* originally for \$150,000, in comparison to the six to eight million dollar price tag on World War II fleet type subs. Submarine design had come a long way in those 40 years. The underseas boats that made history in World War II were more than 300 feet long, carried almost 100 officers and men, could cruise up to 15,000 miles without refueling and were capable of surface speeds up to 20 knots. They displaced 1,500 tons, could carry 24 torpedoes and one or two 5-inch guns and smaller automatic weapons.

But for all their bulk and power, they can credit in more ways than one the "moral effect" of *uss Holland*—submersible torpedo boat—for their present state of eminence in the modern navy.



HOLLAND is buttoned up here and starting her dive. She had a submerged speed of two knots, crew of one officer and five men. She carried three short torpedoes.

Boxing, Baseball Highlight All-Navy Sports Program

Tentative Schedule For Tournaments Listed

Tentative schedule for All-Navy sports championships during the next fiscal year has been released in a circular letter. Events will follow, in order, the All-Navy boxing championships in San Diego the first week in June. Locations for future championships have not been decided. The schedule:

Tennis, third week in July; swimming, third week in August; softball, first week in September; baseball, second week in September; football, last week in November; wrestling, second

week in February, 1948; basketball, second week in March; boxing, first week in June.

The All-Navy football championship will be determined in a game pitting the two teams considered best in the Navy (including Marine Corps). The two teams will be selected on the basis of season's record considering pertinent factors, such as comparative scores and caliber of opposition.

Golf was not scheduled during fiscal 1948 because many activities already have participated in the Inter-Service Golf Tournament. In the future, however, an All-Navy Golf Tournament will be scheduled the second week in August.

Mississippi Team Wins

Boxers of *USS Mississippi* (AG 128) have become the first Navy team in history to win the Virginia State amateur boxing championships. Winning the finals with a team score of 22 points, the *Missy-men* crowned two state champions and captured four trophies. The team had previously annexed lightweight and welterweight novice crowns in the Tidewater Amateur.

Top honors went to Jimmy Ithier and Don Stewart, who won the Tidewater and Virginia titles in the 135-pound and 147-pound novice classes, respectively. Ted Luppino, 175 pounds, cleared away all opposition in the open class in preliminaries, but was decisioned in each of the finals. Other Mississippi boxers who went to the finals, where they lost by decision, were Rod Campbell (126), Bill Britton (160), Harry Favre (175) and Al Noel (126 open).

As a result of their success, the Mississippi team now has its sights set on the All-Navy boxing eliminations and championships, the latter to be held in San Diego during the first week in June.

Marine Sports Plans

To provide information on which to base Marine Corps plans for participation in All-Marine Corps, All-Navy, naval command and district athletic tournaments, Marine commands were directed to submit certain pertinent information to headquarters, Almar 27-47 announced. Information was to be submitted as an addendum to the special services quarterly report for the period ending 31 March, as follows:

- Number, types, condition, spectator capacity and suitability for tournament use of all athletic fields, courts, pools, golf courses, bowling alleys and other sports layouts of standard size and under MarCorps jurisdiction.

- Local conditions for accommodating visiting teams; numbers of officers and men who can be accommodated.

- Statement of intention to compete if All-Marine Corps, All-Navy, naval command and naval district tournaments are held this year in boxing, tennis, swimming, golf, softball, baseball, track, football and basketball.

VPP-1 Wins Tourney

Photographic Squadron One of Camp Miramar, Calif., nosed out the Gunfire Support School, NAB, San Diego, in the finals of the San Diego Army-Navy YMCA Volley Ball Tournament, 15-12, 14-16, 15-11. Teams finished the tournament in this order: VPP-1, Gunfire Support School, Marine Corps Base Dental Clinic, *USS Prairie*, *USS Ft. Marion*, MCB Troop Training Unit, Fleet Sonar School, 11ND Headquarters, MCB Sea School, Navy Field.

Hawaiian Quintet Takes All-Navy Court Title

All-Navy basketball champs, 1947, are the men of the Naval Hawaiian Area quintet who swept aside strong opposition in the first All-Navy Basketball Championships at NTC, Great Lakes, March 26-29. The Hawaiians defeated the Second Marine Division of Camp Lejeune, N. C., 57 to 45 in a decisive finale.

Eight teams selected from the Navy at-large in area elimination tournaments traveled to Chicago for the championships. Results of championship play were as follows:

In the first round games 26 March, Naval Hawaiian Area defeated NAS, Moffett Field, 46-33; Marine Barracks, Quantico, defeated Naval Air Training Bases, Pensacola, 64-54; Second Marine Division, Camp Lejeune, defeated Naval Air Technical Training Command, Jacksonville, 57-56; Marine Corps Air Station, El Toro, Calif., defeated NAS, Quonset Point, 59-41.

In consolation bracket semi-finals 27 March, Moffett Field defeated Pensacola 48-40, and Jacksonville defeated Quonset Point 63-52.

Championship bracket semi-finals were played 28 March, and Hawaii defeated Quantico 59-46; the Second Marine Division defeated El Toro 50-46.

Finals were held 29 March. In the consolation bracket, Jacksonville defeated Moffett Field 56-39. In the championship bracket, the semi-finals losers battled for third place, El Toro defeating Quantico 58-48; Hawaii defeated the Second MarDiv 57-45 to decide the tournament winner and the second place club.

Box score of the final game appears below.

As distinguished from purely Fleet



ALL-NAVY basketball champions, from left to right: Dennis, Collett (standing), Wells, Castano, Ellis, Appedisano, Winans, Brawley, Henthorn, Ray, Hatch.

championships of prewar days, the basketball championships was the first in what is planned as an annual series of truly All-Navy championships in many major sports.

Navy officials who attended the championships were unanimous in their comment that if future championships are as well-administered as was the basketball play, for which Com 9 and NTC, Great Lakes, were co-hosts, their success is assured.

The winning team earned the right to have its name inscribed on SecNav's perpetual basketball trophy, the first team to be listed on the cup. Each participating team was given a team award, and each individual participant received an award—gold belt buckles with belts for the winners, silver buckles with belts for the second place team members, and gold or silver medallions for members of other competing teams.

The box score:

Naval Hawaiian Area

	G	FT	TP
Collett (f)	4	3	11
Wells (f)	2	2	6
Castano (c)	0	1	1
Winans (c)	1	3	5
Brawley (c)	5	0	10
Ellis (g)	3	3	9
Ray (g)	2	3	7
Hatch (g)	0	0	0
Appedisano (g)	4	0	8
Totals	21	15	57

Second Marine Division

	G	FT	TP
Turek (f)	5	2	12
Johnson (f)	3	1	7
Sigmund (f)	3	3	9
Morrisey (c)	2	0	4
Engel (g)	0	2	2
Lowe (g)	3	0	6
Woods (g)	0	3	3
Rittiner (g)	1	0	2
Totals	17	11	45

Officials: Joe Rieff (Northwestern University) and Joe Conway (Waukesha, Wis.), Big Nine Conference officials.



HERE'S action in All-Navy tournament finals, when Naval Hawaiian Area squad (shiny trunks) beat 2nd MarDiv.

MAY 1947

Chief Top Golfer

The first nation-wide Interservice Invitational Golf Tournament, held at Augusta, Ga., was won by Joseph C. MacDonald, ACMM, USN, of NAS, Banana River, Fla. MacDonald had a 36-hole score of 72-75—147, to nose out Col. James Wilson, AAF, by one stroke.

Participating in the tournament were 148 officer and enlisted personnel of the Army, Navy, Marine Corps and Air Corps. Of the Navy's entries, 27 per cent were enlisted men.

Lt. James W. Kinder, USN, playing on the team of PRNC, was the next highest Navy contestant with a score of 78-75—153. He was awarded the individual Navy trophy.

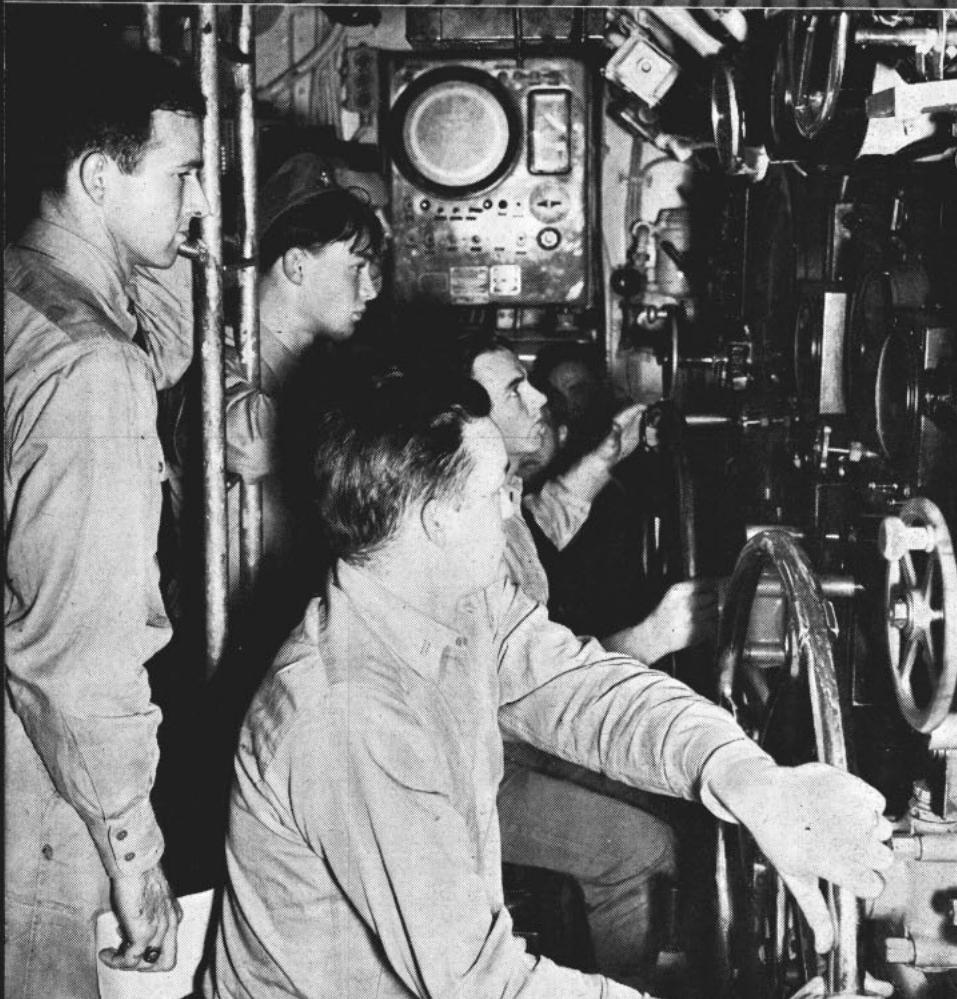
The team trophy was won by Air Training Command, AAF, in a play-off with NATC, Pensacola.

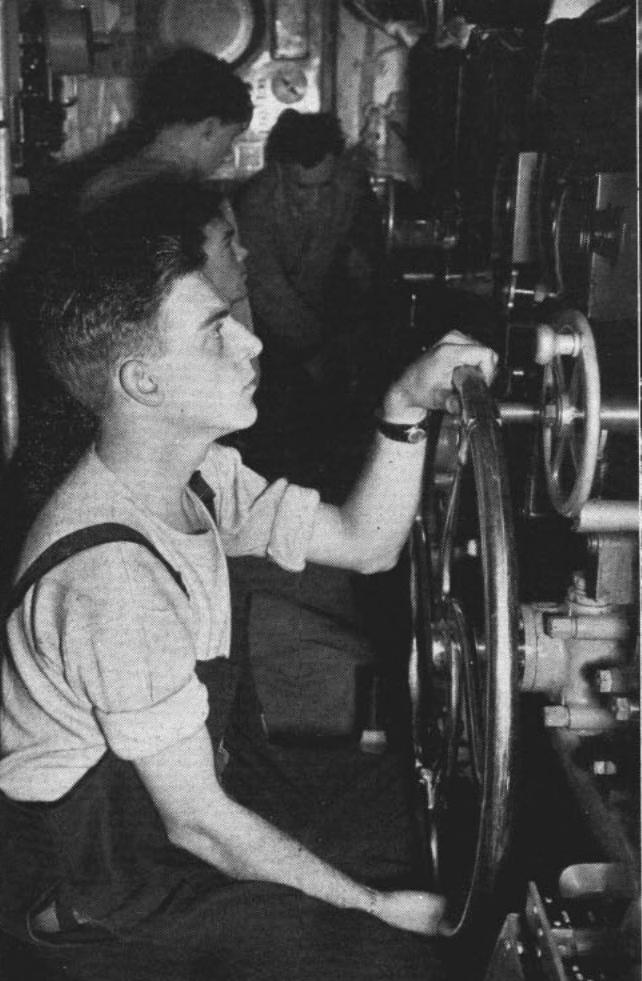


GOLF CHAMP is ACMM MacDonald who shot 147 to nose out army air corps colonel and win Interservice tourney.

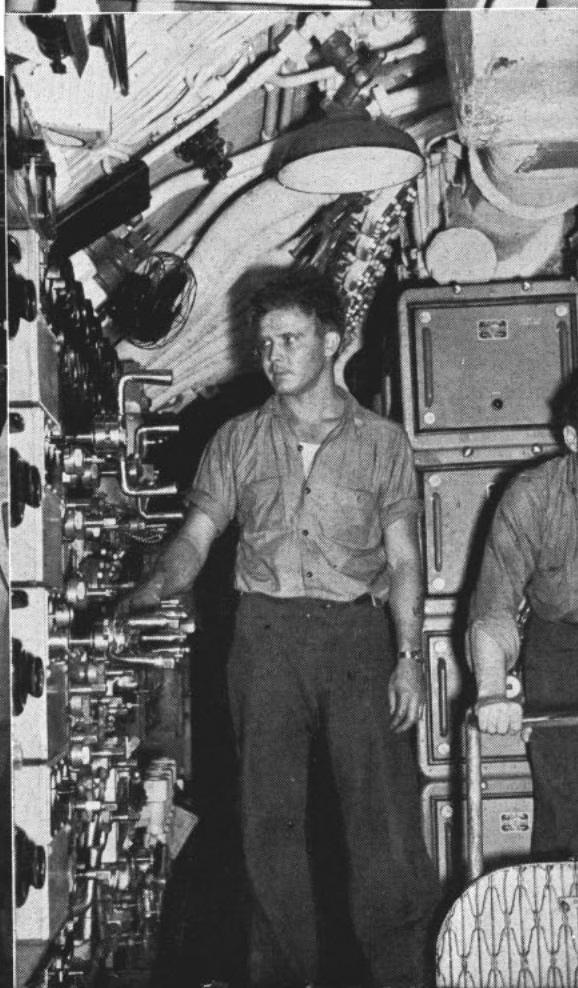


DEEP STUFF





SUBMARINE RESERVISTS renewed their knowledge of the mechanism and operation of Fleet submarines when they took a two-day cruise aboard USS Bugara on the West Coast. They are shown here at work.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

● **CERTIFICATES** for crossing the Equator and the Arctic Circle, the only official forms of their kind, may not be requested by individuals.

Misinterpretation of an article about these and other certificates (ALL HANDS, January 1947, p. 14) has caused considerable confusion at NSD, Norfolk, Va. That activity has received requests from many individuals for these forms. They may be ordered only by COs, who are responsible for the actual completion of the forms.

The supply depot also has received requests for other certificates which are unofficial and not provided for general issue. Included in this group are Shackle and Grommet, Plank Owners and Golden Dragon certificates. All of these unofficial forms have been drawn up by ships themselves or purchased in civilian stores.

If it's a Neptune or Arctic Circle certificate, it's official. If it's official it must be ordered by your CO.

● **ATLANTIC FLEET** operations are being concentrated in two East Coast areas because of several reasons advantageous to the Navy and to Navy men. One of the principal reasons for the move is that such concentration will tend to allow seagoing sailors more time with their families ashore.

Admiral W. H. P. Blandy, USN, CincLant, informed ALL HANDS of the action, and commented, "During the past year efforts have been directed towards the stabilization of operations within the Atlantic Fleet. Directives along this line have already been published. . . and will become effective now that the tactical exercises have been completed. The plan, as initiated and developed, will have far-reaching benefits for all personnel operating in the Atlantic Fleet."

The Admiral said that, keeping in mind that peacetime activity would be of a restricted nature, the Fleet, force, area and type commanders have worked to concentrate the Fleet into the fewest possible operating areas. The selected areas were chosen with a view toward economy of service, type training and operating base facilities, but a major factor was consideration of morale of Fleet personnel.

The morale factor was noted in a CincLantFlt letter as follows: "CincLantFlt recognizes the obligations of Fleet personnel to their families, believes that Fleet personnel are entitled to spend a reasonable proportion of their liberty hours at home, appreciates the present housing shortage and cost of living that precludes 'ship following,' realizes that there can be no sense of permanency or security

until ships can be operated habitually from the same port while in the United States."

The two East Coast areas chosen for Atlantic Fleet bases are Norfolk, Va., and Newport, R. I. Concentration of operations in these areas, combined with final reassignment of ships to home ports and home yards, provides officers and enlisted men of the Fleet with definite knowledge as to the best locality in which to settle their families during their tour of sea duty.

It was recognized that housing in Newport and Norfolk, as in virtually every other East Coast city, is at a premium. But district housing officers are actively searching for housing for dependents and encouraging housing development programs. Their action is based on the premise that a large percentage of the Fleet will be using these ports in the future.

The Admiral declared that stabilization of Fleet operations definitely presents the opportunity for Navy men to carry out personal plans as to leave and location of their families in areas in which they will be operating most of the time.

● **TERMINAL LEAVE** bonds and checks are being returned to the Terminal Leave Disbursing Office, NTC, Great Lakes, at a rate of about 100 per day. Return of the terminal leave payments has been caused by insufficient or incorrect addresses, and the backlog of such payments now numbers about 1,200.

The office cautioned those expecting checks or bonds to keep the office advised of changes of address until payment is received. Enlisted men who have not received payment within 60 days of submission of claim, and officers who have not received payment within 30 days after receipt of notice of leave credit from BuPers, should write the Officer-in-Charge, Terminal Leave Disbursing Office, and inquire into the status of their claim.

Complete instructions for terminal leave administration may be found in BuPers Circ. Ltr. 193-46 (NDB, 31 Aug 1946) and BuPers-BuSandA Joint Letter (NDB, 30 Sept 1946). See also p. 49.

● **SHORE DUTY** billets are open for radarmen, sonarmen and ETMs who are qualified for shore duty. They may apply for transfer to shore duty and are pretty well assured of getting a billet, BuPers announced.

Personnel who desire, and are qualified for shore duty may forward requests in accordance with BuPers Circ. Ltr. 249-46 (NDB, 31 Oct 1946), which states qualifications for shore duty.

ROUNDUP OF LEGISLATION AFFECTING

National Defense—S. 758, H.R. 2319: Introduced; to promote national security by providing for a National Defense Establishment, under a Secretary of National Defense, and with departments of the Army, Navy and Air Force.

Promotion—S. 902, H.R. 2537: Introduced; revision of laws relating to promotion, involuntary retirement and distribution in rank of all officers in the regular Navy and Marine Corps. Hearings before House ASC were commenced on 1 April (see ALL HANDS, April 1947, p. 54).

Chief of Chaplains—S. 227, H.R. 1365: Passed House; to establish a Chief of Chaplains with rank of rear admiral (upper half).

Civil Engineers—S. 232, H.R. 1359: Passed House; to increase authorized number of CEC officers.

Warrant Promotion—S. 281, H.R. 1362: Favorably reported with amendment by House ASC; to permit counting temporary service as warrant, commissioned warrant or commissioned officer toward six-year service for promotion to CWO.

Nurse Corps—S. 322, H.R. 1943: Passed by both Senate and House; to reorganize Nurse Corps, Navy and Naval Reserve.

P. G. Line School—S. 278, H.R. 1379:

Reported by House ASC; to establish a post-graduate school of the line of the Navy.

Reserve Retirement—H.R. 2744 (joint bill agreed upon by Army and Navy): Introduced; a modified form of retirement for commissioned and enlisted personnel of Reserve components of armed forces.

Military Security—S. 1019, H.R. 2965: Introduced; to insure further military security of the U. S. by preventing disclosure of information secured through official sources.

Supply Duty—S. 277, H.R. 1371: Reported by House ASC; to authorize SecNav to appoint, for supply duty only, officers of the line of the MarCorps, and for other purposes.

Clothing Allowance—S. 320, H.R. 1375: Passed House; to further amend Sec. 10, Pay Readjustment Act of 1942, to provide for clothing allowance of enlisted men of the MarCorps and MarCorps Reserve.

Veterans' Subsistence—S. 914: Introduced; to increase subsistence allowances payable to veterans pursuing courses of education or training under the G.I. Bill, and to provide corresponding increases in ceilings on combinations of subsistence and income from productive labor.

Save Frigate—S. 849: Introduced; to

● **POLICY** regarding letters-of-recommendation, written by members of the naval service in behalf of officer and enlisted veterans who formerly served under them, was clarified by BuPers in a letter to the Navy's Civil Readjustment Section.

The letter said the Bureau of Naval Personnel sees "no objection to letters from individual officers to members of the general public setting forth purely personal observations or recommendations concerning officers and men with respect to whom they feel qualified to express an opinion."

"If an officer from whom such a recommendation is requested should feel that he cannot conscientiously give a favorable recommendation to the individual concerned, or if the volume of requests for such information threatens to become burdensome to a particular activity, persons requesting information of this character might be advised that the Bureau of Naval Personnel maintains complete records of members of the Navy and Naval Reserve, and that the request in question is being forwarded to the Chief of Naval Personnel."

"Needless to state, letters of recommendation concerning personnel and former personnel addressed to persons and firms outside the naval service should not in any manner convey an impression that they are official statements, certificates or forms, or anything other than the personal opinions of the writer, based either upon his own observations or representations made to him by others serving

under his command who have had an opportunity for personal observation."

The opinion of the Chief of Naval Personnel was given in amplification of the meaning of Art. 103, Navy Regs, which provides, in effect, that officers shall not give certificates to persons with whom they have had official dealings, except that letters may be given to employees of the Navy appearing before examining boards, and to former enlisted men seeking positions ashore, setting forth the character of service performed and efficiency and conduct while under the observation of the officer writing the letter.

● **STRIKE/FLIGHT** awards (those based on strikes, flights and missions in combat areas) are being awarded retroactively to 7 Dec 1941, under a SecNav letter of instructions and policies dated 18 Dec 1944 (NDB, 44-1421).

A strike is defined as an offensive mission in a combat area, if the plane attacked the enemy, met enemy opposition or was actually subjected to enemy attack.

A flight is defined as primarily a non-offensive mission (transport, search, scouting, patrol, photographic), or an operation in an active combat area where enemy antiaircraft fire is expected or where enemy air patrols usually occur.

Members of the flight crew of a plane which participated in strikes or flights, who did not earn individual awards, may apply for the following awards: fifth strike or flight, Air Medal; 10th strike or flight, gold star in lieu of second Air Medal; 15th strike or flight, gold star in lieu of third Air Medal; 20th strike or flight, Distinguished Flying Cross.

Applications for awards under the strike/flight system must originate as official correspondence and may be forwarded to the command under whose jurisdiction the strike or flight was made, or if all information is complete requests may be forwarded via COs and former squadron or group commanders, under whom service was performed, to the Navy Department Board of Decorations and Medals, Navy Department, Washington, D. C.

The following information must be included in recommendations or requests for strike/flight awards: full name, rank (rate), file (service) number, branch of service, squadron and ship or base, type of plane and position in crew, date, type of flight, target and location, hazards involved, damage inflicted, damage received, results obtained and enemy opposition (state anything unusual about the strikes or flights listed).

In recommending awards for flights only, include the statement required by paragraph 4(b) of Annex A to the SecNav letter; if no enemy opposition was encountered, state evidence which would indicate that it was expected. List previous awards and dates they were awarded, and state that none of the strikes or flights in the total upon which the recommendation is based have been used as the basis for another award.

NAVAL PERSONNEL

provide for the preservation of the frigate *Constellation*.

Submarines — H.R. 1367: Passed; to authorize the construction of experimental submarines, and for other purposes.

Filipinos — H.J. Res. 90: Passed House; to permit transfer to Fleet Reserve of certain Filipinos discharged prior to 4 July 1946 and subsequently reenlisted within 90 days, but after 4 July 1946.

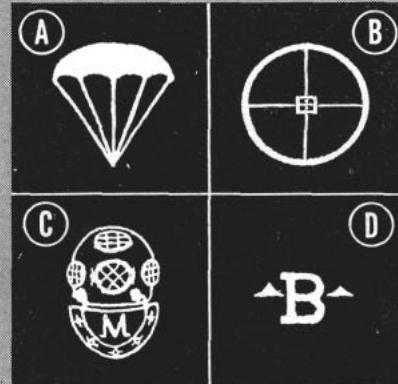
Under SecNav — H.R. 1369: Passed House; to make permanent the offices of Under Secretary of the Navy and Under Secretary of War.

Naval Academy — H.J. Res. 116: Passed House; to correct error in Public Law 729 (79th Congress) by restoring authority to appoint members of the Naval Reserve to Naval Academy; and to increase the number of such appointments, together with the number to regular Navy, from 100 to 160 each, annually.

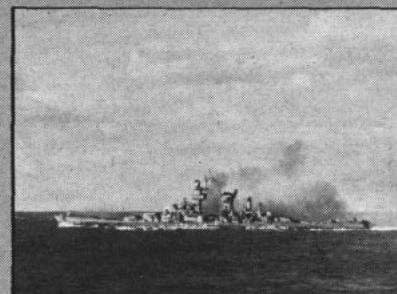
(Legislation previously listed in this column, which has had no change in status, has been omitted; these bills will be listed again as changes occur. The abbreviation ASC stands for Armed Services Committee, which in both the House and Senate is the consolidation of the former Military and Naval Affairs Committees.)

QUIZ AWEIGH

The powers of observation and memory frequently play tricks on us all. In your Navy days you have seen the "real thing" or the photos below. How much can you recall from memory?

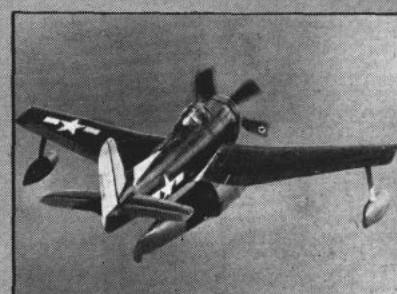


1. Can you identify the specialty markings shown above?



2. A power house as anyone can see, it's a (a) battlewagon (b) battle cruiser (c) battle destroyer.

3. It has a displacement tonnage of (a) 15,000 (b) 45,000 (c) 30,000.

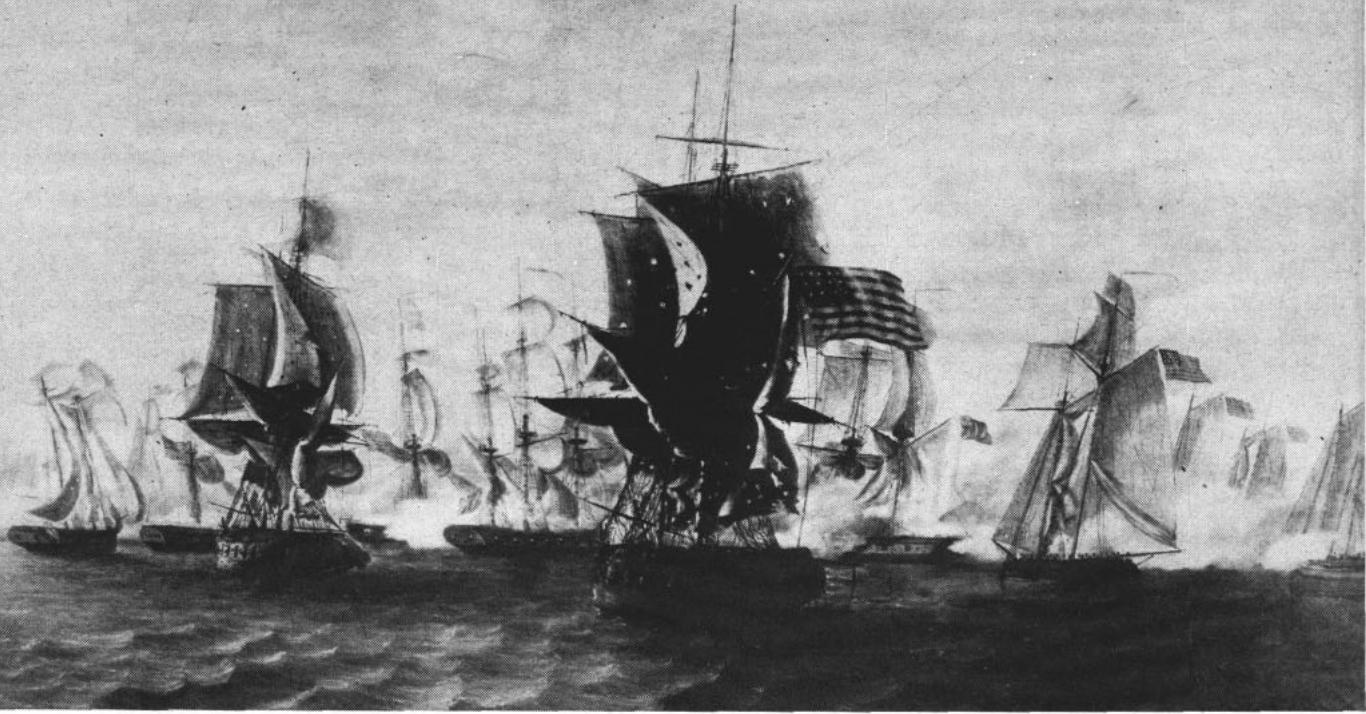


4. This plane as you can readily see is a (a) Kingfisher (b) Seagull (c) Seahawk.

5. It carries a crew of (a) 1 (b) 3 (c) 2.

ANSWERS ON PAGE 61

TRUXTUN'S TAUT SHIP



TRUXTUN and Constellation made short work of *Insurgente* in this battle. History makes no mention of other ships shown here.

TRUCULENT Thomas Truxtun probably got that way in the British service, where he saw midshipmen flogged like peddlers' donkeys. But the early American merchant marine also was no gentle nursery and the Commodore became a merchant seaman at 12.

Harsh as a hangman and stiff-necked as well, the hero of the naval war with France ran a taut ship and made no apologies. He told his midshipmen:

"... I shall always have pleasure in giving encouragement and instruction to you or such of you as I see merit it, and such as do not I shall have equal pleasure in getting rid of as speedily as possible."

One of the midshipmen so admonished became Admiral David Dixon Porter and a notable commentator on the rigid discipline enforced by Truxtun. "Capt. Truxtun," the admiral solemnly attests, "was a very severe man . . . educated in the rough school of the merchant service. . . ."

Porter confessed that it was almost more than he could bear and once he told Truxtun as much. "My boy," the formidable one thundered, "you shall never leave the navy if I can help it; why, you young dog, every time I swear at you, you go up a round in the ladder of promotion. . . ."

There's no doubt that a Truxtun-commanded ship was an uncomfortable place for an easily wounded spirit. His men were sworn at, cuffed,

kicked and sent to the masthead for minor offenses. A Truxtun ship was a taut one.

The Commodore was just as exacting in his relations with the beach, brooking no interference. He could descry a slight to Truxtun as soon as it poked an ugly head over the horizon. President John Adams learned of the Commodore's sensitivity to his regret.

Adams had a high regard for Truxtun and once asserted, "I wish all the other officers had as much zeal." He almost lost the services of the zealous one in the midst of the naval war with France.

Truxtun was fresh from victory over the French frigate *Insurgente* when Adams decided a seniority dispute in favor of Capt. Silas Talbot. Truxtun promptly resigned—an action that the President sagely ignored.

No Navy enthusiast, President Jefferson terminated Truxtun's naval career in 1801 after a similar show of temperament. Ordered to command a squadron in the war with Tripoli, Truxtun demanded a commanding officer for his flagship. Jefferson thought

this an undemocratic duplication of talent and refused the request. Truxtun's resignation (he may have kept one ready written for such contingencies) shot back directly. Jefferson accepted it.

Tough and touchy Thomas Truxtun was born 2 Feb 1755 at Hempstead, Long Island. He was the son of an English barrister, who died in 1765, and left the rearing of the lad to a relative.

Two years later Truxtun was at sea and when 15 years old, was snatched off a merchant vessel and pressed into the British service in *HMS President*. Attracted by his ability, the *President*'s captain urged him to stay in the British Navy, but Truxtun wasn't having any.

At 20, back in the American merchant marine, Truxtun had risen to command. That was in 1775, a momentous year for the American colonies, and Truxtun was ready to join the struggle.

In the strife-torn years that followed he won a remarkable reputation as a privateersman in the *Congress*, *Independence*, *Mars* and *St. James*. In the latter vessel, a 20-gun craft, with the Revolution in its final and crucial months, Truxtun sailed into Philadelphia with a cargo described as the most valuable of the war, after beating off a 32-gun British frigate in a sharp fight.

His "... services were worth a regi-

**Superiority In Numbers Of
Enemy's Guns And Men
Made No Difference To
American Hero Of The
Quasi-War With France**

ment . . ." George Washington estimated.

None of this activity was unprofitable for Truxton. In 1780 he paid taxes on an estate of \$15,200—and that wasn't haircut money in 1780. The Truxton fortune grew after the Revolution as he entered the China trade, sailing in 1786 in the *Canton*. By 1794 Truxton could afford to indulge his native belligerency and accepted appointment as captain in the U. S. Navy, fifth on the original list of six.

Trouble wasn't long in coming—it had been brewing since the Revolution, when the mutual affection expressed by the United States and France slowly slipped into mutual mistrust.

Truxton commanded the frigate *Constellation* in 1798 when the U. S. abrogated all treaties with France and—eschewing declaration of war—ordered the capture of "any French vessel found near the coast preying upon American commerce."

In company with the *Delaware*, commanded by Stephen Decatur, the *Constellation* went to work off the Delaware capes. They seized the French *Croyable*, signalling the start of hostilities.

The *Constellation* found better hunting in the West Indies. At noon of 9 Feb 1799, bowing along off Nevis Island in the Leeward group, Truxton "... discovered a large ship to southward, on which I bore down."

She was the French frigate *Insurgente*, artfully flying American colors but unprepared to acknowledge an American recognition signal. She confirmed Truxton's suspicions later by hoisting the tri-color and firing a confirming gun to leeward.

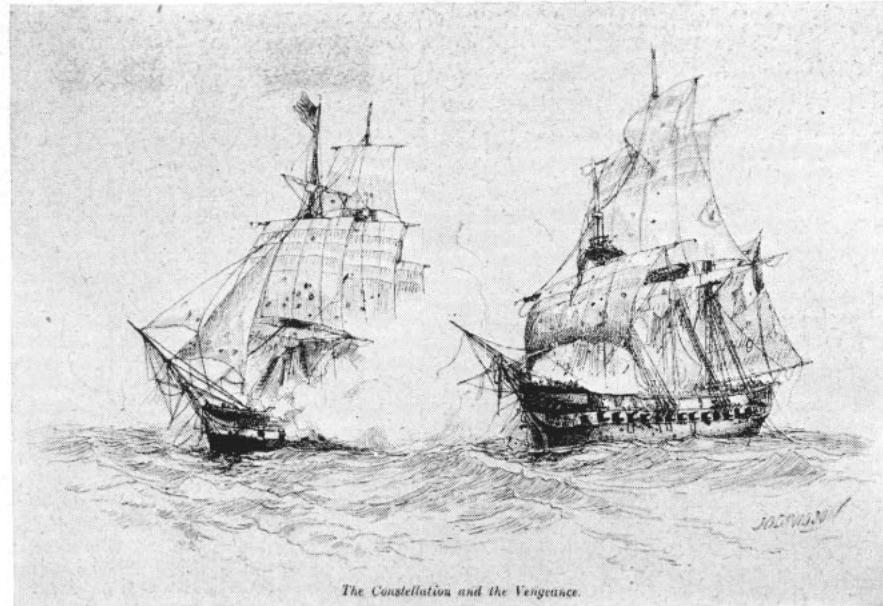
Captain Barreaut in the 40-gun *Insurgente*, with a complement of 409, wasn't too apprehensive of the 36-gun American, manned by 309. He first took her to be a British corvette.

The chase was only 90 minutes old when the keen seamanship of Truxton completely altered the odds. At 1330 a black squall, bursting suddenly out of the tropic sky, caught the Frenchman unawares. While Truxton, alert to the peril, ordered all hands to shorten sail, the squall carried away the *Insurgente*'s main topmast.

When the blow had passed, Truxton quickly ordered the *Constellation*'s naked spars reclad, and overhauled the foe at 1515. Ignoring frantic hails from the Frenchman, Truxton bore down within 10 yards of the *Insurgente* then let fly a full broadside.

Barreaut viewed "... terrible havoc in my quarterdeck," but gallantly moved to take the only advantage left to him—the 409 to 309 bulge in manpower. "As soon as my first broadside was fired," the French skipper reported, "I cried, and with all the men on the quarterdeck and forecastle, 'Stand by to board!' My cabin was invaded to get arms, and I ran to the helm to luff her in order to run aboard the American frigate."

Truxton wouldn't hold still for it. He maneuvered away from the



The Constellation and the Vengeance.

VENGEANCE (right), much larger than *Constellation* and carrying many more guns and men, was soundly whipped in the slugging match in West Indies waters.

crippled Frenchman, easily crossing her bow and loosing a raking broadside as he passed. Truxton had ordered his lieutenants to fire directly into the hull, loading with two round shot, but the *Insurgente* suffered aloft as well.

Her mizzen topmast fell in at the top, the spanker was riddled, the braces, fore-blowlines and fore-top-sails cut through. "Our topmen . . . did not reply," Barreaut related, "the master did not appear upon the bridge, no quartermasters were left . . ."

In the *Constellation* the iron Truxton discipline revealed itself in every move. Gun crews functioned with cold efficiency and the ship was worked

as calmly as on a Chesapeake cruise.

Again she forged ahead of the *Insurgente*, passed across her bow and delivered a crashing broadside. Still a third time the *Constellation* moved in front, threatening to rake the hapless Frenchman.

No fool was Capt. Barreaut. He struck the colors. Truxton sent Lieut. John Rodgers to the *Insurgente* with a prize crew of one midshipman and eleven men. They found a thoroughly beaten ship with 70 casualties—29 killed and 41 wounded.

Only one man was killed in the *Constellation*, but not from enemy action. "One fellow," Lieut. Andrew Sterrett succinctly announced, "I was obliged to run through the body with my sword and so put an end to a coward." A Truxton command was a firm one.

Rodgers extended this administrative rigor to the *Insurgente*. In the midst of transferring prisoners night came and with it high wind and seas. The frigates became separated, leaving Rodgers with 173 reluctant prisoners and a ship to sail with his tiny crew.

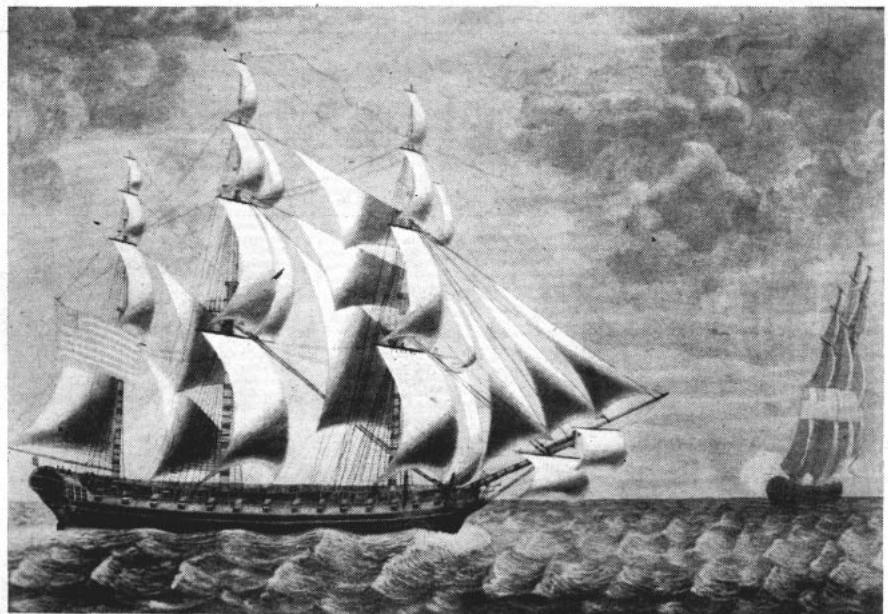
He accomplished this task and, after three sleepless nights and two days, joined the *Constellation* in St. Kitts.

Both vessels sailed for the United States in May and reached Hampton Roads late that month. The *Constellation* went on to New York, there to be fitted with a gun deck battery of 18-pounders instead of twenty-fours, which Truxton had found too heavy for her.

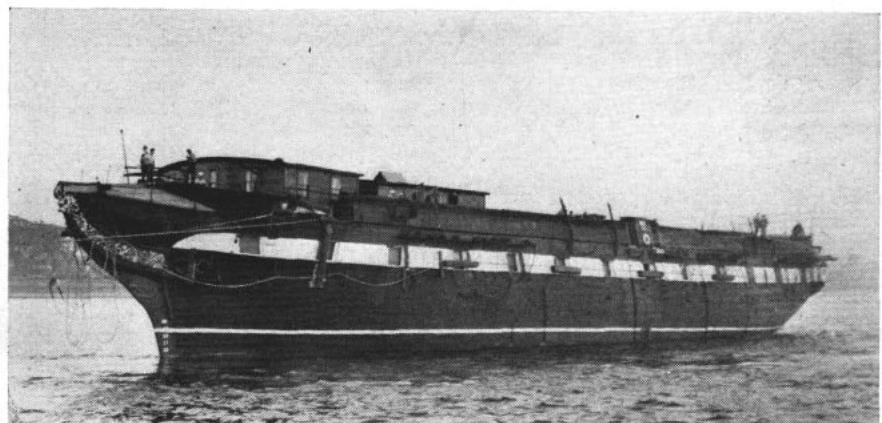
Meanwhile, President Adams' decision that Talbot was the senior ranked Truxton and he resigned. In August 1799 Truculent Thomas wrote a friend about that resignation. "The secretary has, however, returned it to me . . ." and added that he had accepted new orders ". . . for no personal injury which I feel will ever make me less



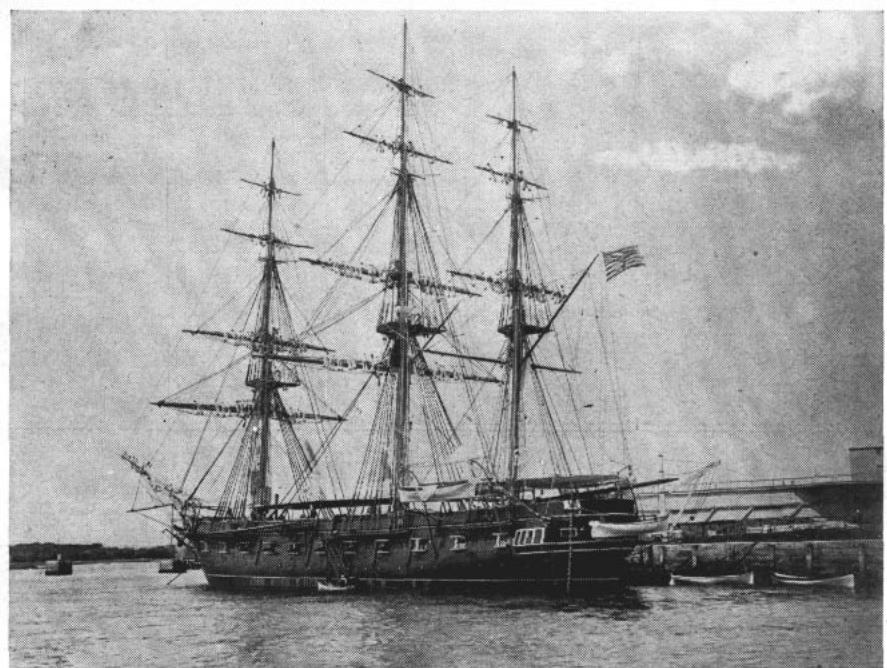
THOMAS TRUXTUN was a tough commander but the gunnery discipline on his ships brought extraordinary results.



HERE ARE three phases in the life of the *Constellation*, which Thomas Truxtun helped make famous. Above, she is shown in her fighting glory in the early 1800s.



CONSTELLATION (above) as she was towed into Boston recently for refitting. Below, as she looked in 1902 when she was a Navy training ship at Newport.



zealous in punishing the insults and wrongs done to my country, whenever an opportunity of this sort presents itself."

Back to sea again in December—and in the *Constellation* again—Truxtun sailed to his old hunting ground, the West Indies, and took command of the Guadalupe station on 21 Jan 1800.

There he commanded 10 vessels and "... made every exertion in my power to get the squadron as well as my own ship to sea in the shortest time possible . . ." He assigned each ship a separate cruising area and, with the prescience of which fame is born, chose the richest for his own.

"On the 30th (Jan 1800) I left St. Christopher's (St. Kitts) with the *Constellation* in excellent trim for sailing," the Commodore reported, "and stood to windward in order to occupy the station I had allotted for myself, before the road of the enemy at Guadalupe, where I was informed a very large and heavy frigate upwards of 50 guns was then lying . . ."

And two days later, on the morning of 1 February, Truxtun sighted a sail. "... and discovered her to be a heavy French frigate mounting at least 54 guns." She just about fulfilled Truxtun's mental specifications. He "... immediately gave orders for the yards to be slung with chains, topsail sheets, &c., stoppered . . . the ship cleared ready for action . . ." and started a chase that lasted until night fall.

Prospects were grim until noon, when the wind freshened and Truxtun began to entertain hopes of bringing the outsize foe to action. At 2000 the *Constellation* came within hail and Truxtun stood ready to demand surrender to the United States of America.

"... At that instant," said Truxtun, "he commenced a fire from his stern and quarter guns directed at our rigging and spars." This was a language Truxtun understood, but he refused to make hasty reply.

Cautioning his officers not to fire unless certain of their orders, Truxtun told them "... not to throw away a single charge of powder and shot, but to take good aim and to fire directly into the hull of the enemy and load principally with two round shot and now and then with a round shot and a stand of grape, &c.; to encourage the men at their quarters and to suffer no noise or confusion whatever, but to load and fire as fast as possible when it could be done with certain effect."

The orders weren't long awaited. Gaining a position on the enemy's weather quarter, Truxtun opened what he called "as close and sharp an action as ever fought between two frigates." James Fenimore Cooper concurred, calling it "one of the warmest combats between frigates that is on record."

From shortly after 2000 until almost 0100 Truxtun and the *Constellation* slugged it out with the huge foe, whose guns finally grew silent as she sheered off. Now, with the unidentified stran-

ger "perfectly beaten," Truxtun prepared to seize his prize.

But while he exulted on deck, Midshipman James Jarvis and his topmen were fighting a battle of their own. All its supporting rigging shot away, the mainmast tottered like the town drunkard. Men on the gun deck, as Truxtun perceived the danger, swarmed aloft to help Jarvis secure the precarious stick. It was hopeless. The mainmast tumbled over the side in a few minutes, carrying with it the gallant commander of the tops.

It took an hour to clear the wreckage and tangled rigging from the ship and when it had been done the beaten frigate had disappeared in the darkness.

Truxtun didn't learn until later that this near-prize had been the French frigate *Vengeance*, 54 guns and 480 fighting men. In Curacao, to which port the Frenchman limped, Capt. A. M. Pitot counted 50 killed and 110 wounded. Thirty-six American prisoners, in the hold during the fight at their own request, kept the *Vengeance* afloat by their work at the pumps.

Since the earlier battle with *Insurgente*, the *Constellation's* battery had been changed. She fought the *Vengeance* with 38 guns and 310 men, suffering 40 casualties—14 killed and 26 wounded.

To nothing but superior American gunnery can the outcome be attributed. The *Vengeance* not only outgunned and outmanned the *Constellation* but, by conservative estimate, hurled 516 pounds of metal at each broadside, while the *Constellation* could throw only 372.

Capt. Pitot never was sure what he had tangled with—he merely said the gunnery was "Superbe et Grande"—and for a time thought he had engaged a British ship of two complete batteries.

Truxtun sailed his shattered frigate to Jamaica, joining the *Enterprise* on the way.

When the *Constellation*, after refitting in Jamaica, sailed into Norfolk, she was greeted with delight. Congress voted Truxtun a gold medal, commemorating the victory, and resolved that "the loss of so promising an officer" as Midshipman Jarvis "is a subject of national regret."

Truxtun shortly took command of the frigate *President* and spent the last months of the war in that vessel. He was only 47 years old when Jefferson accepted his resignation, but already suffering with the gout. A visitor to Truxtun's home during that period found the crusty sailor "... sitting at his desk, penning his 'Instructions for the American Navy,' arrayed in his uniform coat, cocked hat and cockade, a flannel petticoat in place of breeches and his feet rolled up in pieces of the same texture."

He lived until 1822 in Philadelphia, mildly embroiled in Pennsylvania politics, but no great figure on the shore side. Truculent Thomas had made his mark at sea and was content to let it stand—rigid as his discipline and sharp as his gunnery.



XP4M-1 is powered by two huge conventional engines and two jet engines in two nacelles. Arrow points to jet engine mounted behind conventional engine.

'4 IN 2' PATROL PLANE UNVEILED

The combination of a huge conventional engine teamed with a powerful jet in each of its two long nacelles gives the XP4M-1, the Navy's latest overwater patrol plane, four-engine performance and speed combined with two-engine appearance.

The huge midwing plane, built by the Glenn L. Martin Co. of Baltimore to the Navy's specifications, can carry more than 78,000 pounds into the air, yet looks like a conventional twin-engine bomber as it sits on the runway. It isn't until the big jets are unleashed for a takeoff that the casual observer becomes aware of the tremendous power hidden in the twin nacelles. Then, with all four engines roaring, the plane lifts its great weight free of the ground as easily as a startled seagull.

Its two conventional reciprocating engines are the largest used in military aircraft today, each capable of producing 3,000 horsepower at highest settings. They are the new Pratt and Whitney R-4360-4 models.

The jets, each developing 4,000 pounds of thrust, are Allison J33-4 models, mounted in the nacelles behind the conventional engines and with their air scoops located beneath the Pratt-Whitneys and in the full slipstream of the propellers.

For normal and cruising operations in the XP4M-1 only the reciprocating engines will be used, to give the plane its maximum limits of distance operation. Normal cruising speed of slightly over 200 miles per hour is reached, using the propellers only.

In emergencies, for takeoffs, and for military use, the jets can be added to the power of the reciprocating engines, to give bursts of speed described by the Navy as well over 350 miles per hour.

Top range of the plane in normal patrol operations is given as "over" 3,000 miles at average cruising speed. Its purpose is long-range overwater patrol and bombing work.

To ease the plane's huge weight to

runways, a conventional tricycle landing gear is used, with the main gear, in flight, lifting outward into wells in the wings. The nose wheel retracts into a bay in the nose forward of the bomb bay compartments. A hydraulic retractable tailskid protects the rear of the fuselage from ground contact in tail-heavy loading conditions.

Because of the great weight of the plane when loaded, an unusually sturdy landing gear was needed and a very strong hydraulic system had to be designed and installed to provide the necessary power for raising and lowering the gear.

Placement of the eight-man crew within the plane is conventional for the heavy patrol types. No further details of internal arrangements have been released by the Navy.

The generally advanced design of the plane provides unusually good visibility for the pilot by the installation of nearly teardrop-shaped windows which give him almost 180 degrees of vision from either side of the cockpit.

The XP4M-1 is described as one of the most completely equipped aircraft, from the electronics viewpoint, ever produced. Besides gear to provide excellent communications facilities, it is supplied with the latest in search radar as well as all the latest developments in mechanical operation for the radar and other electronics appliances.

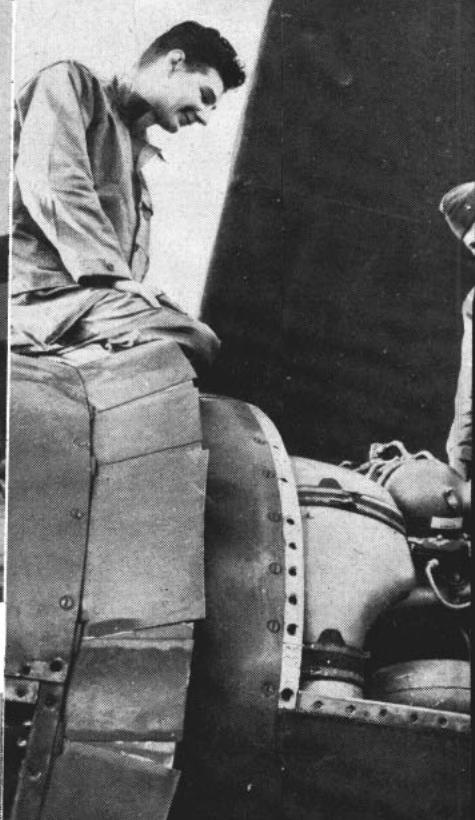
The XP4M-1 has a wingspan of 114 feet and its overall length is 82½ feet. The fuselage is the conventional semi-monocoque design and the midships wing is the Davis airfoil type. It mounts a single large fin and rudder in the tail section.

The Navy has released no details on the plane's armament beyond calling it "very heavily armed."

The first plane of the new series has been in flight test status for some time at Baltimore. A second model is nearing completion in the Martin plant.



THEY even fix the wigglin' pin on the shimmyin' shaft, these Marine Air Reservists, during training. Above is pictured a plane getting a pre-takeoff inspection.



MARINE



INSTRUCTION on the carburetion system, maintenance and repair of engines are part of the program during which Reservists renew their airplane savvy.

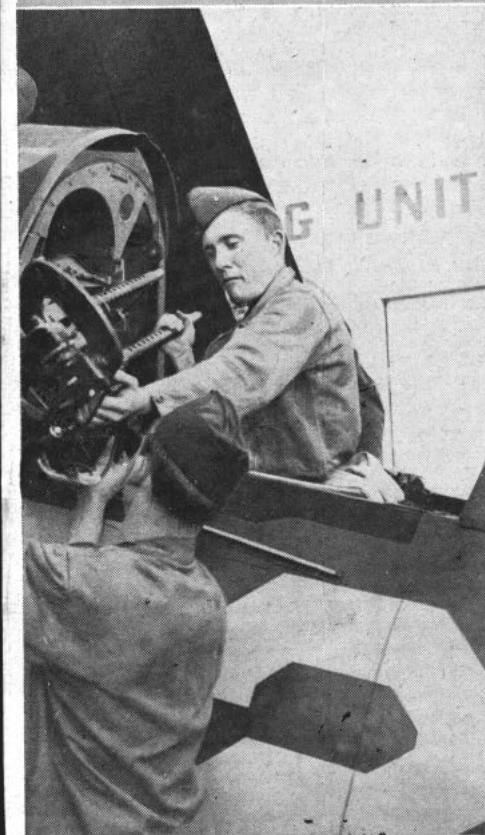


CORSAIR'S induction system gets a going-top. Immediately above, stinger is installed





AIRMEN



over from Reservists and instructor, at
in dive-bomber before gunnery hop.



MYSTERIES of the power plant are explained to Marines who take advantage of Reserve training to keep in contact with all advances in aviation techniques.



RESERVISTS perform all operations of maintenance and service during training.
Plane is gassed after landing, above. Class is instructed in carburetion, below.



LETTERS TO THE EDITOR

Rates Are Earned

SIR: I was given S1 by BuPers while I was in ETM school. I was then sent to sea as a qualified ETM striker and now I am told that it is impossible for me to advance to ETM3 without taking the S1 tests first. Is this right?—D. L. F., S1, USN.

• Suggest you discuss it with your division officer. Note that BuPers does not give rates—each man earns his advancement by qualifying in accordance with standards outlined in BuPers directives. COs actually advance personnel under their command who are fully qualified and in accordance with applicable directives.—Ed.

No Jump in Rate

SIR: Is a command authorized to advance an enlisted man from S2 to PO3, skipping S1. The man concerned has more than 16 months' service, excellent marks and is considered petty officer material.—G. G. D., CY, USN.

• No.—Ed.

H₂O in BBs

SIR: What is the water capacity of a battleship?—W. R. K., S1, USN.

• The capacities vary with class. A BB of the Tennessee class carries 913 tons, or 245,597 gallons of water while the larger Iowa class BBs have a capacity of 2,050 tons, or 551,450 gallons.—Ed.

Sea Duty and Advancement

SIR: Six months after my advancement to CRMA I was assigned shore duty. (1) Must I wait until after I have completed my two years' shore duty, plus six more months' sea duty, before I qualify for advancement to CRM? (2) Are there any provisions in effect that will make me eligible for permanent chief after the completion of two years' shore duty?—G. J. E., CRMA, USN.

• (1) You must meet the requirement of one year of sea duty as a CRMA before being eligible for change of status to CRM. (2) No.—Ed.

About Shangri La

SIR: Who christened USS *Shangri La* (CV 38)?—E. J., ex-USNR.

• Mrs. James Doolittle, wife of Lt. Gen. James H. Doolittle who, with 79 other fliers, took off on 18 Apr 1942 from USS Hornet (CV 8) in 16 B-25s and bombed the mainland of Japan for the first time. President Roosevelt remarked in a speech that Gen. Doolittle (then colonel) and his fliers had taken off from a secret place, "Shangri La" (reference was made to James Hilton's novel "Lost Horizon"). Thus the CV 38 was named Shangri La and, appropriately, christened by Gen. Doolittle's wife.—Ed.

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.

Uniform Debate

SIR: Some of the boys here saw the new uniform on its trial run and don't like it. Most of us favor the present uniform design, using serge instead of wool, with zippers and bell bottoms.—Enlisted Gang.

SIR: The present uniform is most uncomfortable for men working in an office. We think a few changes should be made to make it a little cooler to wear.—21 USN.

SIR: I would also like to express my thoughts about the proposed new uniform for enlisted men. I don't like it at all. I am very much in favor of keeping the same pattern, but a different kind of material such as serge. Issue something that a sailor would look decent in and would be proud to wear.—A.G.P., SK1, USN.

SIR: "FOOEY" on the new uniform! The old one is okay with me.—O.J.N., S1, USN.

NROTC Examinations

SIR: I am interested in the Naval Reserve Officers Training Corps program. Can you tell me when the next examinations for this program will be held?—J. E. K., S2, USN.

• It is planned that the service-wide exam for entrance to one of the 52 colleges participating in the NROTC program will be held the first part of each year. Candidates who successfully pass the exam will enter the program the following fall. For a complete list of colleges taking part in the NROTC program see p. 50.—Ed.

Army Time, Navy Retirement

SIR: When I was discharged from the Army I enlisted immediately in the Navy. Can I count that Army time for 20-year retirement?—M. D. L., CBM, USN.

• No. Transfer to Class F-4-D, Fleet Reserve, may be effected only through active service in the Navy, Marine Corps, wartime service in the Coast Guard or their reserve components. You may count your time in the Army only on retirement direct to the retired list (30-year retirement).—Ed.

Navy Pay Decrease

SIR: A bunch of us fellows have been wondering if Navy pay has ever been lowered. If so, when and how much?—M. H. C., S1, USN.

• Navy pay was reduced 15 per cent by an act of 30 June 1932. The act is no longer in effect.—Ed.

Turret or Mount

SIR: In "Quiz Aweigh" (ALL HANDS, December 1946, p. 41) you identify a twin 5-inch 38 mount as a "turret." I always thought that 6-inch guns and up were housed in turrets, 5-inch guns and smaller were housed in mounts. Am I right?—T.M.A., BM2, USN.

• The term "turret" is sometimes used to describe an enclosed mount, but such use is never technically correct. Guns of 6-inch and larger caliber are now housed in what is technically known as turrets. Smaller guns are housed in or carried on mounts. Historically, 8-inch guns have been housed in turrets since the building (1933) of the Minneapolis class heavy cruisers; 6-inch guns have been housed in turrets since the building (1936) of the Brooklyn class light cruiser.—Ed.

Reenlistment Allowance

SIR: I am a temporary lieutenant with 19 years' service. My last discharge and reenlistment was in 1940. When I revert to my permanent enlisted status, will I be entitled to (1) mustering out pay and (2) the full reenlistment allowance for the past seven years?—D. S. R., Lieut., USN.

• (1) No. (2) Yes. If you reenlist in 1947 and have had seven full years of service with no time lost, you will be entitled to receive reenlistment allowances back to the date you last received payment for reenlisting.—Ed.

Tax on Retirement Pay

SIR: (1) On being transferred to the Fleet Reserve is there any tax deduction made from the monthly retainer pay? (2) May allotments be made against retainer checks?—W. T. G., CRM, USN.

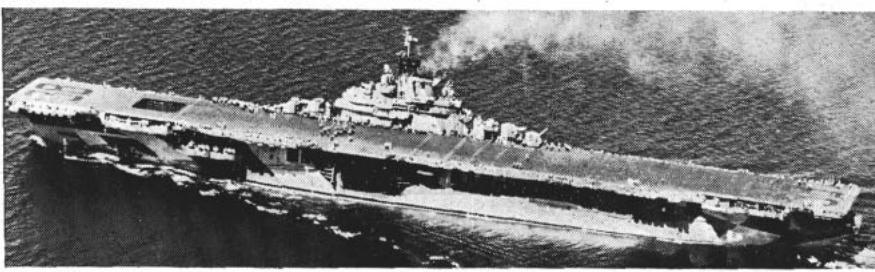
• (1) Withholding tax at civilian percentage rates is deducted each month from all retirement pay with the exception of pay received for disability retirement. (2) Yes. Allotments for GI Insurance, National Service Life Insurance, Navy Mutual Aid and commercial life insurance may be made against retainer pay.—Ed.

The Marine Sword

SIR: Anent your article (ALL HANDS, December 1946, P. 16) "Marine Gallantry." An erroneous impression is given by your caption under the picture of a sword presented Pressly O'Bannon by the Commonwealth of Virginia. This sword was not used as the pattern of commissioned Marine officer sabers. Also in error is the article which says, "O'Bannon came home, carrying a Mameluke sword given him by Hamet," and adds that the Virginia sword was "designed like the gift from Hamet." The saber now in use has no knuckle guard and is patterned on the original Mameluke sword itself. Virginia is riding on a borrowed bandwagon.—J. J. O. B., SgtMaj, USMC.

• Flourishing a letter-opener (with Mameluke hilt), ALL HANDS opines that the Virginia sword, now on display at Quantico, Va., could much more easily have been the pattern for Marine sabers than the sword given O'Bannon by Hamet, which can't be found anywhere. The Marine saber is designed like the Virginia sword just as it is designed like any sword with a Mameluke hilt—those carried by Hungarian noblemen, Egyptian kings, Turkish sultans and British generals, for instance. All swords with Mameluke hilts are kissing cousins.

We refer you to a publication of the Historical Division, Headquarters, U. S. Marine Corps, "The Sword of the Marine Corps."—Ed.



SHANGRI LA (CV 38) was christened by Mrs. James Doolittle, the wife of the famous flier.

Retirement Pay at 62

SIR: In ALL HANDS, August 1946, p. 76, you state that an officer is entitled to receive 75 percent of base pay and longevity if he retires for reason of reaching age of 62.

This appears to be in direct conflict with Section 9 of Public Law 305, 79th Congress, which provides that an officer who is retired for having attained the age of 62 shall receive retired pay at the rate of 2½ per cent of the active-duty pay with longevity credit of the rank with which retired, multiplied by the number of years of service, not to exceed a total of 75 per cent of said active-duty pay.

Apparently, an officer retired at the age of 62 may well receive less than 75 per cent if he has been on active duty for less than 30 years. Am I correct?—M. G. D., Lt., USNR (inactive).

• Affirmative. Our statement was incorrect. An officer retiring upon reaching the age of 62 will receive 2½ per cent per year in accordance with Section 9, Public Law 305, 79th Congress.—Ed.

Proceed Time

SIR: I have talked to many married enlisted men and in almost all cases they do not know that they are entitled to proceed time upon permanent change of duty station in the same manner as officers. I suggest your magazine include an article clarifying the provisions of Alnav 618-46 (NDB, 15 Dec 1946).—M. G. S., Lt., USN.

• See ALL HANDS, February 1947, p. 55.—Ed.

St. Elmo's Fire

SIR: Your article on St. Elmo's Fire (ALL HANDS, February 1947, p. 60) was interesting but inaccurate in one detail. The crew of the Truculent Turtle was not the first to see this phenomenon from an airplane. I saw it during a night flight in the South Atlantic area in September 1944 and I'm sure quite a few commercial airlines pilots have also witnessed this display. In my case, I was flying a TBM-1c off a CVE (uss Croatan) and was flying below a rather violent thunderstorm. The first thing I noticed was trying static in the VHF receiver, then looking up from the instruments, I saw the blue arc marking the propeller tips and the same glow around the head of the pitot-tube. The display ended in a flash of light. The altitude at the time was between 500 and 1,000 feet, and the air speed was 130 knots.—R. H. C., Lt., USNR (Ret.)

• ALL HANDS has received several letters reporting sighting aloft of St. Elmo's Fire. Thanks for the information.—Ed.

Gold for Reserve Chiefs

SIR: In a recent issue (January 1947, p. 31) you told a chief he was eligible to wear gold rating badges and service stripes for continuous active duty in the Naval Reserve. I don't agree with you. As far as I know, no Reservist has had 12 years' continuous active duty because the Reserve was not recalled to service until about 1939.

I enlisted in the Organized Reserve in 1924 and have had continuous service since. I was called to active duty in May, 1941 and am still on active duty. I have the Naval Reserve Medal with one star for 20 years' service. I have maintained 4.0 in conduct and hold the Navy Good Conduct Medal. Am I eligible to wear the gold?—J. M. D., CQM, USNR.

• No, you are not eligible to wear gold because you have been on continuous active duty only five and one-half years. Our answer to E. K., CY, was correct. Naval Reserve personnel were on continuous active duty before 1939 as shipkeepers or with Organized Reserve units, and could qualify for the gold under the provisions of Art. 16-8, Uniform Regs.—Ed.



QUIZ AWEIGH photo (left) in March ALL HANDS correctly identifies instrument as battleship gun turret periscope. Compare sub periscope (right) shown in January ALL HANDS inside back cover.

'Quaker Guns' in Our Day

SIR: Your story on Quaker Guns (ALL HANDS, February 1947, p. 50) reminds me of a ship that used two wooden guns in World War II!

On 18 Dec 1941 the U. S. Navy took a French ship, the ms *Marechal Joffre*, into custody and sailed her from Manila to San Francisco via Borneo, Java, Port Darwin and Sydney. Enroute to San Francisco the skipper decided to build two 5-inch wooden guns on the ship. One gun was built forward and one aft. These guns were manned whenever submarine attacks were expected. When the ship reached San Francisco the guns were removed. The ship was later converted to a troop carrier and renamed the uss *Rochambeau*.—H. F. B., Comdr., USN.

No Atom Bomb Ribbon

SIR: Has any ribbon or decoration been authorized for the men who participated in the atomic bomb tests?—J. A. V., S1, USN.

• No. There is no authorized ribbon for the atom bomb tests. It is planned however, that awards will be made to individuals who did especially outstanding work in connection with the tests.—Ed.

Submarines Insignia

SIR: A qualified submarine man is appointed acting pay clerk. Is he entitled to wear the distinguishing mark indicating his enlisted qualifications?—J. G. T., Lt., USN.

• Yes. Uniform Regs, Art. 10-30 (c) states that enlisted men, who are qualified for submarine duty and are subsequently promoted to commissioned or warrant rank, may wear the enlisted submarine insignia on the left breast until they qualify as submarine officers at which time this insignia shall be replaced by the submarine pin.—Ed.

Come Quick Danger'

SIR: Your article, "Distress Code" (ALL HANDS, March 1947, p. 45), is in error. The code letters CDQ are incorrect.

The early merchant marine radio operators were drafted from the railroad telegraphers and brought with them their general calling procedure signal CQ. This was originally used on railroad circuits to announce the transmission of routine summaries of important information. In 1904 it was realized that some distinctive transmission in the case of distress should be devised. At a conference in Berlin the Italian Government proposed SSS-DDD but it was rejected in favor of CQD which merely added the distinctive letter D for distress to the general calling prosig. As an aide memoire early radio operators translated this into "Come Quick Danger".—R. B. M., Capt., USN.

Battleship Periscopes

SIR: The answer to the second question in "Quiz Aweigh" (ALL HANDS, March 1947, p. 37) is wrong. It says periscopes are used on board battleships!—W. R. H., Sgt., USMC.

• Periscopes aren't used only on submarines, sarge. The periscope in the "Quiz Aweigh" picture is BuOrd's Mark 28 Periscope, and it is shown in a 16-inch turret. There is little resemblance between this periscope and the type used on submarines.—Ed.

American Theatre Medal

SIR: What was the last date a man could qualify for the American Theatre Campaign Medal?—S. G., STM2, USN.

• 2 Mar 1946.—Ed.

Mustered Out Pay

SIR: I shipped over in November 1945 and received \$200 mustering out pay. When I receive my discharge this November, am I entitled to another \$200 mustering out pay?—P. M., SC3, USN.

• No. In no case can a total of more than \$300 MOP be paid to an individual. If your service now entitles you to the full \$300 MOP, and you received only \$200 MOP at the end of your previous enlistment, you have another \$100 coming at the end of your present enlistment.—Ed.

SIR: I accepted permanent commission as ensign in the regular Navy on 20 Nov 1944. I am now serving as temporary lieutenant commander. Am I entitled to mustering out pay?—R. E. F., Lt. Comdr., USN.

• No. Section 1 of Public Law 225 denies payment of mustering out pay to anyone receiving base pay at a higher rate than the third pay period.—Ed.

Paving the Way

SIR: The attached copy of a letter received by this command is forwarded for your information.—Commander, NTC, Bainbridge, Md.

"Dear Sir:

"On behalf of the parents of my nephew, a seaman second class, and on my own behalf, I want to express my thanks for your kindnesses.

"I have had a letter from my nephew at Great Lakes and he is very enthusiastic about the opportunity that he has there. I am sure that the training he had at Bainbridge will be of great value in directing his efforts in the future, and that it will pave the way toward bigger things for him.

"As a petty officer said at the recruiting station, 'They may be boys when they sign up, but we make men out of them pretty quickly. You want to see them when they come out of recruit training if you want to see the difference.' We all agree heartily.

"S/

LETTERS TO THE EDITOR (Cont.)

Advancements for Cooks

SIR: I am now SC2. I would like to know (1) all the requirements I have to meet for advancement to SC1, (2) when the fleet exam is going to be given and (3) about how long will it be before I can advance to SC1?—B. F. R., SC2, USN.

- (1) To be eligible for advancement you must meet the requirements set forth by Art. D-5210.01(3), BuPers Manual and BuPers Circ. Ltr. 191-46 (NDB, 31 Aug 1946). (See ALL HANDS, October 1946, p. 51.) Because of a combined excess of CCSs and SC1s now in the regular Navy, no advancements to SC1 can be authorized at the present time. (2) Due to the excess, the date of the fleet exam cannot be predicted. It is to be noted that the details of conducting exams to all PO1 rates are delegated to administrative commanders in accordance with BuPers Circ. Ltr. 191-46. (3) You may advance to SC1 at such time as advancements may be authorized by BuPers and you compete successfully for the rating.—Ed.

Pay for Drills

SIR: In ALL HANDS, August 1946, p. 75, you state that for purposes of determining the pay periods of commissioned officers in the Organized Reserve, such service as may be counted in computing longevity pay shall be counted. My longevity service dates from 24 July 1941 and includes 10 months' enlisted and 38 months' warrant service. Am I entitled to pay period 2 for pay purposes in the Organized Reserve?—H. E. D., Ens., USNR.

- Yes. If the service as set forth above is correctly computed, your pay for drills in the Organized Reserve would properly be computed on the basis of pay period 2.—Ed.

Souvenir Books

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

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

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

• USS North Carolina (BB 55). Address: Circulation Manager, Showboat, USS North Carolina (BB 55), c/o FPO, New York, N. Y. Now available; \$1 per copy.

• USS Mississippi (AG 128, ex-BB 41). Address: Officer in Charge, War Record Circulation, USS Mississippi (AG 128), Norfolk Naval Shipyard, Portsmouth, Va. Checks should be made payable to the Custodian, Recreation Fund, USS Mississippi (AG 128). Now available; \$2 per copy.

• USS Mt. McKinley (AGC 7). Operation Crossroads, Fourth Cruise album. Address: Chaplain, USS Mt. McKinley (AGC 7), c/o FPO, San Francisco, Calif. Price, \$.50 per copy.

• USS Napa (APA 157). Address Ernest du Pont, Jr., Room 6014, Du Pont Bldg., Wilmington, Del. A few copies are available for former members of Napa's beach party who were transferred to hospitals after the Iwo Jima invasion.

Leave Information

SIR: I enlisted in the Navy in 1939. I took five days leave in 1940, had 34 days shipping over leave in March 1946 and 17 more days annual leave in August 1946. I would like to know how many days leave I have accrued as of 31 Aug 1946.—L.W.H., CBM, USN.

- Refer to NDB items 46-1801 and 46-1958 for full information on computing leave credits.—Ed.

Relief and 18-inch Gun

SIR: In ALL HANDS, December 1946, p. 62, you ask if USS Relief (AH 1) has an 18-inch gun barrel in its bilges. My answer would be no. In January 1921, a week after her commissioning, I reported aboard the Relief for duty as quartermaster first. As an enlisted man, I believe that I was on all the scuttlebutt that passed among the ship's crew, but I heard nothing or saw nothing of any such gun barrel. The ship was originally designed for installation of a gyro stabilizer, which perhaps was found not too practical, so was not installed. To compensate for the weight that would have occupied that compartment, I remember that pig-iron and concrete were added as ballast. I am sure it would have been common scuttlebutt among the crew if a gun barrel had been used. It's a good argument anyway, if nothing else.—S. C. D., Lt. (jg), USN.

- You may be right. See ALL HANDS, February 1947, p. 59.—Ed.

Saluting Warrants

SIR: Should an enlisted man render the hand salute to a warrant officer under the same circumstances that the salute is rendered to an officer of higher rank?—O. G. R., ARM2, USN.

- Yes. Both a warrant officer and a commissioned warrant officer rate salutes under the same circumstances as all higher ranking officers do and, like all officers, they are required to salute seniors and return salutes of juniors, as provided by Navy Regs, Art. 266.—Ed.

BB 38 and AVP 34

SIR: During the war I served on USS Pennsylvania (BB 38). Can you tell me where she is now?—C.L.H., MAM2, USNR.

- USS Pennsylvania (BB 38) is now at Kwajalein, Marshall Islands.—Ed.

SIR: If it is not against official secrecy I would like to know where USS Bering Strait (AVP 34) is now. It is pleasant to look back over those years I spent on her and though I did my share of griping along with the rest, I believe the Navy is tops.—D.E.K., ex-EM2, USNR.

- USS Bering Strait (AVP 34) is in the Pacific Reserve Fleet located at Alameda, Calif.—Ed.

Exceptional Service

SIR: Here's a story the naval historians have overlooked: the story of USS Wolverine and USS Sable during 1943-1945, the ships that did a job of training carrier pilots unequalled in naval annals. The two ships and their crews were not subject to the hazards of combat, but it was nonetheless a hazardous operation. The ships qualified more than 10,000 pilots with an accident death rate of less than one-half of one per cent. This was done with crews that were themselves training for placement with the fighting carrier fleet.

And we can't forget the slamming around the crews of the 85-foot crash boats took in following these two ships in all kinds of rough weather, the roughest of the Great Lakes could dish up.

I believe these two ships and the crews of the rescue boats should be cited for exceptional service—C.L.S., Lt. Cdr., USNR.

Too-Tall Discharges

SIR: I am 6 ft. 5 in. tall. I am aboard ship and the racks are too short and the overheads too low. Is it possible to apply for discharge for height reasons?—S. M. G., S1, USN.

- Yes. BuPers says individuals who are experiencing abnormal growth, who are unable to obtain suitable clothing or who feel they are handicapped in performing duties assigned should report the matter via chain of command to their COs for consideration. Although 6 ft. 4 in. is the maximum height for enlistment, there is no set policy on maximum height a man may attain after enlistment before he is considered not qualified for further retention in the Navy. Each case is considered on its own merits when reported and may result in (1) retention, (2) discharge for military reasons (convenience of the Government), or (3) discharge for medical reasons.—Ed.

Emergency Fingerprinters

SIR: I have had training at two schools on criminal identification and investigation. Can I have my rate changed to fingerprint specialist?—J. J. H., CRM, USN.

- No. SPXFP is an emergency service rating (see ALL HANDS, March 1947, p. 58), and changes to emergency ratings are not authorized for regular Navy personnel.—Ed.

Training Cruise Uniform

SIR: I am a member of the Volunteer Reserve. When I report for my 15-day training cruise, (1) should I bring my uniform and (2) will my training be in the line of my rate?—C.C.P., Y1, USNR.

- (1) Yes, bring whatever uniforms you may have which are suitable for wear under service conditions and, in addition, bring 1 pair black shoes, 4 pairs black socks, 4 undershirts, 4 drawers, 2 bath towels and necessary toilet articles. The Government will furnish other necessary articles of clothing. (2) Yes.—Ed.

Artists in the Navy

SIR: (1) Is there any specialist rate in the Navy for a commercial artist? (2) Is there any chance for an enlisted man with a great deal of commercial art experience in civilian life getting into something along this line?—R. L. W., S1, USN.

- (1) Yes. SPXCT, SPXED, SPXTD, CMCBD, SFCBM and EMCBD are all rates for which commercial artists may qualify. All rates will be absorbed in the new draftsman (DM) rating in the post-war enlisted rating structure. (2) Yes, dependent upon your assignment to an activity having an allowance for one of the above rates.—Ed.

Want Destroyer Insignia

SIR: We of the destroyer fleet think the time has come when we can be identified as "destroyer men." We would like to have an insignia or distinguishing mark to set us apart from the many other branches of the Navy, such as the amphibs, PTs, Seabees and others. Destroyers are greatly underrated. Statistics show that during actual engagements in World War II and previous wars, the ships that have always come through were the "cans." From the famous Bon Homme Richard, to the present Sumner class DDs, they have done more than was actually intended.

We are proud of this fact and wish to be recognized as being a part of this great heritage. Perhaps all this has no bearing in our plea, but you must take into consideration the fact that in the case of subs versus cans, the cans sank subs as well as vice versa. Because of this we think ourselves eligible to wear such an insignia because the destroyer fleet is a solitary unit and deserves this acknowledgement and distinguishing mark.—Sailors of Des Div 152.

KODIAK KOLLEGE

MORE THAN 200 men of NOB, Kodiak, have been improving each shining hour in a combination high school-college established by the base educational services officer. And BuPers views the school as a top example of what can be done along the line of education by a naval command.

First semester classes last winter enrolled 212 men, 150 of whom were enrolled in USAFI correspondence courses in the same subjects as well. The school issued 142 textbooks and 217 Navy training manuals; administered 122 general educational development tests, 31 USAFI end-of-course tests and 69 exams for advancement in rating. As a result of the training given in the school, 66 Kodiak men have earned their high school diplomas, and 41 more applications are being processed by high schools.

And, in February, Kodiak U. opened an even bigger and better spring semester.

BuPers concedes that such an achievement involves considerable effort. The Kodiak educational services officer estimates the school and its administration, while only a collateral duty, requires 25 per cent of his time. But BuPers is not ready to concede that an equal effort cannot be put forth by any command in similar circumstances.

The educational program at NOB, Kodiak, went into high gear when the educational services officer, with hearty backing from ComNOB, sent a memo to department heads outlining his plans and asking their cooperation.



NAVIGATION class is taught by C. R. Payne, CQM, at Kodiak's combination college-high school. It is a thorough

through Saturday schedule, utilizing sparetime hours, principally at the end of the working day.

It was decided that the USAFI correspondence courses be adopted as a basis for class work, for the very good reason that men transferring in the middle of the semester might take their courses with them, and because, also, the USAFI courses may most readily be used in meeting requirements for earning absentee high school and college diplomas.

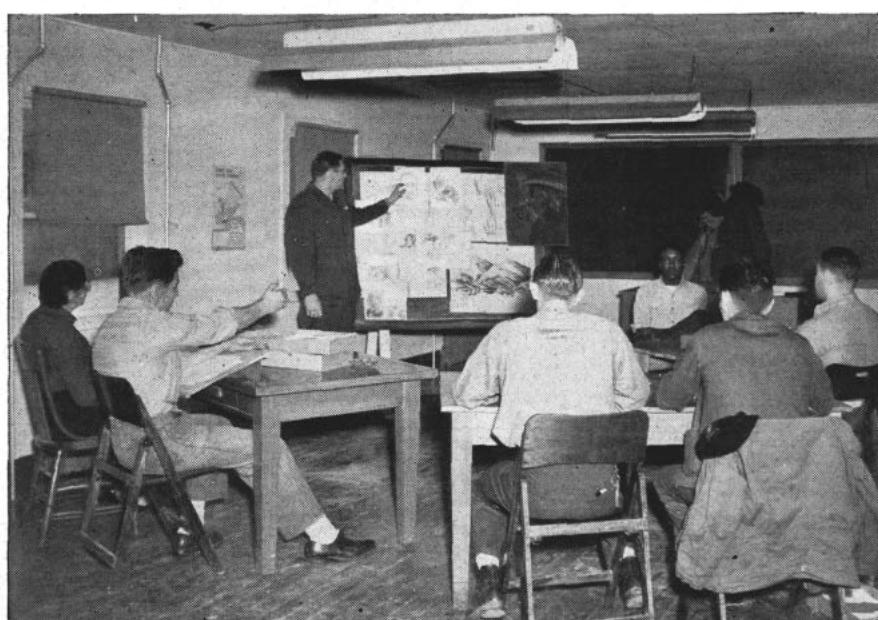
The educational office and three classrooms were set aside for exclusive use of the school. Classrooms were equipped with ample blackboard space; charts were hung for history and navigation classes; NOB Operations loaned instruments for navigation training.

Textbooks and work sheets for class work are those described in USAFI Catalog, Third Edition, as corrected by letter of 22 Nov 1946. Tests are given and sent to USAFI Headquarters, Seattle, Wash.

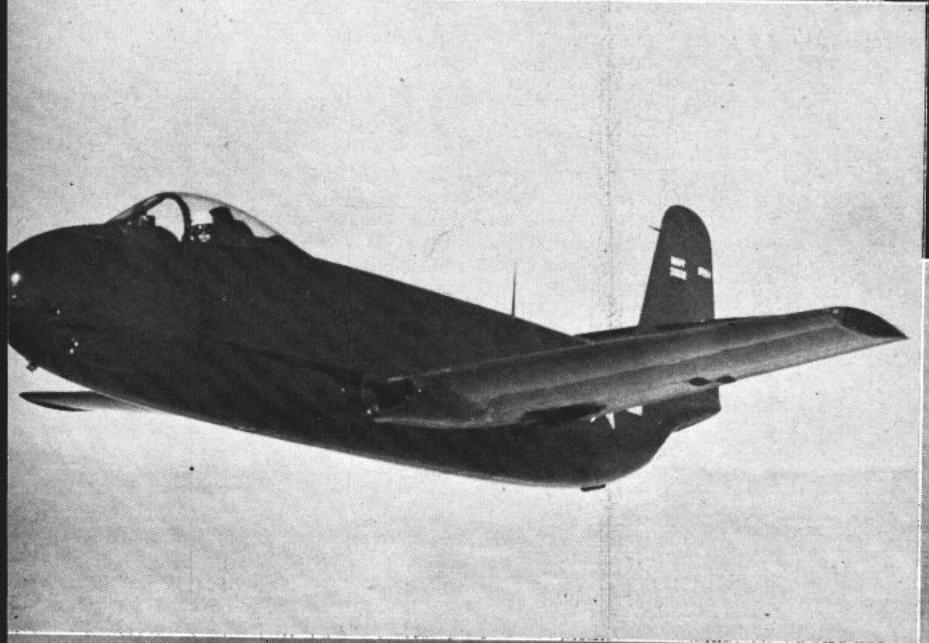
Added to the curriculum in the second semester were courses in art, navigation, chemistry and civics, and indications were that the program would continue successfully on its highly ambitious plane.

Instructors, by the way, were drawn from many ranks. American Red Cross workers volunteered, as did naval officers and enlisted men with special qualifications, and Civil Service employees of the base. A chief quartermaster teaches navigation, naval officers teach chemistry, history, shorthand and mathematics; Civil Service employees, one a woman, teach English subjects and ARC workers teach civics and government. A CWO teaches the popular art class.

The men of NOB, Kodiak, are getting educated, even if they are a few thousand miles from the nearest little red schoolhouse in the U. S.



INTERESTED students learn the fine points of portraiture from CWO Joseph Judash, instructor. More than 200 students enrolled for school's first semester.



SPORTS AWARDS are presented to Hueneme's basketball team, at end (upper left). Navy's newest jet fighter tested above Muroc Dry Lake, Calif., (a who retired recently, are wearing go years of service. Joel Newkirk (be bosn's pipe. They are on a ship wh men to and from overseas bases. T hit the ice like that to clear the way



TODAY'S NAVY

MIDSHIPMEN AND NROTC STUDENTS WILL VISIT EUROPEAN AND CARIBBEAN PORTS

First Cruise Since War

Naval Academy midshipmen this summer will make their first training cruise into northern European waters since the beginning of World War II.

Ships which will participate are the battleships *uss New Jersey* and *uss Wisconsin*; carriers *uss Kearsarge* and *uss Randolph*; destroyers *uss Cone*, *uss Stribling*, *uss O'Hare* and *uss Meredith*; and the *uss Fort Mandan*, landing ship (dock). The latter craft will carry liberty boats.

In addition to 2,100 midshipmen from Annapolis, the cruise will be made by approximately 200 enrolled in NROTC in various colleges. Ports listed in the itinerary are Portsmouth, Weymouth, Plymouth, Greenwich and Woolwich, England; Rosyth, Scotland; Oslo, Norway; Goteborg, Sweden; and Copenhagen, Denmark. However, not all of the ships will visit all of these ports.

The ships will arrive in European waters about 19 June, and will depart about a month later. Admiral Richard L. Connolly, USN, Commander of U.S. Naval Forces Eastern Atlantic and Mediterranean, will fly his flag in one of the large ships during the period that the squadron operates in the area under his command. The squadron will be commanded by Rear Admiral John Perry, USN, ComCarDiv 6. Rear Admiral Heber H. McLean, USN, ComBatDiv 1, will be in the *Wisconsin*.

NROTC Cruise

NROTC sophomore students in 34 colleges and universities east of the Mississippi will participate in a seven-week cruise this summer in the Western Atlantic and Caribbean.

Approximately 1,800 students will depart Annapolis, Md., aboard two heavy cruisers, *uss Oregon City* and

uss Albany. First port of call will be Colon, C.Z. Visits also will be made at Port of Spain, Trinidad; San Juan, Puerto Rico; Guantanamo, Cuba; Bermuda and New York before the group disembarks at Hampton Roads, Va.

The NROTC students are receiving general college courses under provisions of Public Law 729 (79th Congress), which implements the so-called Holloway Plan (ALL HANDS, November 1946, p. 51). During a normal college career, they are given sufficient naval science courses to qualify them for commissions in the Navy.

Junior and senior NROTC students from various colleges and universities throughout the U.S. will take part in the summer cruise which Naval Academy midshipmen will make to northern European ports. A cruise in the Pacific is being planned for sophomore students in NROTC units west of the Mississippi.

Leyte to Mediterranean

USS Leyte (CV 32) is scheduled to visit various Mediterranean ports as part of a Navy training plan which rotates carriers with units assigned to European waters.

The Essex-class carrier is expected to visit Gibraltar, Naples, Suda Bay (Crete), Istanbul and Alexandria during her stay in the Mediterranean area. The Navy Department requested the State Department to arrange routine diplomatic clearance for the visits.

The announcement pointed out that on 30 Sept 1946, SecNav James Forrestal stated that "from time to time aircraft carriers will be ordered for temporary duty with the forces in European waters to facilitate training of all ships in carrier task group operations and to give our aviators equal opportunity to visit foreign countries."

LAST JUNE



GI terminal leave bill passes House by unanimous vote, goes to Senate. Navy decides to complete 14 warships previously set aside. Lockheed Neptune patrol bomber sets a new coast-to-coast speed record—9 hours 23 seconds.

JUNE 1947

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8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					



CHIEF'S BABY gets a check-up from doctor in charge of the Marine Corps Family Clinic at Tsingtao, China. Clinic was set up to care for service families.

More Power to Ya!

The rated power of most service-type Navy airplanes will be increased approximately 10 per cent this spring when the Navy switches over from the familiar 100 octane gasoline to a new, higher rated fuel.

In a move which has been projected since before the end of the war, the old type aircraft fuel will be replaced with the new 115/145 gas as stocks of the old run out. No more 100 octane will be purchased by the Navy.

Need for the new fuel was seen before the end of the war as technical progress on engines was made, and it was developed experimentally. At the end of hostilities, however, so much of the 100 octane was left that it was decided to continue using it until existing stocks were depleted. Production of the new fuel continued in the meanwhile and it will replace the old as the last of 21 million barrels of 100 octane is used this spring.

The new fuel represents a technical advancement beyond the "octane" rating for gasoline, under which 100 octane was presumably the perfect fuel. Since, under the octane system, there is no higher rating than 100, the new fuel will be called, simply, 115 grade.

The new fuel, because of its better performance, will add an average of three to four per cent to the top speed of aircraft at sea level, over 10 per cent to the rate of climb, and will decrease takeoff run about six per cent, representing about a 10 per cent increase in military rated power.

The higher rated gasoline will be used in all aircraft engines over 1800-cubic-inch displacement, which means almost all the conventional engines in

combat-type planes. For training, utility and some transport type planes 91 octane gas will continue to be standard, and 73 octane will still be used in primary trainers.

Storage facilities and refueling terminals, as well as fueling equipment aboard carriers, will not need modification to handle the new fuel. Aircraft engines will be re-rated, based on the new fuel, but no difficulties will be met when the 100 octane must be used, as on ferry flights or at stations where it has not yet been replaced.

In addition to boosting the horsepower of standard engines, use of the new fuel will make possible unrestricted operation of some of the newer engines which were built for and rated on the new gas, but which have been used with 100 octane.

Naval Reserve Week

The week of 18 through 25 May has been designated for nationwide observance as Naval Reserve Week. Programs in 550 cities will call attention to the necessity for maintaining

a strong Naval Reserve and to the opportunities in the Naval Reserve for veterans and nonveterans from 17 to 40 years of age.

"I Am An American Day", 18 May, already a patriotic holiday, will mark the opening of the week-long observance which will be climaxed 25 May by "Naval Reserve Day."

Naval Reserve armories, Naval Air Reserve stations, and ships assigned to the Naval Reserve program will be open for public inspection during the week. The regular Navy will join with the Naval Reserve to observe the week by opening many shore establishments to the public and by allowing the public on board units of the Fleet in various U.S. ports.

"Ever since I became Secretary of the Navy," SecNav James Forrestal said, "I have been interested in having a vital and effective Naval Reserve program, not only to provide the Navy with a backlog of partially trained people for quick expansion in event of war, but equally important, to provide the link between the Navy and the general public in time of peace.

"Whatever distinctions may once have existed between USN and USNR were eradicated in the war," he stated. "The end of the war has not ended the need for mutuality of effort and solidarity of purpose."

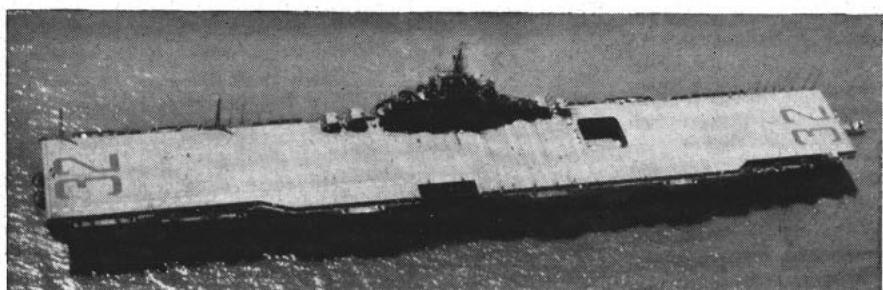
Five Marines Killed

Five marines were killed and 16 wounded by a hostile band of gunmen who attacked the Hsin Ho ammunition depot in northern China on 5 April.

The attackers were in four groups, three attacking the First Marine Division ammunition supply, and the fourth ambushing reinforcements sent from Tangku, five miles away. Mines were planted in the road from Tangku, and the attackers concealed themselves in irrigation ditches. Of the 16 wounded, eight marines were wounded in the ambush.

Marine headquarters estimated 350 gunmen took part in the attack, 300 in the assault on the depot and about 50 in the ambush. The bodies of six attackers were found, but it is believed their casualties were greater. Marine observation planes reported seeing the fleeing band carrying a number of stretchers.

During the attack, two dumps were



USS LEYTE has been assigned to the Mediterranean for training purposes. She will visit Gibraltar, Naples, Crete, Istanbul and Alexandria on the cruise.



USS MISSOURI has been honored by Turkey in series of stamps commemorating historic visit of ship to Istanbul.

blown up. Concussions shook buildings in Tientsin, 30 miles away, but no marines were killed by the explosions. The battle at the depot raged four hours until the aggressors broke and ran, pursued by ground forces from Tangku and marine planes.

The five slain marines were killed during the first few minutes of the fight. Two were sentries on post and the other three were assisting them.

Mobile Dental Units

Nine Navy mobile dental units are furnishing dental treatment to personnel at activities which do not have a dental officer regularly assigned. The units, which were conceived by Rear Admiral A. G. Lyle, (DC) USN, Chief of the Dental Division, BuMed, are now in operation in seven naval districts.

Each unit, which consists of a truck and trailer, costs approximately \$30,000 and weighs nearly 15 tons. It is equipped with two complete dental operating rooms, including x-ray and sterilizing apparatus. Local water and power facilities can be utilized, but if none is available, it can operate independently. Sufficient power is produced by an auxiliary jeep engine to operate the x-ray, air compressor, water pressure, sterilizers, heaters, air conditioning unit and all other equipment.

In addition to the nine regular units, the Navy also has a mobile prosthetic dental unit, which operates out of the National Naval Medical Center, Bethesda, Md., and is presently assigned to the naval station at Green Cove Springs, Fla.

An example of the success of the units is the one assigned the Eighth Naval District. During the past year the unit has furnished dental service to over 2,500 naval personnel. A total of 2,204 dental restorations were completed. In addition, the unit also made 337 extractions and 470 oral prophylactic treatments and provided numerous routine dental treatments.

First Ship of Type

The powerful icebreaker *USS Burton Island* (AG 88), which took part in the Antarctic expedition, is the first ship of its type to be built for the Navy. A prototype of the Coast Guard icebreaker *USCGC Northwind*, the Navy vessel has a length of 269 feet—contrasted by a beam of 64 feet.

Medium Altitude 'Bends'

Scientists evaluating results of Operation EVEREST, the Navy's high-altitude experiment conducted last July at NAS, Pensacola, Fla., have discovered more than they expected.

The test, which was staged to determine effects of the lack of oxygen on humans, has yielded an unexpected physiological by-product. This was the discovery of attacks of aeroembolism (commonly called "bends"), which struck 6 of the 20 attendants who entered the low-pressure chamber used for the experiment.

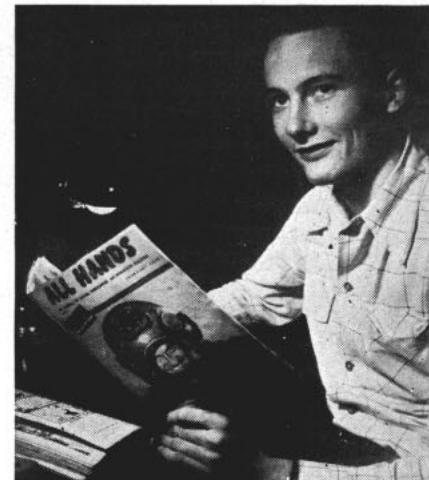
Aero-embolism usually does not occur below 30,000 feet, but the seizures during the experiment came at the equivalent of a moderate 18,000 foot altitude. The attendants had entered the test chamber several times daily to serve food and give physiological tests to the four Navy volunteers within. Equipped with oxygen masks, the attendants passed through a lock to reach the inner chamber.

Since the seizures occurred at a moderate altitude and at a rate of climb not uncommon in modern military aircraft, the investigators expressed the preliminary belief that the key factor was the repetition of the ascents several times daily.

Accordingly, the Navy's School of Aviation Medicine at Pensacola has launched a test with 150 men of naval pilot age and physical qualifications to explore further the possible effects of repeated fast ascents on operational flying.

Meanwhile, Navy medical experts are bringing to completion detailed analysis and evaluation of scientific data obtained from the 30-day "Everest" test.

The experiment was called Operation EVEREST because the simulated altitude of the test chamber approximated that of the world's highest mountain.



CIVILIAN TAYLOR reads **ALL HANDS** in his study room at U. of Iowa, which he is attending under provisions of GI Bill.

ALL HANDS Booster

Thousands of Navy men who have left the service since the war are still keeping up with naval trends and events through **ALL HANDS**.

A good example is Roy Taylor of Wellman, Iowa, who served on *USS Intrepid* and who is now attending the University of Iowa under the provisions of the GI Bill.

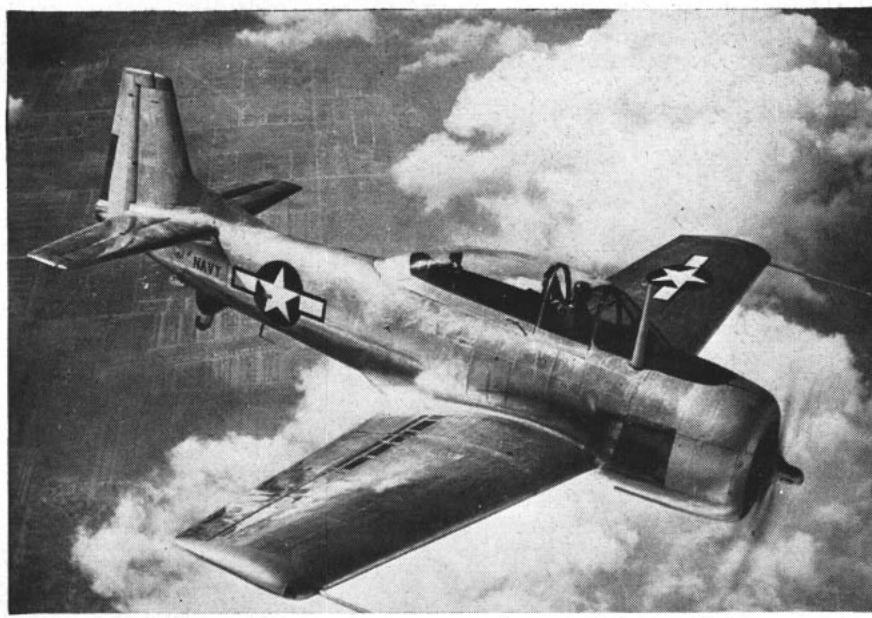
Taylor says **ALL HANDS** is on his "must" list for reading as a Navy veteran because the magazine helps him keep up with progress in the service and brings back memories of exciting days.



Roy Taylor, RM3



BRITISH naval cadets line the rail of the cruiser *Frobisher* as they get their first look at the U.S. Naval Academy during a visit to the United States.



XSN2J-1, experimental intermediate trainer developed by North American, has a top speed of 270 miles an hour. The Navy has ordered the plane for evaluation.

Bigger Canal Studied

Congress has been making a first hand study of ways in which the Panama Canal can be enlarged and improved.

Twelve members of the House Merchant Marine and Fisheries Committee sailed to Panama for the study. Representative Fred Bradley of Michigan, chairman, said the trip was decided upon "because we are primarily interested in finding out how we are going to enlarge and improve the facilities of the canal in the light of the developments on the construction of larger warships, such as aircraft carriers, that cannot get through."

First Academic Dean

F. L. Wilkinson, dean of the Speed Scientific School, University of Louisville, Ky., and a graduate of the Naval Academy (1917), is serving as the first academic dean of the Postgraduate School at the Academy.

In filling the position, authorized by the 79th Congress, Dean Wilkinson will be in charge of the school's engineering curricula and will be responsible for all theoretical instruction, including related practical work in the laboratories. Naval officers previously were in charge, but their rotation between sea and shore duty tended to disrupt the continuity of instruction.

32 Japs Still at Large

The war hasn't ended for all Japanese.

Navy families on Peleliu, in the Pacific, were moved from their homes near the island's airstrip to protect them against a possible last-ditch "banzai" charge by 32 Japanese still at large.

Quick evacuation of the families to the submarine base area, a quarter of a mile east of the airstrip and away

from Bloody Nose Ridge, came after questioning of a captured Japanese holdout.

The prisoner revealed that the other members of the band of Japanese renegades might be planning to attack the main MarCorps camp and naval installation surrounding the Peleliu airstrip. The band of Japanese has been at large since the war's end.

If staged, the attack was expected to come after the remaining holdouts learned that Japan had lost the war, and that they were completely deserted. The prisoner expressed amazement at the time of his capture when he heard that the war had ended. He never had heard of the atomic bomb.

Faced with the possibility of attack, the island commander ordered formulation of an immediate defense and security plan. All automatic weapons, mortars and flame throwers were made ready for immediate use. Armed guards and lookouts were posted and patrols doubled.

New F8F Trainer

A new advanced instrument flight trainer mocked up to duplicate the cockpit of an F8F marks the latest development by the Navy's Special Devices Center for quick, efficient training of naval pilots at minimum costs.

The trainer is designed to represent the Fleet fighter so closely that even the engine sound volume for various power settings is reproduced, and the pilot hears the screech of wheels striking a runway when he makes a simulated instrument landing.

In "flight" a special device makes cloud shadows pass across the cockpit enclosure, and to further the realism for the student the power controls are so adjusted that they must be increased for climbing as altitude is gained.

All cockpit controls and instruments are located as in the actual aircraft, and all are operative in response to flight and engine controls.

For better training in emergency procedures and unusual situations, the instructor for the trainer has a position above and behind the student, where he can see all the instruments, control them to produce simulated emergencies, then watch the trainee's reactions and responses.

Further realism is in the armament controls, which will reproduce the sounds and effects of actual firing of guns and rockets when arming and triggering controls are worked. The radio range and YG equipment incorporated in the trainer are fully operative to permit it to be used for navigational problems.

Twenty-five of these trainers are being produced to meet current requirements, and allocation of them is under control of CNO.

Past experience of the Navy in the use of special devices mocked up to represent actual flight in aircraft of various types has indicated that they provide operational flight training almost the equivalent of actual flight, with the advantages of being under controlled conditions and being much less expensive than flight.



GRADUATES of the motion picture operator's school, Fleet Training Center, Guam, these men will return to commands to promote Navy welfare in western Pacific.

Military Leaders Honored

In a colorful ceremony at Columbia University, honorary degrees of Doctor of Laws were conferred upon eleven of the nation's top World War II military leaders.

Recipients of the honorary degrees—two of them in absentia—were Secretary of State George C. Marshall, wartime Army Chief of Staff; General of the Army Dwight D. Eisenhower, Chief of Staff; Fleet Admiral Ernest J. King, wartime Cominch and CNO; Fleet Admiral Chester W. Nimitz, CNO; Fleet Admiral William F. Halsey; Gen. Alexander A. Vandegrift, Commandant, MarCorps; Vice Admiral Emory S. Land, USN (Ret); Maj. Gen. Norman T. Kirk, Surgeon General; Maj. Gen. Lewis B. Hershey; and Generals of the Army Douglas MacArthur and Henry H. Arnold, who were unable to attend.

Secretary Marshall and Admiral King accepted the honors on behalf of their respective services as a tribute to the entire personnel. Both paid tribute to the contribution given by the nation's universities.



ORDER of Dragon medal is given Ruth Dobson, AMM2, whose father was first American over Peking Wall in Boxer War.

Gen. Russell Dies

Major General John H. Russell, USMC (Ret), who was commandant of the Marine Corps from 1934 to 1936, died at his home at Coronado, Calif. He was 74.

The following tribute was paid by SecNav James Forrestal:

"Major General J. H. Russell, in a long career characterized by selfless devotion to duty, proved a gallant commander and forceful leader. He served with distinction as Ambassador Extraordinary to Haiti, and as the Fifteenth Commandant of the Marine Corps. His loss will be deeply felt by the Marine Corps and the Nation."

Salem Launched

USS *Salem* (CA 139), most recent cruiser of the *Des Moines* class, has been launched at the Quincy, Mass., shipyards, the 100th ship completed in those yards since Pearl Harbor.

To increase personnel efficiency in varying climates, living and working spaces of the vessel—except the boiler and main engine rooms—will be air-conditioned.

FLY IN CIRCLES WITH TAILWIND TO GET THERE QUICKEST

Did anyone ever tell you that a straight line is the shortest distance between two places?

Not in airplane travel, it isn't.

It is common knowledge that an airplane travelling a long distance actually covers fewer miles by taking a "great circle" course following the earth's curvature, rather than taking for its route a straight line between points on the chart.

Now comes another kick in the teeth for the a-straight-line-etc. saying: pressure pattern flying.

Advocates of the new system of aerial navigation point out that while the straight line is not the shortest distance and the great circle is apparently the fastest, planes can actually save time over a long flight by making a dog-leg course, or even one or more "S" curves.

The theory is that winds always seem to be blowing somewhere and that the plane's navigator, by figuring out in advance which winds are going his way fastest, can hitchhike on them to save time.

The whole business goes back to the weatherman, who proved some time ago that weather depends basically upon a series of high and low pressure areas in the atmosphere, and that in the northern hemisphere winds always blow in a counter-clockwise rotation around those low pressure areas.

With the great wartime increase in long-distance flying, someone figured out it meant that if you were flying west and happened to pass south of one of the "lows" you would necessarily be bucking a headwind.

Naturally, somebody figured out that a few miles alteration in course

could put the plane north of the center of the low. The plane would get tailwinds and the increased ground speed would more than make up for the time it might have lost by flying the greater distance. As a corollary, it was obvious that the shorter the time a plane was in the air the less gas it would use and the more efficient the flight would be. That worked, too, when it was tried.

The deal works like this: from Foynes, Ireland, to Gander, Newfoundland, the airline distance by the great circle route is 1,850 miles. By a straight line on a chart this distance is a lot closer to 2,000 miles. By pressure pattern flying—deliberately leaving the shortest route to take advantage of winds—the airmen might increase this distance to, say, 2,200 miles.

Well, flying the great circle—the shortest route—it is easily possible for a plane to have 30-mile-an-hour headwinds for the whole distance. At 200 miles an hour, a good average airspeed for a modern plane, the 1,850 miles would take 10.8 plus hours.

At the same airspeed of 200 miles an hour but flying the pressure pattern to take advantage of favorable winds, the plane could easily get tailwinds of 30 miles per hour all the way. In this case, the 2,200-mile flight would take 9.6 plus hours—more than an hour shorter than the great circle route.

The Navy has put the basic idea to work with great success ever since the latter days of the war, when it was used effectively in routing planes from San Francisco to Honolulu and return, and probably will

increase use of the plan in future long-range overwater flights.

In the meantime, aviation generally has come up with a whole new system of ideas essentially based on the original one of following the winds.

One of the latest of these is a system whereby the navigator doesn't need to see either the sea or the sky—or anything else outside the plane for that matter—so long as he has a radio altimeter, a pressure altimeter and some idea where he started from.

This latest version is called aerology, which apparently means navigation by use of aerology.

It's a system by which, with a pressure altimeter to show pressure changes in the air and a radio altimeter to show true altitude, a complicated series of formulae can be used to determine what the winds are and, therefore, what they're doing to the course of the plane.

This came as a logical product of the discovery that wind currents followed a definite pattern around the weather map. Further investigation from that start showed that the gradient of the pressure areas—the rapidity with which the pressure changes from high to low in a given distance—had a definite and predictable effect on the velocity of the wind.

That meant, someone decided, that if a navigator knew how fast the pressure was changing where he was flying, he could figure out what the wind was. And, going a step further, that by knowing the pressure and the winds and such he could make up his own weather map and get even better winds.

BOOKS:

INFLUENCE OF SEA POWER RULES MONTH'S BOOK PAGE

The Navy's men and women will have great opportunity to learn about their service—from its inception—and about the naval policies of ours and other navies in the books sent this month to ship and station libraries.

The naval historian—the casual and the more intent—will welcome the addition of this month's selections to their libraries.

Power Afloat

• **American Sea Power Since 1775,** edited by Allan Westcott; Lippincott.

The great traditions of the Navy, the stories of her great men and great ships, are told in this 609-page history of our Navy from Revolutionary days to the end of the war against Japan. It was written primarily as an operational history, covering the Navy's work in peace and war.

It deals with the great battles and commanders from the time of Esek Hopkins, ex-privateer from Rhode Island who was named "commander-in-chief" of an 8-ship squadron of 110 guns in 1775 by a "Naval Committee" appointed by the infant Congress. (John Paul Jones was first lieutenant in the flagship *Alfred* of this first fleet, which was meant to fight a British force of 78 ships mounting more than 2,000 guns.)

The period of the Revolution is covered in two chapters, one of them dealing almost wholly with the activities of John Paul Jones, who became the outstanding naval figure of the American Revolution and a founder of our naval traditions.

Each of the great eras of naval history receive mention. While 10 chapters are devoted to World War II, the Quasi-War with France and the war against the Barbary pirates also receive their due in a chapter titled "Problems of a Neutral," which points out the problems of a new nation

struggling for her rightful place in the parade of nations.

Without neglecting the interesting stories of men and battles, the authors have sought to emphasize the aspects of naval history having special significance today.

The impact of new weapons on tactical and strategical concepts of naval warfare is shown with the chapters dealing with conversion from sail to steam; the arrival of the submarine as a weapon; and with the new weapons of World War II.

Seven men collaborated, each in a selected field, to produce this book. The book is an important contribution to the general history of our country because it shows the part played by the Navy in the growth of the nation.

The authors are Allan Westcott, senior professor, U. S. Naval Academy; Richard S. West, Jr., associate professor, U. S. Naval Academy; J. Roger Fredland, assistant professor, U. S. Naval Academy; Comdr. Elmer B. Potter, USNR; Lt. Comdr. William W. Jeffries, USNR; Lt. Comdr. Neville T. Kirk, USNR; and Lt. Comdr. Thomas F. McManus, USNR.

Supreme Strategist

• **Mahan on Sea Power,** by William E. Livezey; University of Oklahoma Press.

At the time of his death, Rear Admiral Alfred Thayer Mahan reigned supreme in the field of naval strategy—he had no rival, says Professor Livezey of the subject of his book, the newest on Mahan.

Rear Admiral Mahan has been described by his admirers at home and abroad as the greatest of naval historians and strategists. He has also been described by his critics as an imperialist and an incendiary. But both sides agree that in naval affairs he ranks with Clausewitz, the classical master of land operations.

Mahan's *The Influence of Sea Power Upon History, 1660-1783* and other of his numerous books shaped events and created history because of the influence these books had on the men who directed navies throughout the world. His voice was a powerful one in the late 1800s, when France, Great Britain, Germany, Japan, the United States and Russia were expanding in their various spheres—rubbing against each other and raising sore spots on their separate national bodies.

His various books, ranging from *The Influence of Sea Power Upon History*, published in 1890, to *Sea Power in its Relation to The War of 1812*, published in 1905, were warmly received in Great Britain—more so than in his own country—and were translated in most of the European languages. Many Navy men in many countries believed an addition to naval history had been made and they sensed a new departure from old ideas.

Theodore Roosevelt, at the time of Admiral Mahan's death in 1914, said "Admiral Mahan was the only great naval expert who also possessed in international matters the mind of a statesman of the first class. His interest was on the large side of his subject; he was more concerned with the strategy than tactics of both naval war and statesmanship."

Because of his recognition as an expert in the principles of naval strategy, Mahan had tremendous influence on the growth and use of naval forces. In the field of power politics he justified and approved the struggle for dominance and evolved a defense for nationally organized force.

Professor Livezey searched the private papers of many leading figures of Mahan's time, used extensively Mahan's correspondence and studied many official documents to gather material for this critical evaluation on Mahan's influence on the gospel of sea power of both the United States and foreign powers.

While the atom bomb has changed the world Mahan knew, the principles of power he spoke of and wrote about still exist and the atom bomb is just another weapon which the nations of the world will use to further their own interests—as Mahan would have used sea power.

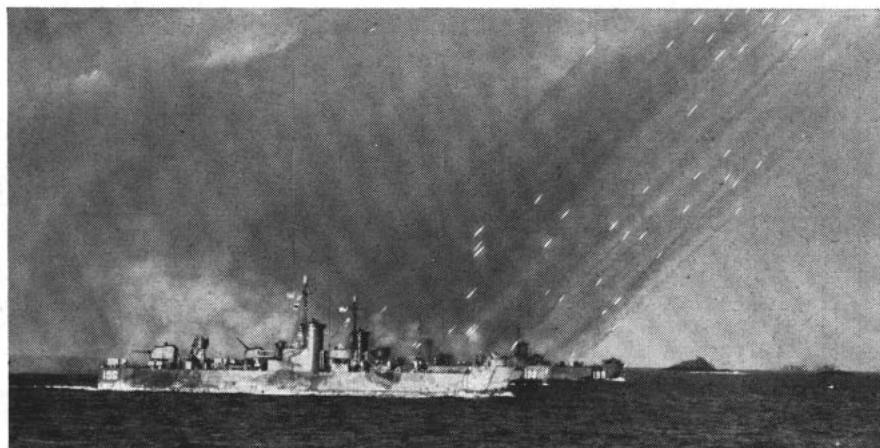
Pacific Fighters

• **The Island War,** by Maj. Frank O. Hough, USMCR; Lippincott.

This is a book for Marines, first, and for those interested in the American advance in the Pacific from Guadalcanal to the deck of *uss Missouri*, thereafter. The sub-title is "The United States Marine Corps in the Pacific."

Maj. Hough is a Marine Corps veteran of both World Wars. He served as a rifle regiment sergeant in the first and had a staff job in the second.

The heroism of the Marine fighting man, the man who took the bloody islands of the Pacific from a fanatic enemy, is recounted again in *The Island War*, a compilation of the great battles the Corps waged. The book is



ROCKET-FIRING LSM (R)s, pictured on the jacket of *American Sea Power*, illustrate the growth of our sea power since the days of the small Continental Navy.

well illustrated by official Marine Corps photographs and with maps and charts showing the advance of the war in the Pacific.

This book, according to a short note in the front pages, is not an official publication of the Marine Corps. However, Maj. Hough was officially assigned to write the book and was given access to secret and confidential Marine Corps documents and supplementary material.

Lighter Reading

In addition to the three histories of phases of the war, books of fiction and a biography of Lincoln are being sent to ships and stations.

• "The Lincoln Reader," edited by Paul M. Angle; Rutgers University Press.

A leading Lincoln authority cleverly blends selections from the writings of Lincoln biographers into a complete portrait.

• "Jeremy Bell," by Clyde Brion Davis; Rhinehart.

A period piece—America in 1897 and a couple of restless small-town boys who set out one summer for Chicago and life in the big city. They have some hair-raising adventures and end up as soldiers in the Spanish-American War.

• "In the Hands of the Senecas," by Walter D. Edmonds; Little, Brown.

The author of "Drums Along the Mohawk" writes another historical novel. This one is based on the adventures of a group of women captured by Senecas when they raided a northern New York village in the 1770s.

• "Go-Devil," by Marguerite Eysen; Doubleday.

The story of Rand Bole, Pennsylvania oil baron, and the two women in his life—one the wanton Petty and the other his wife, Molly. Drama and action of the era when men rose to wealth and power in a fight with no holds barred.

• "Stranger in Town," by Howard Hunt, Random House.

A time-killer with plenty of romantic interest. It's about John Fleming, a pleasantly cynical man-about-New York who became a war hero and returned to his former haunts, wiser if not a sadder man.

• "Strumpet Wind," by Gordon Merrick; William Morrow.

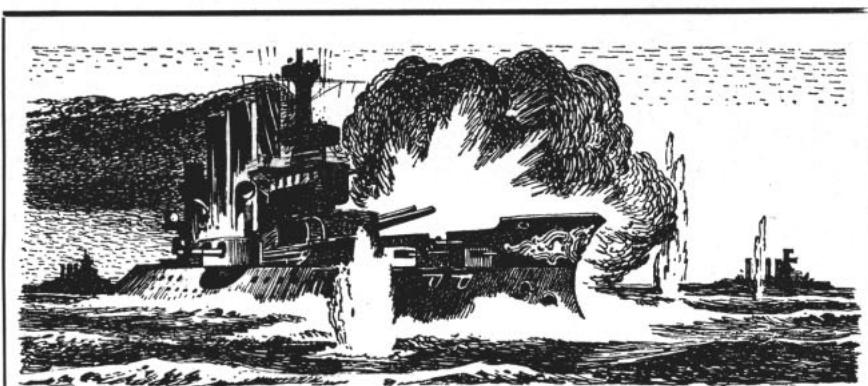
Espionage and counter-espionage involving a young American officer during the invasion of Southern France. A good spy story.

• "The Wild Yazoo," by John Myers; Dutton.

Plenty of action and romance in this drama of pioneer life in Mississippi in the 1830s, with a dashing hero who breaks heads and hearts with abandon.

• "The Wayward Bus," by John Steinbeck; Viking Press.

A new Steinbeck story set in the back country of Southern California, where a group of oddly-assorted people find themselves marooned, first by the breakdown of the bus and then by a flash flood. What happens is a study in behaviorism in the usual Steinbeck manner.



NAVY'S ROLE IN NATION'S HISTORY

History comes alive in the book "Your Navy," written by BuPers and now on its way to the Fleet. The book tells in readable, action-packed style of your Navy and its role in the history of your country.

The volume will be so distributed, it is planned, that every Navy man will get a chance to read it. It is probable it will be in most ship and station libraries in the near future. It also is available from the Superintendent of Documents, Washington 25, D. C. Enclose \$1 per copy.

"Your Navy" is as logically arranged as a college textbook, but it's twice as readable. And the text is well-paced—by plenty of illustrations, many drawn especially for the edition, which show the growth of the Navy and how it won its place in history (the pictures accompanying

future. It is in the development of tactics, told in battle-experience style, that "Your Navy" is richest. Here are the stories of America's naval heroes who gave so much to



their country and to the Navy of today.

"Your Navy" will bring a concurrent advantage to the reader. It's a painless way to pick up a good bit of history. The exciting story of the Navy, of interest to any bluejacket, is told against a backdrop of American history: the Revolution, birth of the Republic, the War of 1812 and the Civil War, the War with Spain and two World Wars are the panorama before which the action takes place.

BuPers published the volume to provide the enlisted man with an appreciation of his Navy's traditions, an understanding of its history and development, upon which to base a realization of the place of the Navy and its men in today's world.



this article are taken from "Your Navy").

The story of the Navy's development, in this book, is reflected from many facets: material, personnel, tactics, battle experience. It's all in "Your Navy." In the material line, the volume tells of the building of the Navy of sail, the transition to steam, the development of armament and the invention of the submarine and the airplane. The reader steps right up to meet that species known as the "sailor," from the days the bucko dipped his pigtail in tar to the day he paused, after the victory of World War II, and looked ahead from the Crossroads to the Navy of the



DECORATIONS & CITATIONS

PUC Awarded Ship Which Fought Off 25 Jap Kamikazes

A Presidential Unit Citation has been awarded the *uss Aaron Ward* (DM 34) for action as a radar picket ship during the Okinawa campaign.

The action for which the *Ward* was cited, and in which she was badly damaged, took place on 3 May 1945, when she was attacked by "approximately" 25 kamikaze planes.

Shooting down two kamikazes which approached in determined suicide dives, the citation says in part, the *Aaron Ward* was struck by a bomb from a third suicide plane as she fought to destroy this attacker before it crashed into her superstructure, spraying the entire area with flaming gasoline.

The damage instantly flooded the *Ward's* after engine room and fire room and she was forced to maneuver in circles because of damage to her steering gear, but while she was fighting fires and exploding ammunition she destroyed three more suicide planes in rapid succession.

Then a seventh attacker dropped a bomb close aboard and crashed in flames on the main deck. The explosion holed her forward engine room and she lost way, being dead in the water when an eighth kamikaze crashed into her superstructure bulkhead a few seconds later.

Already seriously damaged, she was still fighting with all remaining guns when a ninth and, finally, a tenth attacking plane crashed aboard her, the first of these destroying almost all the after guns.

With fires raging uncontrolled, ammunition exploding and all engineering spaces except the forward engine room flooded as she settled in the

Commendation Ribbon Authority Restricted

Authority to award the Commendation Ribbon, delegated to various commands, has been withdrawn from all except CincPacFlt, CincLanFlt and ComNavEastLant, Alnav 69-47 (NDB, 15 March) announced.

The three designated commands retain until further notice authority to award the Commendation Ribbon for services performed between 6 Dec 1941 and 2 Sept 1945.

water and listed to port, she began a nightlong battle to remain afloat and, with the assistance of a towing vessel, finally reached port the following morning.

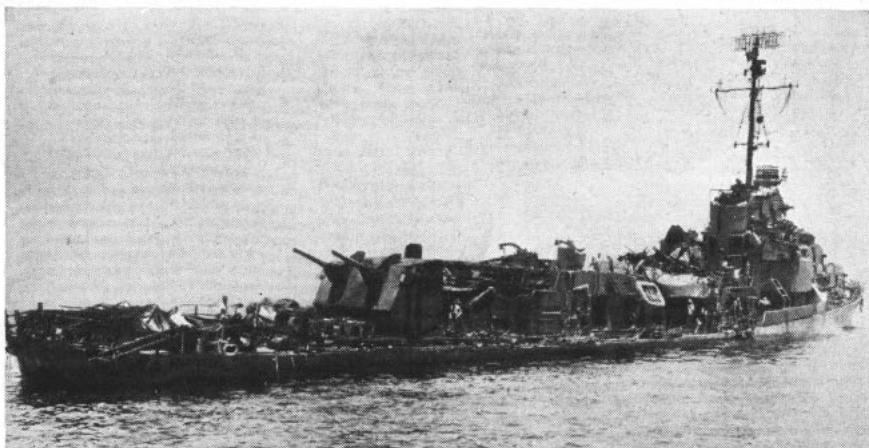
Comdr. W. H. Saunders, Jr., USN, San Diego, Calif., was CO of the ship at the time.

DE Commended For Anzio Action

USS Herbert C. Jones (DE 137) has been awarded the Navy Unit Commendation for heroism in support of the Anzio campaign, 23 Jan to 16 Feb 1944.

The *Jones*, whose CO during the period of the citation was Comdr. Rufus A. Soule, III, USNR, of Piedmont, Calif., was cited for her defense of Allied shipping off the Anzio beachhead against repeated enemy aerial attack.

Special mention was made in the citation of the ship's work as a pioneer in the field of electronics warfare, in which she "consistently intercepted enemy radio messages to supply ample warning of impending air strikes before the hostile craft were airborne."



USS Aaron Ward (DM 34)

Marine FitRon 214 Awarded PUC For Fighting in SoPac

Marine Fighting Squadron 214, the famous "Black Sheep" squadron under command of Lt. Col. Gregory P. Boyington, USMC (Ret), has been awarded the Presidential Unit Citation for its outstanding combat record in the South Pacific from 7 Apr 1943 to 6 Jan 1944.

Actions specified in the citation were: Guadalcanal, 7 Apr 1943; Munda, 17 July to 30 Aug 1943; northern Solomons, 16 Sept to 19 Oct 1943; Vella LaVella and Torokina, 17 Dec 1943 to 6 Jan 1944.

The citation stated that FitRon 214 was the first squadron to strafe Kahili, the first to operate from Munda while the field was under heavy enemy artillery fire, and the first to lead a fighter sweep on Rabaul.

This unit, the citation says, destroyed or damaged 273 Japanese aircraft during these campaigns and, in some of the most bitterly contested air combats on record, contributed substantially to the establishment of an aerial beachhead over Rabaul and paved the way for Allied bombers to destroy Japanese shipping, supply dumps and shore installations.

The citation concludes, this unit was frequently outnumbered but never outfought.

Flotilla Five LSTs Get Commendation For Solomons Action

Twenty-four ships of LST Flotilla Five have been awarded Navy Unit Commendations for their work during the struggle for the Solomon Islands, beginning in March, 1943.

The citations for individual units differ only in that they reflect the luck of the vessels in evading enemy action. The overall action picture covers the period from March of 1943 to May of 1944, but individual citations run from March 1943 to the date the ship concerned was damaged or sunk by enemy action.

Seventeen of the vessels, LSTs 166, 339, 341, 353, 354, 390, 395, 397, 398, 399, 446, 447, 449, 460, 472, 485 and 488, received citations differing only in the name of the ship. These citations are, in part:

Operating in hostile and uncharted waters and off difficult beaches without adequate protection of surface escort and air coverage, she carried out a heavy operating schedule, constantly fighting the submarine menace to our

supply train maneuvering up the Slot, and making every effort to get her vital cargo unloaded at combat destinations before the enemy could destroy her. In addition (she) contributed to the development of this type vessel as a hospital evacuation ship; helped to initiate the use of increased armament for all LSTs to repel Japanese air attacks; and assisted in perfecting loading and unloading techniques to facilitate the handling of her inflammable and explosive cargo during combat operations.

The citations of the remaining seven ships give substantially the same background but conclude with a statement of the action in which the vessel was damaged or sunk. Typical is the citation of LST 167, which says,

"An aggressive, fighting ship, LST 167, her officers and men, served with distinction until she was bombed and severely damaged by Japanese planes on 25 Sept 1943."

The seven ships whose citations mention damage by enemy action are LSTs 167, 334, 340, 342, 343, 396 and 448.

CO of LST 167 for the period of her citation was Lt. Edward C. Simons, USCG, of New York, N.Y.

The citation of LST 334 was for the periods March to October 1943 and November 1943 to May 1944, during which times her COs were Lt. George V. Aylward, USNR, of Kansas City, Mo.; Lt. (jg) Charles J. Hawkins, USNR, Minneapolis, Minn.; and Lt. (jg) Jack J. Reed, USNR, Seattle, Wash.

March to June 1943 was the period of the citation for LST 340, whose CO at the time was Lt. William Villella, USN, of Chula Vista, Calif.

Lt. Edward S. McCluskey, USNR, of Easton, Pa., was CO of LST 342 during the period of her citation from March to July, 1943.

CO of LST 343 from March to July 1943 and November 1943 to May 1944, the periods of her citation, was Lt. Harry H. Rightmeyer, USN, of Galveston, Tex.

LST 448 was cited for the period March to October, 1943, during which time her COs were Lt. Abraham Zitzenfield, USNR, of Chicago, Ill., and Lt. Charles E. Roeschke, USN, of Los Angeles, Calif.

For the other 17 LSTs, all citations cover the period from March 1943 to May 1944.

CO of LST 166 during the period was Lt. F. B. Bradley, USCG (Ret), of New Orleans, La.

Lt. J. H. Fulweiller, USNR, New York, N.Y., and Lt. J. J. Croft, USNR, Evanston, Ill., were COs of LST 339 for the period.

Lt. F. S. Barnett, USN, of San Diego, Calif., commanded LST 341 during the actions.

LST 353 had three COs during the period of the citation. They were Lt. L. E. Reynolds, Jr., USNR, of Knoxville, Tenn.; Lt. W. D. Hodges, USN, of Paducah, Ky.; and Lt. (jg) C. A. Martin, USN, of Los Angeles, Calif.

COs of LST 354 were Lt. B. W. Robb, USNR, of Detroit, Mich., and Lt. (jg) W. A. Henry, USN, Norfolk, Va.



ARMY DSM is awarded Vice Admiral Daniel E. Barbey, USN, by SecWar Patterson for service in amphibious operations in Philippines, Borneo, Balikpapan.

During the period of the citation COs of LST 390 were Lt. W. J. C. Baker, USNR, Pacific Grove, Calif.; Lt. (jg) R. J. Mayer, USNR, New York, N.Y.; Lt. F. H. Stormes, USNR, Chevy Chase, Md.; Lt. J. J. P. O'Brien, USNR, Wheeling, W. Va.; and Lt. (jg) J. M. Edinburg, USNR, Worcester, Mass.

CO of LST 395 for the period was Lt. A. C. Forber, USNR, of Boston, Mass.

COs of LST 397 were Lt. N. L. Lewis, USNR, of Macon, Ga., and Lt. (jg) W. R. Hitch, USN, Chatsworth, Calif.

LST 398's COs were Lt. B. E. Blanchard, USNR, Augusta, Maine; Lt. D. D. Williams, USNR, Elkhart, Ind.; and Lt. R. J. Kammer, USNR, of Cincinnati, Ohio.

Lt. G. F. Baker, USN, Norfolk, Va.; Lt. (jg) J. M. Fabre, USNR, Baton Rouge, La.; and Lt. (jg) J. M. Wisenthal, USN, Brooklyn, N.Y., were COs of LST 399 during the period.

Officers commanding LST 446 for the citation period were Lt. W. A. Small, USN, Niagara Falls, N.Y.; Lt. J. C. Adams, USNR, Memphis, Tenn.; Comdr. Roger W. Cutler, USNR, New York, N.Y.; and Lt. (jg) G. P. Shaw, USNR, Lafayette, Ga.

For the citation period, Lt. F. H. Stormes, USNR, Chevy Chase, Md.; Lt. E. L. Jungerheld, USNR, Long Beach, Calif.; and Lt. T. P. Pekelder, Grand Rapids, Mich., were COs of LST 447.

LST 449's COs for the period were Lt. C. S. Livingston, USN, of San Diego, Calif.; Lt. L. Lisle, USNR, Providence, R.I.; and Lt. R. C. Parlier, USN, Harrison, Ark.

Lt. E. E. Weire, USN, San Diego, Calif., and Lt. (jg) H. E. Robinson, Jr., USNR, of Denver, Colo., who was killed in action 21 Dec 1944, were COs of LST 460 during the period.

CO of LST 472 was Lt. W. O. Talley, USN, of Long Beach, Calif.

During the period of the citation, COs of LST 485 were Lt. C. E. Stover, USN, Manassas, Ga.; Ens. B. G. Sanders, USNR, Minden, La.; and Lt. (jg) H. F. Breinger, USNR, Arlington, Va.

COs of LST 488 for the period were Lt. (jg) J. M. Mackey, USN, Little Rock, Ark., and Lt. (jg) G. E. Scott, USNR, Oil City, Pa.



NAVY CROSS

Gold star in lieu of second award:

★ **WALKER**, Francis D., Jr., Comdr. (then Lt. Comdr.), USN, Coronado, Calif.: As CO of the *uss Crevalle* during her fourth war patrol against the Japanese in the South China Sea and in waters west of Luzon, 21 June to 9 Aug 1944, Comdr. Walker braved strong enemy anti-sub measures and persistent counterattack to complete an attack against a heavily-escorted enemy convoy, sinking three large freighters from this convoy and a fourth from another for a total of about 28,000 tons sunk.

First award:

★ **ATKINS**, Barry K., Comdr., USN, Old Lyme, Conn.: As CO of the *uss Melvin* during the Battle of Surigao Strait, 24 and 25 Oct 1944, he deployed his ship with our destroyer units in a flanking maneuver as tactically disposed PT boats opened fire on a strong column of Japanese battleships, cruisers and destroyers advancing under cover of darkness. Placing the *Melvin* within close firing position of the enemy, he launched his torpedoes with precise firing in the first coordinated attack which surprised the enemy and made him more vulnerable to attack by our heavier units. Comdr. Atkins subsequently retired without damage from the engagement, which resulted in the sinking of two Japanese battleships and three destroyers before effective return fire could be brought on our forces.

★ **BOESE**, Donald A., Lt. (jg), USNR, Holloway, Minn.: As pilot of a fighter plane of FitRon 81, *uss Wasp*, in operations against the Japanese in the Tokyo Bay area, 17

★ DECORATIONS

Navy Cross (Cont.)

Feb 1945, Lt. (jg) Boese braved intense antiaircraft fire to score a direct bomb hit on an enemy aircraft carrier, contributing materially to the sinking of the vessel.

★ BOWEN, George H., Lt., USNR, New York, N. Y.: As a pilot in BomRon 16, USS *Lexington*, in operations against the Japanese in the Battle for Leyte Gulf, 25 Oct 1944, Lt. Bowen pressed home an attack on an enemy aircraft carrier, scoring a direct hit on the target and contributing materially to its sinking. He played a gallant part in aerial operations during a critical period of the Pacific war.

★ DURIAN, Robert F. G., Lt. (jg), USNR, Fort Dodge, Iowa: As pilot of a torpedo plane in TorpRon 19, USS *Lexington*, in action against the Japanese in the Battle for Leyte Gulf, 12 Oct 1944, Lt. (jg) Durian participated in a strike against major units of the Japanese fleet and pressed home an attack on an enemy carrier, releasing his torpedo at close range and contributing materially to the sinking of the ship.

★ EAGLE, Wesley, Pfc., USMCR, Minneapolis, Minn. (posthumously): As Browning automatic rifleman and fire group leader during action against the Japanese on Iwo Jima, 4 to 10 Mar 1945, Pfc. Eagle was pinned down with his company by intense enemy fire which made evacuation of the wounded impossible. He ordered his fire group to attack, drawing the enemy fire until the casualties had been removed to safety. Although seriously wounded in the advance, he refused to be evacuated. He was wounded a second time while firing on the enemy. With two wounds he took the initiative when his company was ordered to attack an 8-inch gun supported by a blockhouse and pillboxes, and had partially destroyed one of the pillboxes before he was mortally wounded.

★ ENRIGHT, Joseph F., Comdr., USN, Portsmouth, Va.: As CO of the USS *Archer Fish* in its 5th war patrol in the Pacific, 30 Oct to 15 Dec 1944, Comdr. Enright penetrated strong hostile escort screens to make repeated strikes responsible for sinking 28,000 tons of enemy shipping, and succeeded in evading all hostile counter measures.

★ GARRISON, Malcolm E., Comdr., USN, Charlottesville, Va.: As CO of the USS *Sandlance* during her 2nd war patrol against the Japanese in the vicinity of the Marianas, 20 Apr to 5 June 1944, Comdr. Garrison braved heavy surface and air opposition to deliver five torpedo attacks on strongly-escorted enemy ships, sinking three freighters and a transport totalling



Comdr. Atkins

Lt. (jg) Boese



Lt. Bowen

Lt. (jg) Durian



Pfc. Eagle

Comdr. Enright

22,300 tons and damaging another freighter of 6,500 tons. By expertly evading all enemy counter measures he successfully brought his ship back to port without material damage.

★ GOEBEL, Morris R., Lt. (then Lt. (jg)), USNR, Waco, Tex.: As a torpedo plane pilot in TorpRon 19, USS *Lexington*, in action against the Japanese during the Battle for Leyte Gulf, 25 Oct 1944, Lt. Goebel, while participating in a strike against major units of the enemy fleet, plunged through heavy antiaircraft fire to release his torpedo at close range upon an aircraft carrier, contributing materially to its sinking.

★ GOVE, Willard T., Lt., USNR, Walpole, Mass.: As a fighter plane division leader, FitRon 13, USS *Franklin*, in action against Japanese fleet units in the Philippine

Islands, 27 Oct 1944, Lt. Gove led his division in a daring attack on an enemy cruiser, diving low over the target to strafe it and secure several direct rocket hits before releasing his 500-pound bomb which scored a hit amidships.

★ KANE, Joseph L., Capt., USN, Seattle, Wash.: As CO of the USS *Petrel Bay* in support of our amphibious attack groups in Leyte Gulf, 18 to 29 Oct 1944, Capt. Kane maneuvered his ship to avoid repeated suicide bombing plane attacks while directing numerous air strikes against the Japanese fleet approaching Leyte Gulf. His efforts and tactical ability are considered to have contributed in large measure to the subsequent withdrawal of the enemy forces from this engagement.

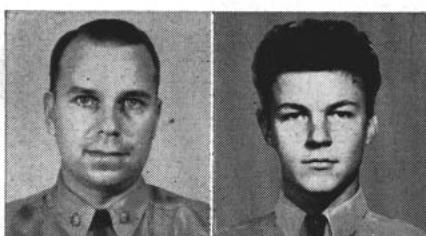
★ MILLER, Kenneth R., Lt., USNR, Long Beach, Calif.: As pilot of a scout bomber plane of BomRon 13, USS *Franklin*, in action against the Japanese during the Battle for Leyte Gulf, 25 Oct 1944, Lt. Miller, while participating in a strike against major units of the enemy fleet, led his flight through intense antiaircraft fire and aerial opposition to score a direct hit on a Japanese aircraft carrier, contributing materially to its sinking.

★ TROWBRIDGE, Milton E., Lt. (jg), USNR, Shreveport, La.: As pilot in TorpRon 20, USS *Enterprise*, in action against the Japanese in the Battle for Leyte Gulf, 24 Oct 1944, Lt. (jg) Trowbridge pressed home an attack on a 50,000-ton enemy battleship, flying through intense antiaircraft fire to score a direct hit with a torpedo, contributing materially to the success of his squadron in seriously damaging a major unit of the enemy fleet.

★ TWELVES, Wendell V., Lt. (then Lt. (jg)), USN, Springville, Utah: As pilot of a fighter plane in FitRon 15, USS *Essex*, in operations against the Japanese during the Battle for Leyte Gulf, 25 Oct 1944, Lt. Twelves carried out an attack on major units of the enemy fleet in the face of heavy antiaircraft fire, scoring a direct bomb hit to assist in sinking an enemy aircraft carrier, and contributing to the success of his squadron in the battle.

★ WAIDNER, George I. A., Lt., USNR, Baltimore, Md.: As CO of LCI (G) 471 in action against the Japanese during a reconnaissance of the shores of Guam, M. I., on the night of 17 June 1944, Lt. Waidner ignored heavy enemy mortar fire and adverse weather conditions to go to the aid of another LCI stranded on a reef. When attempts to refloat the ship were unavailing and it was ordered abandoned, Lt. Waidner made two trips to remove the ship's crew to safety.

★ WHELPLEY, Gordon B., Lt., USNR, New York, N. Y.: As pilot of a torpedo plane of



Comdr. Garrison

Lt. Goebel



Lt. Gove

Capt. Kane



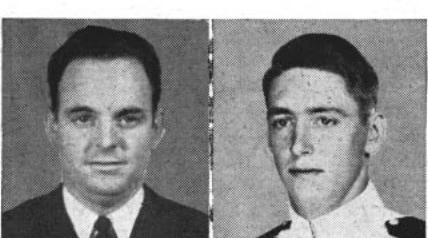
Lt. Miller

Lt. (jg) Trowbridge



Lt. Twelves

Lt. Waidner



Comdr. Walker

Lt. Whelpley



Lt. (jg) Wodell

Lt. Comdr. Wood

TorpRon 19, *uss Lexington*, in action against the Japanese during the Battle for Leyte Gulf, 25 Oct 1944, Lt. Whelpley, while participating in a strike against major units of the enemy fleet, plunged through heavy antiaircraft fire to release his torpedo at close range upon a Japanese light cruiser, contributing materially to the serious damage inflicted on it by our forces.

★ WODELL, Webster P., Lt. (jg), USNR, Short Hills, N. J.: As pilot of a bombing plane of BomRon 19, *uss Lexington*, in operations against the Japanese during the Battle for Leyte Gulf, 25 Oct 1944, Lt. (jg) Wodell pressed home a dive bombing attack through heavy antiaircraft fire to score a direct hit on an enemy aircraft carrier, contributing directly to its sinking.

★ WOOD, Lloyd N., Lt. Comdr. (then Lt.), USNR, Washington, Mo.: As pilot of a scout bomber plane of BomRon 13, *uss Franklin*, in action against the Japanese in the Battle for Leyte Gulf, 25 Oct 1944, Lt. Comdr. Wood, while participating in a strike against a large enemy task force, pressed his attack through strong anti-aircraft fire and aerial opposition to score a direct bomb hit on an enemy aircraft carrier, contributing materially to its sinking.

DISTINGUISHED SERVICE MEDAL

First award:

★ BEYERLY, Irwin F., Capt., USN, Daytona Beach, Fla.: As Chief of Staff, United States Naval Group, China, and Commander, United States Naval Group, Eastern China, Capt. Beyerly expertly coordinated the functions of his two groups and was instrumental in maintaining joint U.S. naval and Chinese guerrilla combat operations and offensive sabotage operations within enemy-held territory. This neutralized numerous Japanese strong points in eastern and central China with great loss to the enemy.



Capt. Beyerly

SILVER STAR MEDAL

Gold star in lieu of second award:

★ BRONSON, Earl D., Lt., USN, Grants Pass, Ore.: Diving officer *uss Bang*, third war patrol, 27 Aug to 29 Sept 1944.

★ CLAGGETT, Bladen D., Comdr., USN, Baltimore, Md.: Assistant approach officer *uss Pargo*, first war patrol in enemy waters.

★ JONES, John F., Lt. Comdr., USNR, Chatworth, Ga.: Torpedo computer officer *uss Bang*, third war patrol, 27 Aug to 29 Sept 1944.

First award:

★ ALLEN, George W., Capt., USN, Coronado, Calif.: CO, Y Squadrons in mine sweeping operations, invasion of France, 6 June 1944.

★ BENITEZ, Rafael C., Lt. Comdr., USN, Avondale, Md.: Assistant approach officer *uss Dace*, 1 Sept to 6 Nov 1944.

★ BEWLEY, Frank A., Comdr., USNR, Edgewater, Md.: Diving officer, *uss Raton*, first and second war patrols.

★ CENTER, George, Lt., USN, Decatur, Ga.: Pilot of BomRon 80, *uss Ticonderoga*, French Indochina, 12 Jan 1945.

★ COOPER, Francis T., Lt. Comdr., USN, Groton, Conn.: Torpedo computer operator, *uss Bluegill*, first war patrol.



NavSta, Green Cove Springs, Fla.

"Whataya mean, no milk?"

★ DEAR, John W., Jr., Lt., USNR, Meridian, Miss.: Pilot of fighter plane, FitRon 2, Bonin Islands, 4 July 1944.

★ DEARELLANO, Marion F. R., Comdr., USN, San Diego, Calif.: Assistant approach officer, *uss Skate*, third war patrol, 5 Feb to 17 Mar 1944.

★ DECKER, Stiles M., Jr., Lt. Comdr., USNR, Annapolis, Md.: Diving officer, *uss Puffer*, fourth war patrol.

★ DEMPSEY, James C., Comdr., USN, Mystic, Conn.: CO *uss Cod*, third war patrol, Philippine Islands area 10 May 1944.

★ DUNN, William A., Comdr., USN, Silver City, N. M.: CO *uss Davis*, Seine Bay, France, 7 to 15 June 1944.

★ FENNO, Frank W., Jr., Capt., USN, Williamsport, Pa.: Commander of submarine group northwest of Guam from 4 May to 27 June 1944.

★ FOLEY, Joseph F., Comdr., USN, Raleigh, N. C.: CO *uss Rodman*, assault on Normandy, 25 June 1944.

★ FORAN, James F., Lt. (jg), USNR, Flemington, N. J.: CO PT 323, POA 8 and 9 Jan 1944.

★ HARRIS, Cecil E., Lt., USNR, Onaka, S. D.: Fighter pilot FitRon 18, *uss Intrepid*, Northern Formosa, 12 Oct 1944.

★ HESSEL, Edward W., Comdr., USN, Chesapeake, Va.: Squadron leader Torpedo Squadron 82, *uss Bennington*, Tokyo area, 16 and 17 Feb 1945.

★ HILLS, Hollis H., Lt., USNR, Pasadena, Calif.: Division leader of fighter planes, *uss Langley*, Truk, 29 Apr 1944.

★ HORSMAN, Donald G., Lt., USN, Pearl Harbor, T. H.: Torpedo computer officer *uss Thresher*, 13th war patrol, 14 June to 27 July 1944.

★ HUBBARD, Miles H., Capt., USN, Arlington, Va.: CO *uss Claxton*, operations in Leyte Gulf and Surigao Strait, from 19 Oct to 25 Oct 1944.

★ HUDSON, Jack W., Lt., USNR, Marfa, Tex.: OD of *uss Atule*, first war patrol, October to December 1944.

★ KELEHER, Michael F., Lt. Comdr., USNR, Springfield, Ohio: Surgeon, 3rd Batt, 25th Marines, 4th MarDiv, Saipan, Marianas Islands, 15 June to 11 July 1944.

★ KOEHLER, John T., Comdr., USN, Wilkinsburg, Pa.: CO UDT during assault and invasion of Kwajalein, 31 Jan and 1 Feb 1944.

★ KOHUT, Sylvester, Lt. (jg), USN, Philadelphia, Pa.: For outstanding service aboard U. S. submarine in enemy waters.

★ LAUNDY, Henry H., Lt., USNR, Lakewood, Ohio: Torpedo computer, *uss Spadefish*, first war patrol, 23 July to 24 Sept 1944.

★ LESSON, Alfred D., Lt. (jg) (then Ens.), USNR, Boston, Mass.: CO MTB 129, in action against enemy forces at Kairiru Island, New Guinea, 3 May 1944.

★ LEVIN, Evert J., Lt., USNR, Mountain Iron, Minn.: Radar and communications officer, *uss Harder*, fourth war patrol, 29 Mar to 3 May 1944.

★ LEWIS, Stuart A., Lt., USNR, Whittier, Calif.: CO MTB 329, New Guinea area, night of 11 June 1944.

★ LINDON, Elbert C., Lt. Comdr., USN, Silver Springs, Md.: Assistant approach offi-

cer *uss Seahorse*, fourth war patrol, 28 Mar to 27 Apr 1944.

★ MARKS, Kenneth F., Lt., USNR, Santa Barbara, Calif.: Pilot of dive bomber, *uss Wasp*, in action at Kure Naval Base, 19 Mar 1945.

★ NASH, Norman C., Lt. Comdr., USN, Idabel, Okla.: Plotting officer of *uss Tunny*, fifth war patrol, 27 Feb to 11 Apr 1944.

★ PARISH, Robert L., Lt. (jg), USNR, Harvey, Ill.: Pilot of torpedo plane, *uss Hancock*, Battle of Leyte Gulf, 25 Oct 1944.

★ PATTERSON, Charles J., Lt., USNR, Gretna, Neb.: Pilot of torpedo plane, *uss Lexington*, enemy action at Manila, 6 Nov 1944.

★ PECKHAM, George E., Comdr., USN, Philadelphia, Pa.: CO *uss Waldron*, action against enemy from 10 Feb to 4 Mar 1945.

★ PIERCE, Quinton A., Lt. Comdr., USN, Philadelphia, Pa.: Diving officer *uss Plunger*, 10th war patrol, 13 Jan to 8 Mar 1944.

★ PLANT, Claude W., Jr., Lt. (jg), USNR, Portland, Mich. (posthumously): Pilot in Squadron 15, *uss Essex* first battle in Philippine Sea, 19 June 1944.

★ PRATT, Richard R., Comdr., USN, Newport, R. I.: CO *uss Hudson* against enemy

Writing of Naval History By Professionals Urged

Many phases of the Navy's history are untouched and offer a fertile field for scholars and civilian historians.

This was brought out at a meeting in Washington, D.C., of representatives of 29 learned societies, the State and War Departments, and the two service academies. The historians considered means of promoting the writing of naval history by professional writers, and learned of the present program of the Office of Naval History.

Delegates were asked to consider ways in which the academic world can be interested in naval history, not only as an important part of the history of the nation but as a sound method of increasing efficiency of the service. The Navy offered its cooperation in providing material from its records (within the bounds of national security). Also offered was use of the Navy Department Library, which has the largest and finest collection of books on naval subjects in the country.

Capt. Samuel Eliot Morison, USNR, professor of history at Harvard and historian for naval operations, spoke on the plan now underway for publishing a full account of the war at sea. *The History of United States Naval Operations in World War II*, a 14-volume set, will give the public a full, though unofficial history. One volume, *Operations in North African Waters*, recently was published (ALL HANDS, April 1947, p. 29), and the work is expected to be completed by 1950.

A corresponding plan for the administrative history of the Navy during the war was discussed by Dr. Robert G. Albion, professor of history at Princeton and historian for naval administration. His work is designed primarily for information of the Navy, and will be published in two volumes in 1948.

★ DECORATIONS

Silver Star (Cont.)

forces, 30 Mar to 1 Apr 1944, June 1944, and 20 July 1944.

★ RABORN, Albert, Comdr., USN, Gadskin, Fla.: CO *uss Picuda*, second war patrol, 4 May to 27 June 1944.

★ ROBINSON, Leland P., Lt. Comdr., USNR, Concord, N. H.: Diving officer *uss Sanddance*, first war patrol, 8 Feb to 23 Mar 1944.

★ ROGERS, Robert K., Lt. (jg) (then Ens.), USNR, St. Louis, Mo.: Member of UDT during assault on enemy held island in Pacific, 17 July 1944.

★ REILAND, William F., Jr., Ens., USNR, El Monte, Calif.: Leading torpedo man during four war patrols, *uss Seawolf*.

★ SAMPSON, Philip T., Lt. (jg) (then Ens.), USNR, Mound, Minn.: Plotting officer *uss Harder*, fifth war patrol, 26 May to 21 June 1944.

★ SHEPARD, John E., Lt. Comdr., USN, Mansfield, Calif.: Torpedo computer officer, *uss Trigger*, ninth war patrol, 23 Mar to 15 May 1944.

★ STEEDMAN, William E., Lt. Comdr., USNR, Philadelphia, Pa.: CO, MTB 145 in combat patrols against enemy, from October to December 1943.

★ SUHRLAND, Leif G., Lt. (jg) (then Ens.), USNR, Indian Lake, N. Y.: Leader of UDT in daylight reconnaissance on Saipan Island, 14 June 1944.

★ THIENNES, Robert L., Lt. Comdr., USN, St. Paul, Minn.: Pilot of fighter plane, *uss Yorktown*, in action against enemy, vicinity of French Indochina, 12 Jan 1945.

★ TROWBRIDGE, Milton, Lt. (jg), USNR, Washington, D. C.: Pilot of torpedo plane, *uss Lexington* during operations near Formosa, 9 Jan 1945.

★ WALES, Andrew M., Lt. Comdr. (then Lt.), USNR, West Newton, Mass.: Diving officer *uss Picuda*, first war patrol, 17 Feb to 5 Apr 1944.

★ WHEELCHELY, David L., Capt. (then Comdr.), USN, Keyport, Wash.: CO *uss Steelhead*, sixth war patrol, 17 June to 16 Aug 1944.

★ WOOD, Hamilton H., Lt. Comdr. (then Lt.), USNR, Brookline, Mass.: Officer in tactical command of MTBs 368 and 371, New Guinea area, 28 and 29 Apr 1944.

★ Woods, Mark W., Lt. Comdr. (then Lt.), USN, Lincoln, Neb.: Member of reconnaissance patrol party, Bougainville, Solomon Islands, in Sept 1943.

WAY BACK WHEN

Great Horn Spoon

Here is an old sea-going oath which was used so long ago that probably no modern bluejacket has ever used it as such.

The expression generally referred to the Big Dipper, which was nicknamed the "The Great Horn Spoon." The nickname got its beginning at the time table utensils were primitive and few.

The poorer classes usually had small spoons carved out of horns of oxen, while the head of the house had a large spoon which served a two-fold purpose, as a ladle to ration out portions and as a spoon to feed himself.

Whenever old-time mariners would be at sea for any great length of time, they would start to pine for the old "hearth" and would then look up at the Big Dipper which would remind them of the "Great Horn Spoon" awaiting them at home.



Bulletin, Great Lakes, Ill.

"Aha! Tailormade neckerchief!"

LEGION OF MERIT

Gold star in lieu of second award:

★ CLARK, Sherman R., Capt., USN, Baltimore, Md.: CO *uss Hilary P. Jones*, ComDesDiv 14 and ComDesRon 7 from May 1942 to January 1943.

★ SYLVESTER, John, Capt., USN, Wellston, Ohio: Operations officer *uss Columbia*, CruDiv 4, Battle of Surigao Strait, 25 Oct 1944.

First award:

★ ARCHER, Robert H., Capt., USN, Piedmont, Calif.: Staff watch officer and flag communication officer, ComCarDiv 1, from 14 Jan to 15 Nov 1944.

★ ARMSTRONG, Justus M., Capt., USN, Everett, Wash.: Communications officer, Staff of Com5thFlt, from August 1943 to November 1945.

★ BACHMAN, Leo A., Capt., USN, Washington, D. C.: Intelligence officer on staff of task force commander, invasion of Southern France, August 1944.

★ BARKER, Christopher S., Comdr., USN, New Bern, N. S.: CO *uss Edmonds*, POA, from 18 to 29 Oct 1944.

★ BLAIR, Leon N., Capt., USN, Cape Cod, Mass.: ComSubDiv 44, forward Pacific areas, from 20 Oct 1943 to 16 Aug 1944.

★ BRAINE, Clinton E., Rear Admiral, USN, New York, N. Y.: Chief of Staff, ComSoLant from 8 Mar 1942 to 10 Nov 1944.

★ BROWN, Dwight I., Lt. Comdr., USN, San Francisco, Calif. (posthumously): Assistant operations officer for flag officer, CruDiv 4, Battle of Surigao Strait, 25 Oct 1944.

★ BURKE, Arleigh A., Commodore, USN, Boulder, Colo.: ComDesRon 23 at Kavieng, New Ireland at the Duke of York Island, 17 Feb to 23 Feb 1944.

★ CONLEY, Edwin G., Comdr., USN, La-Mesa, Calif.: Executive officer, *uss Harris*, operations off Attu Island from 1 Sept 1942 to 4 Apr 1944.

★ CRANE, Frederick G., Comdr., USNR, Main Dalton, Mass.: Task group commander 5th Fleet mine force, Yellow Sea, waters between East China and Japan Seas, from 1 Sept to 4 Dec 1945.

★ DECKER, Benton W., Capt., USN, Arnold, Md.: Chief of Staff, landing craft flotillas, 3dPhibFor, POA from February 1943 to May 1944.

★ DOW, Leonard J., Capt., USN, Descanso, Calif.: Communications officer on staff of Com3dFlt, 15 June 1944 to 26 Jan 1945.

★ FELT, Harry D., Capt., USN, Coronado, Calif.: CO *uss Chenango*, operations in

Ryukyu Islands 2 May to 14 June 1945.

★ FLOYD, William O., Capt., USN, Healdsburg, Calif.: Commander of attack group during assault on Sicily.

★ FLY, William A., Capt., USN, New Orleans, La.: CO *uss Andromeda*, invasion of Southern France, 15 Aug 1944.

★ FRANK, Nicholas J. F., Jr., Capt., USN, Coronado, Calif.: CO *uss Taylor*, in operations in forward Pacific areas, 10 June 1944.

★ GIBBS, Frederick, Lt. Comdr., USNR, Syracuse, N. Y.: CO of sub chaser, vicinity of Esperito Santo Island, 29 May 1943.

★ GRANT, James D., Comdr., USN, Portsmouth, N. H.: CO *uss Greenling*, ninth war patrol, 20 Mar to 12 May 1944.

★ GRAUBART, Arthur H., Capt., USN, Los Angeles, Calif.: CO of advanced naval base in SoWesPac.

★ GRENFELL, Elton W., Capt., USN, Honolulu, T. H.: Planning officer on staff of submarine force, POA, 12 Dec 1942 to 17 Aug 1944.

★ JENNINGS, William F., Capt., USN, Arlington, Va.: Chief of staff to ComBatPac, Dec 1942 to Aug 1944.

★ JOY, Charles T., Rear Admiral, USN, Chevy Chase, Md.: CO *uss Louisville*, POA, 17 Jan to 24 June 1943.

★ KIME, Frederick D., Capt., USN, San Diego, Calif.: Force communication officer Western naval task force prior to and during assault on Normandy, France, 6 June 1944.

★ LOOMIS, Sam C., Jr., Comdr., USN, Groton, Conn.: CO *uss Stingray*, eleventh war patrol, 26 May to 10 July 1944.

★ LYMAN, Charles H., III, Capt., USN, Alexandria, Va.: Assistant to Chief of staff, 3dPhibFor, July 1944 to Jan 1945.

★ LYNCH, Frank C., Comdr., USN, Benedict, Kans.: Executive officer *uss Harder*, fourth war patrol, 29 Mar to May 1944.

★ MACMILLAN, Duncan C., Capt., USN, Arlington, Va.: CO *uss Thresher*, 12th war patrol, 18 Mar to 8 May 1944.

★ MAYFIELD, Irving H., Rear Admiral, USN, Washington, D. C.: Chief of U. S. Naval mission to Chile, 2 Apr to 9 Oct 1945.

★ MCKEAN, John F., Lt. (jg), USNR, Bradford, Ill.: Member of MTB squadron at Wewak and New Guinea area, May to Sept 1944.

★ MOORE, Ralph S., Commodore, USNR, Montecito, Calif.: Commander of task group and task force with flag in *uss Chief* in assault on Saipan and Tinian, 15 June to 12 Aug 1944.

★ MORRIS, Robert M., Capt., USN, Annapolis, Md.: Commander of attack group assault on Sicily.

★ O'KANE, Richard H., Comdr., USN, Rafael, Calif.: CO *uss Wahoo* during war patrol in Pacific, 16 Mar to 14 May 1944.

★ PACE, Ernest M., Rear Admiral, USN, Los Angeles, Calif.: Chief of BuAer, 15 Dec 1941 to 17 Oct 1944.

★ PATTIE, Samuel H., Comdr., USN, Van



Mainsheet, Bainbridge, Md.

"But I don't like coffee."

Alstyne, Tex.: CO of group of LSTs, assault of France, June 1944.

★ PERRY, John, Capt., USN, Coronado, Calif.: CO USS *Belleau Wood*, occupation of Marianas, battle of the Philippine Sea, night of 15 June 1944.

★ PHILLIPS, William K., Rear Admiral, USN, Sherman, Tex.: CO USS *Oakland*, POA, 6 June to 9 Aug 1944.

★ ROWE, Henry A., Comdr., USN, Berkeley, Calif.: Fighter director officer on staff of Task Force 38 from 19 Aug to 21 Nov 1944.

★ SNOWDEN, Ernest M., Comdr., USN, San Francisco, Calif.: Commander of air group and director of four air groups at Kwajalein, 4 Dec 1943.

★ STASSEN, Harold E., Capt., USNR, St. Paul, Minn.: Assistant Chief of staff, administration and aid and flag secretary to Com-3rdFlt, from 15 June 1944 to 26 Jan 1945.

★ SUTTON, Frank C., Capt., USN, Holyoke, Mass.: CO USS *Saginaw Bay*, POA, 18 Oct to 29 Oct 1944.

★ TROSINO, Karl, Comdr., USNR, Springfield, Pa.: While serving aboard USS *Guadalcanal*, in battle with German submarine off French West Africa, 4 June 1944.

★ VAN DEURS, George, Commodore, USN, Newport, R. I.: Commanding officer of Escort CarDiv, POA, 18 Oct to 29 Oct 1944.

★ WENTWORTH, Ralph S., Capt., USN, Brockton, Mass.: Commandant, NOB, Iceland, 10 Mar 1943 to 14 July 1944.

★ WRIGHT, Russell B., Capt., USNR, Washington, D. C.: OinC counter measures attached to staff of minecraft, U. S. Pacific Fleet.

★ ZIMMERMAN, Walter E., Capt., USN, Beachwood, N. J.: COMFAIRSHIPWING 4, 2 Aug 1943 to 10 Nov 1944.

★ ZINN, Franklyn K., Comdr., USN, Milwaukee, Wis.: CO USS *Sage*, vicinity of Marshall Islands, 16 Feb 1944.

DISTINGUISHED FLYING CROSS

Gold star in lieu of third award:

★ LANGDON, Ned W., Lt. Comdr., USNR, Corpus Christi, Tex.: Pilot of fighter plane, FitRon 17, USS *Hornet*, Tokyo area, 16 Feb 1945.

★ LYON, Gaylord B., Lt. Comdr., USNR, University City, Mo.: Aerial operations in Western Pacific areas, 28 Feb to 18 June 1945.

Gold star in lieu of second award:

★ DECKER, Arthur T., Comdr., USN, New



The air show

York, N. Y.: CO BomRon 9, USS *Essex*, Rabaul, New Britain, 11 Nov 1943.

★ EMRICK, Paul E., Comdr., USN, Wilkes Barre, Pa.: Commander air group 9, USS *Essex*, Rabaul, New Britain and Solomon Islands, 11 Nov 1943.

★ GREENE, Richard O., Comdr., USN, Bremerton, Wash.: CO Fleet air photographic squadron 1, operations off Palau Islands, 25 Aug 1944.

★ KEISER, Norman M., Lt., USNR, Binghamton, N. Y.: Plane commander of patrol plane PatBomRon 118, West Coast of Korea, 5 May 1945.

First award:

★ BEAM, Benjamin H., Lt. (jg), USNR, Portland, Ore.: Aerial operations, vicinity of Nansei Shoto, 23 Apr to 14 May 1945.

★ BUNKER, Martin N., Lt. (jg), USNR, Pasadena, Calif.: Aerial operations, Western Pacific, 3 Jan to 1 Apr 1945.

★ BUTLER, Charles H., Jr., Lt. (jg), USNR, Schenectady, N. Y. (posthumously): Pilot of fighter plane, FitRon 81, USS *Wasp*, Southern China, 15 Jan 1945.

★ CHALVERUS, William A., Lt., USNR, Brooklyn, N. Y.: Pilot of torpedo bomber, TorpRon 81, Formosa, 15 Jan 1945.

★ CHAMPLIN, Norman D., Lt. Comdr., USN, Plainwell, Mich.: Pilot in torpedo squadron, USS *Franklin*, Bonin Islands, 4 and 5 Aug 1944.

★ DENMAN, Anthony J., Lt. Comdr., USNR, New York, N. Y.: Pilot in FitRon 18, USS *Intrepid*, coast of Formosa, 14 Oct 1944.

★ DIBBLE, Robert E., Lt., USNR, Kalamazoo, Mich.: Pilot in BomRon 9, USS *Essex*,

Simpson Harbor, Rabaul, New Britain, 11 Nov 1943.

★ DOLLEY, William H., Jr., Lt., USNR, Jacksonville, Fla.: Aerial operations, Western Pacific, 2 Mar to 2 June 1945.

★ DOMONKOS, Alexander H., Lt. (jg), USNR, Stratford, Conn.: Pilot dive bomber, BomRon 84, USS *Bunker Hill*, 17 Feb 1945.

★ DOUGHTEN, Robert E., Lt. (jg), USNR, Newton Square, Pa.: Aerial operations in FitRon 19, 19 Mar to 28 Apr 1945.

★ DUDLEY, Lauren C., Lt. (jg), USNR, Wausau, Wis.: Pilot in FitRon 80, USS *Hancock*, Tokyo area, 16 Feb 1945.

★ FRANCOVICH, Samuel B., Lt., USNR, Reno, Nev.: Fighter pilot, Composite Squadron 3, USS *Kalinin Bay*, Battle of Samar, 25 Oct 1944.

★ GALENO, Oscar, Lt. (jg), USNR, San Francisco, Calif.: Aerial operations, Western Pacific area, 6 to 19 May 1945.

★ GARTRELL, Clifford A., Lt., USNR, San Fernando, Calif.: Pilot, FitRon 38, Bismarck Archipelago, 12 Sept 1943 to 1 Mar 1944.

★ GILLARD, Walter J., Lt., USNR, Everett, Wash.: Pilot of PBY *Black Cat*, SoWesPac, 3 Dec 1944.

★ GOODMAN, Pete, Lt. (jg), USNR, Linden, Tex.: Pilot Composite Squadron 3, USS *Kalinin Bay*, Battle of Samar, 25 Oct 1944.

★ GORDINIER, Harold R., Lt. (jg), USNR, Des Moines, Iowa: Dive bomber pilot, USS *Bunker Hill*, action on 16 Feb 1945.

★ GROW, Clyde, Lt. (jg), USNR, Morgantown, W. Va.: Pilot of torpedo plane, USS *Ticonderoga*, China Coast, 12 Jan 1945.

★ HALL, John R., Lt. (jg), USNR, Deland, Fla.: Aerial operations, Western Pacific areas, 4 Jan to 29 Mar 1945.

★ HAMBLIN, Darwin, Lt. (jg), USNR, Ft. Bridger, Wyo.: Aerial operations in Pacific, 1 to 6 Apr 1945.

★ HARVEY, Donald F., AOM1, USNR, East Beckley, W. Va. (posthumously): Aircrewman in Composite Squadron 86, USS *Bismarck Sea*, November 1944 to 21 Feb 1945.

★ HICKS, Lockhart T., Lt. (jg), USNR, North Towanda, N. Y.: Dive bomber pilot, BomRon 84, USS *Bunker Hill*, 17 Feb 1945.

★ HINTZE, Paul F., Lt. (jg), USNR, Dearborn, Mich.: Fighter plane pilot, USS *Hornet*, 10 Jan 1945.

★ HOLLADAY, Robert W., Lt. (jg), USNR, Jackson, Miss.: Dive bomber pilot, USS *Bunker Hill*, 16 Feb 1945.

★ JAEP, Charles H., III, Lt., USN, Westmont, N. J.: Pilot of torpedo plane, USS *Essex*, TorpRon 9, Solomon Islands, 11 Nov 1943.

★ JAMES, Frederick, Lt., USNR, Lawrenceville, Ill.: Fighter plane pilot, USS *Princeton*, Simpson Harbor, Rabaul, 5 Nov 1943.

★ JENNINGS, Robert O., Lt. (jg), USNR, Washington, D. C.: Aerial operations, Nansei Shoto area, 3 Apr to 5 May 1945.

★ JOHNSON, Byron M., Lt. (jg), USNR, Pot-

WHAT'S IN A NAME

The Quarterdeck—Ship's Hallowed Ground

In the earlier days of history, when nations first built navies, the quarterdeck of a ship was usually the highest deck aft, closest to the colors, where the captain could survey his command. From this vantage point he could direct and fight his ship, and witness everything that took place.

These early ships, or many of them, were usually built with three upper decks, of which the quarterdeck was always the highest and smallest. It was known as officer country, a place where the crew was not allowed, and almost hallowed ground.

Today's battlewagons of course have many decks, and there is nothing designated in their construction as the quarterdeck. The quarterdeck is where the skipper says it is. He designates its limits when he takes over.



The quarterdeck is any area set aside for official duties and ceremonial rites and is usually on the main deck.

Because all early sailing ships carried an altar or shrine on the quarterdeck, people coming aboard would uncover, as a sign of respect. Any person on the quarterdeck at the time would do the same, regardless of rank.

It is believed that the hand salute to the quarterdeck derived from custom.

Now when a man comes aboard he faces aft, salutes the colors, then salutes the quarterdeck.

(Incidentally, there was a quarterdeck for enlisted men in those olden days. It was the fo'c'sle head, and was called "Jack's Quarterdeck" because only enlisted men could avail themselves of its facilities.)



Mainsheet, Bainbridge, Md.
"Knock off the horseplay, you're scaring the fish."

★ DECORATIONS

D.F.C. (Cont.)

ter, Neb.: Pilot in Air Group 2, *uss Hornet*, Pacific areas, 15 and 24 June 1944.

★ JOHNSON, Donald H., Lt. Comdr., USNR, Doland, S. D.: Pilot and section leader in Air Group 3, *uss Yorktown*, China Coast, 16 Jan 1945.

★ JOHNSON, William H., Lt. Comdr., USNR, Huntington Park, Calif.: Pilot of fighter plane, vicinity of Saipan, 17 and 18 June 1944.

★ JORDAN, Clifford R., Lt., USNR, Bogota, N. J.: Pilot, BomRon 15, first battle of Philippine Sea, 19 June 1944.

★ KENNEDY, Albert E., Lt., USNR, Wynnwood, Pa.: Pilot in FitRon 80, *uss Hancock*, Indochina area, 12 and 15 Jan 1945.

★ KERIVAN, Leo J., Lt. (jg), USNR, Wellesley Hills, Mass.: Fighter plane pilot, operations in Carolines area, 31 Mar 1944.

★ KILLION, Gerald L., Lt. (jg), USNR, Defiance, Ohio: Aerial operations, POA, 16 Feb to 28 Mar 1945.

★ LAND, James E., ARM1, USNR, Chelsea, Mich. (posthumously): Aircrewman, *uss Bismarck Sea*, Philippine and Volcano Islands areas, November 1944 to 21 Feb 1945.

★ LEE, Albert A., Lt. (jg), USNR, Marietta, Tex.: Aerial operations in the Nansei Shoto area, 4 Apr to 6 May 1945.

★ LEIGH, Stuart B., Lt. (jg), USNR, South Orange, N. J.: Fighter plane pilot, *uss Princeton*, vicinity of Philippine Islands, 24 Sept 1944.

★ LUTHER, John F., Lt., USNR, Spring Valley, Ill.: Aerial operations in POA from 18 Mar to 9 May 1945.

★ MANGET, Henry F., Jr., Lt., USNR, Decatur, Ga.: Pilot in TorpRon 27, *uss Princeton*, 24 Sept 1944.

★ MARTIN, Albert E., Jr., Lt., USNR, Warwick, R. I.: Section leader in FitRon 9, *uss Essex*, Solomon Islands, 11 Nov 1943.

★ MASONER, William J., Lt., USNR, River-

side, Ill.: Flight leader of division of fighter planes, FitRon 19, Formosa area, 12 Oct 1944.

★ MASSEY, Billy E., Lt., USNR, Sanger, Calif.: Fighter plane pilot in FitRon 23, *uss Princeton*, Simpson Harbor, Rabaul, 5 Nov 1943.

★ MC LACHLIN, William W., Lt. (jg), USNR, Louisville, Ky.: Pilot of fighter plane, action against enemy forces in Saipan, 17 and 18 June 1944.

★ MOLLARD, Norman W., Jr., Lt. (jg), USNR, Montgomery, Tex.: Aerial operations in Western Pacific, 6 Jan to 5 Apr 1945.

★ MOLBERGEN, John M., Lt. (jg), USNR, San Francisco, Calif.: Aerial operations in Nansei Shoto area, 2 Apr to 5 May 1945.

★ MUELLER, Harry J., Lt. Comdr., USNR, Morton Grove, Ill.: Pilot in FitRon 1, *uss Yorktown*, Bonin Islands, 19 June 1944.

★ MULARSKI, Leon S., Lt., USNR, South Bound Brook, N. J.: Fighter plane pilot, *uss Wasp*, First Battle of Philippine Sea, 20 June 1944.

★ NORBY, Paul R., Comdr., USNR, Mabel Minn.: Pilot, BomRon 86, *uss Wasp*, Honshu, Japan, 30 July 1945.

★ OTTO, John L., Lt., USNR, Meriden, Conn.: Aerial operations in Philippine Islands area, from 1 Jan to 3 Apr 1945.

★ PRICE, Donald S., Lt. (jg), USNR, Ocean City, N. J.: Aerial operations in Western Pacific areas, 20 Mar to 18 Apr 1945.

★ REED, Marvin, Lt., USNR, Batesville, Ind.: Pilot in TorpRon 23, *uss Princeton*, Solomon Islands, 1 to 19 Nov 1943.

★ RENFRO, Edward C., Capt., USN, Alexandria, Va.: Squadron commander, BomRon 108, Kwajalein, Marshall Islands, 11 Jan 1944.

★ ROGERS, Grant H., Lt. Comdr., USN, Chicago, Ill.: Leader of 6-plane division, BomRon 9, *uss Essex*, Rabaul, New Britain, 11 Nov 1943.

★ ROTH, Lawrence D., Lt. (jg), USNR, Albany, Ore.: Aerial operations in POA, 17 Mar to 17 Apr 1945.

★ SCHUCH, Florent J., Lt. (jg), USNR, Newton, Ill.: Co-pilot in Navy search Liberator, operating off Okinawa, 12 Mar 1945.

★ SCOTT, James E., Lt., USNR, San Francisco, Calif.: Pilot in FitRon 3, *uss Yorktown*, China Coast, 16 Jan 1945.

★ SHUNWAY, James M., Lt. (jg), USNR, Assumption, Ill.: Pilot in Air Group 18, *uss Intrepid*, vicinity of Philippine Islands, 24 Sept 1944.

★ SKON, Warren A., Lt., USNR, St. Paul, Minn.: Pilot in FitRon 2, *uss Hornet*, Marianas Islands, 11 and 19 June 1944.

★ SMITH, Burges, Lt. Comdr., USNR, Farmington, Conn.: CO of patrol plane in SoWesPac, 20 to 28 Jan 1944.

★ SMITH, Kenneth D., Lt., USN, Port Arthur, Tex.: Pilot of night fighter plane, Squadron 90, *uss Enterprise*, Tokyo area, 16 Feb 1945.

★ SNAY, Clarence B., Lt. (jg), USNR, St. Louis, Mo.: Aerial operations in Western Pacific, 6 Jan to 1 Apr 1945.

★ SWANSON, Leonard E., Lt. (jg), USNR, La Porte, Ind. (posthumously): Co-pilot in Liberator attached to BomRon 104, Gilbert and Caroline Islands, 28 Oct to 15 Nov 1942.

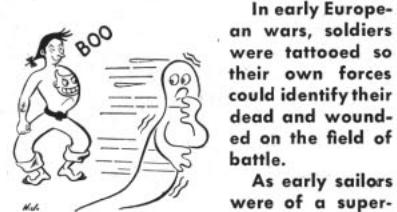
★ SWEARINGEN, Frederick A., Lt. (jg), USNR, Coolville, Ohio: Pilot in BomRon 84, *uss Bunker Hill*, Tokyo, 17 Feb 1945.

★ SWINT, George, III, Lt. (jg), USNR, Nash-

HOW DID IT START?

Tattooing

The art of tattooing was started by the early Polynesians and has been passed down through the ages. Although the various designs and markings were supposed to have been of a religious or social nature, they were mostly ornamental in character.



In early European wars, soldiers were tattooed so their own forces could identify their dead and wounded on the field of battle.

As early sailors were of a superstitious nature, they had all kinds of designs tattooed on their bodies to ward off the evil spirits and forces which they believed existed at that time.

This art has been developed to perfection by the Japanese.

Tattooing is on the wane in the U. S. Navy, but many of the older men and officers have tattoos. As one old hairy-chested chief boatswain's mate was heard to remark, "Yes, sir, we had bracelets tattooed on our arms, but the 'boots' now wear wrist watches. And what hurts me is, where we tattooed our girl's name and the ports we made, today is just a place where these landsmen wear garters. No, Sir! This canoe club ain't what she used to be."

ville, Tenn.: Pilot in TorpRon 20, *uss Lexington*, in Pescadores Islands, 15 Jan 1945.

★ TARLETON, George L., Lt. (jg), USNR, San Jose, Calif.: Pilot in night FitRon 77, *uss Essex*, Marianas Islands, 20 June 1944.

★ THIELE, Ray F., Lt., USNR, Ventura, Calif.: Aerial operations in SoWesPac, 2 Mar to 3 May 1945.

★ TUTWILER, William J., Lt., USNR, Birmingham, Ala.: Pilot in BomRon 4, *uss Essex*, North Philippine area, 13 Nov 1944.

★ UGLOW, Donald M., Lt. (jg), USNR, Hollywood, Calif.: Aerial operations in Nansei Shoto area, 3 to 8 Apr 1945.

★ WADELTON, Francis B., Lt. Comdr., USNR, Bronxville, N. Y.: Pilot of torpedo plane in TorpRon 9, *uss Essex*, Rabaul, New Britain and Solomons, 11 Nov 1943.

★ WATTENBURGER, Robert C., Lt. (jg), USNR, Lakeport, Calif.: Pilot in night FitRon 90, *uss Enterprise*, Kyushu, 18 Mar 1945.

★ WHITE, Henry S., Lt., USNR, Mateawan, W. Va.: Pilot in FitRon 11, *uss Hornet*, Philippines Islands, 7 Jan 1945.

★ WILEY, Herbert W., Lt. Comdr., USNR, Springfield, Ill.: Pilot in BomRon 84, *uss Bunker Hill*, in action against enemy forces, 16 Feb 1945.

★ WILSON, Carter L., Jr., USNR, Louisville, Ky.: Pilot of torpedo plane at Palau Islands, 30 and 31 Mar 1944.

★ ZANETTI, Vincent P., Lt. (jg), USNR, Grahamsville, N. Y.: Pilot of dive bomber, *uss Essex*, during operations off Marianas Islands, 12 June 1944.



BRONZE STAR MEDAL

WINNIE BOOSTS ETM RECRUITING

Gold star in lieu of second award:

★ HEINEMAN, Paul R., Capt., USN, Annapolis, Md.: CO uss *Biloxi* during invasion and capture of Okinawa, 21 Mar to 30 Apr 1945.

First award:

★ ALTER, Francis W., Lt. Comdr., MC, USNR, San Mateo, Calif.: For meritorious service while attached to Hospital Eight, April 1943 to 10 Feb 1944.

★ ANDRIST, Ralph K., Lt., USNR, Minneapolis, Minn.: Aviation ordnance officer, uss *Tulagi*, invasion of Southern France, August 1944.

★ BACON, Guy N., Lt., USNR, New York, N. Y.: Gunnery officer of fire support ship, Marianas Islands area, 22, 23 and 24 June and 5 July 1944.

★ BARGER, Gerald O., Lt., USNR, Mankato, Minn.: Boat officer, initial assault on Saipan, Marianas Islands, 15 June 1944.

★ BOODY, Charles A., Lt. Comdr., USNR, Oakland, Calif.: CO uss *Guadalupe*, South China Sea, 9 to 20 Jan 1945.

★ BROWN, Elliott M., Comdr., USN, Johnstown, Pa.: CO uss *Frazier*, forward Pacific areas, 23 Nov 1943.

★ BROWN, Robert C., Capt., USN, Savannah, Ga.: Commander of mine sweeping unit in invasion of Southern France, August 1944.

★ BUNTING, Robert L., Lt., USNR, San Marcos, Tex.: CO uss *LST 54*, invasion of Normandy, 6 June 1944.

★ CARDEZA, Carlos M., Comdr., USNR, Philadelphia, Pa.: Communications officer and OD uss *Tuscaloosa*, invasion of France, 6 June 1944.

★ CARSON, Jerome S., Jr., Lt., USNR, Lansdowne, Pa.: CO uss *LST 512*, invasion of Normandy, France, 6 June 1944.

★ CARTER, Robert R., Lt. Comdr., USN, Boston, Mass.: Executive officer uss *Bennett*, against Japanese-held Marianas Islands, 30 Mar to 1 Apr 1944.

★ CHRISTIE, Gerald, Comdr., USN, Oakland, Calif.: Executive officer uss *Fullam*, bombardment of Bougainville Island, 29 Nov 1943.

★ CRAWFORD, Robert, Jr., Comdr., USNR, Yuba City, Calif.: Combat information officer uss *West Virginia*, Battle of Surigao Strait, 25 Oct 1944.

★ CULVER, L. L., Jr., Lt., USNR, Tahlequah, Okla.: Scout with naval assault force, invasion of Southern France, 15 Aug 1944.

★ DAVIDSON, Wilbur S., Lt. Comdr., USNR, Port Huron, Mich.: Assistant planning officer to NavTasForCom, invasion of Southern France, August 1944.

★ DAYTON, Milton T., Capt., USN, Long Beach, Calif.: CO of U. S. destroyer in 2nd Carrier Task Force, POA, 29 Aug to 29 Oct 1944.

★ DELHOMME, George A., Jr., Lt., USNR, Houston, Texas: On staff of group commander in Mediterranean theater, April 1943 to September 1944.

★ DICKEY, George D., Capt., USN, Vallejo, Calif.: Logistics officer, Com 11thPhibFor, invasion of France, 6 June 1944.

★ DILLON, James J., Lt. Comdr., USNR,

Who is Winnie the Wave?

You won't find the answer to that question in this column, but you will find a picture of her, and you'll know about as much as anyone does.

Winnie came into existence when demobilization caused a shortage of ETMs. She made 50 radio transcriptions in the interest of ETM recruiting.

Averaging two 15-minute programs per station a week, this ETM-enticer has been heard on more than 500 radio stations over every network. Every program which she energetically emcees features a name band or artist. Winnie has been heard over the air-waves in company with such talent as Tommy Dorsey, Perry Como, Sammy Kaye and Louis Prima.

One of the most exquisite members of the Recruiting Service, Winnie's sales talk on ETM training would soften a boatswain's mate, though he probably would draw an incorrect inference as to what she's selling.

Winnie coyly ends her programs, telling listeners to "drop down to the recruiting station. Just tell them Winnie the Wave sent you."



WINNIE THE WAVE sends her listeners to the nearest Navy recruiting station while Louis Prima merely sends them.

Providence, R. I.: CO of 8th beach battalion company, invasion of Southern France, August 1944.

★ EMLEN, Samuel, III, Lt. Comdr., USNR, Philadelphia, Pa.: CO uss *YMS 203*, invasion of Southern France, August 1944.

★ EVANS, John T., Comdr., USNR, Macon, Ga.: Executive officer uss *Braine* against Japanese-held Marianas Islands, 21 and 22 Feb 1944.

★ FLEET, John P., Lt. Comdr., USNR, West Medford, Mass.: Aerological officer on staff of Amphib Group 3, January 1944 to July 1945.

★ FOOTE, John J., Comdr., USN, Pasadena, Calif.: Assistant approach officer, uss *Skipjack*, 9th war patrol, 10 Jan to 12 Mar 1944.

★ FORBES, George W., Jr., Lt. Comdr., USN, Coronado, Calif.: Torpedo data computer, uss *Spearfish*, 8th war patrol, 25 Aug to 12 Oct 1943.

★ FORD, Henry W., Capt., USNR, Basking Ridge, N. J.: Assistant air officer, Commander Eighth Fleet, September 1943 and August 1944.

★ GILLESPIE, Thomas E., Comdr., USN, Pine Bluff, Ark.: Executive officer uss *Savo Island*, Battle of Samar, 25 Oct 1944.

★ GILMAN, Carl J., Lt. Comdr., MC, USNR, Boulder, Colo.: Serving aboard uss *Santa Fe*, vicinity of Shikoku, Japan, 19 and 20 Mar 1945.

★ GORDON, Clarence E., Jr., Comdr., USNR, Asheville, N. C.: Communications officer

on staff ComBatDiv 4, POA, 17 Nov 1944 to 5 Aug 1945.

★ GOREE, Sidney F., Lt., USNR, Tulsa, Okla.: Antisubmarine officer on DE in Jap infested waters.

★ GREENBERG, Mack K., Lt. Comdr., USNR, Brookline, Mass.: Assistant air officer uss *Kasaan Bay*, invasion of Southern France, Aug 1944.

★ HAUVIND, Raymond, Ens., USN, Huntington, N. Y.: Quartermaster and second officer of PT 333, POA, 4 Mar 1944.

★ HAINES, John M., Capt., USN, Coronado, Calif.: CO uss *New Mexico*, invasion of Okinawa, 21 Mar to 28 May 1945.

★ HAMMOND, Wellington A., Capt., USNR, Portland, Ore.: Executive officer of uss *Indiana*, POA, January 1944 to March 1945.

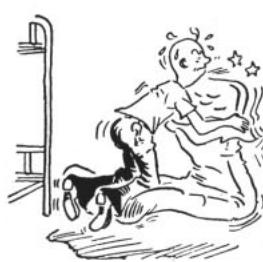
★ HARMON, Leo D., Lt., USNR, Pawnee City, Nebr.: Staff of naval task force commander, invasion of Southern France, August 1944.

★ HARRIS, Rex F., Lt. Comdr., USNR, San Francisco, Calif.: Personnel officer, ship repair department, U. S. operating base, Palermo, Sicily, August 1943 to August 1944.

★ HARTIGAN, Charles C., Jr., Comdr., USN, Washington, D. C.: CO uss *Farragut*, South China Sea, 9 to 20 Jan 1945.

★ HEATH, Clinton J., Comdr., USN, Bismarck, N. D.: First lieutenant, uss *Phoenix*, Battle of Surigao Strait, 25 Oct 1944.

★ HOCHULI, Edward S., Comdr., USNR, Oak-



★ DECORATIONS

Bronze Star (Cont.)

land, Calif.: CO of UDT, Okinawa Gunto, April to July 1945.

★ HUIE, Cyrus R., Lt. Comdr., USNR, Arkadelphia, Ark.: Senior plotting officer, staff of Com5thFlt, May 1944 to January 1945.

★ HUNNEWELL, Walter, Jr., Lt., USNR, Wellesley, Mass.: Serving aboard USS *Hopi* off Anzio beaches, 15 to 17 Feb 1944.

★ JETER, Max A., Lt., USNR, Fayetteville, Ark.: OinC Combat Demolition Unit, invasion of Southern France, 15 Aug 1944.

★ JOHNSON, Howard S., Lt. Comdr., USNR, Charleston, W. Va.: Minesweeper section commander, invasion of Southern France, August 1944.

★ JONES, Carlton B., Comdr., USN, Beverly Hills, Calif.: CO of USS *Owen*, in action against enemy on 26 Oct 1944.

★ JONES, Claude R., Lt., USNR, Miami, Fla.: OinC of control boat, landing in vicinity of Fedela, French Morocco, 8 Nov 1944.

★ JONES, Sam H., Lt. Comdr., USNR, San Angelo, Tex.: CO of USS *LST 503*, Atlantic war theater, 1944.

★ KAMLER, Alfred F., Comdr., USNR, Olean, N. Y.: Division chaplain, 3rd MarDiv, Guam, 10 Apr to 10 Aug 1944.

★ KILLEEN, Thomas A., Lt. Comdr., USN, Wheeling, W. Va.: Assistant communications officer on staff of CincLantFlt, from September 1941 to November 1944.

★ KLAINE, David P., Lt. Comdr., USNR, Los Angeles, Calif.: Damage control officer USS *Honolulu* in Philippine Islands.

★ LINDEN, Elhart C., Lt. Comdr., USN, South Leads, Ala.: OD of U. S. submarine in enemy waters from 6 Jan to 16 Feb 1944.

★ LOGAN, John A., Lt., USNR, McAlister, Okla.: Gunnery officer, Amphibious Group 5, on Saipan, 18 June 1944.

★ LOVORN, T. J., Lt., USNR, Los Angeles,

Calif.: Aboard MTBs 190, 192 and 195 from 20 Dec 1943 to 20 Sept 1944.

★ LUSK, John H., Lt., USNR, Galesburg, Ill.: CO of USS *LCI (R) 1029*, operations off the coast of Japan, 1 Apr to 20 Sept 1945.

★ MACKRES, Charles S., Lt., USNR, Fort Wayne, Ind.: CO of LCI gunboat, invasion of Leyte Island, 20 Oct 1944.

★ MACLEAN, Raymond G., Lt., USNR, South Portland, Maine: Wave commander of landing boat groups on Makin Island, 20 to 24 Nov 1943 and Kwajalein, 31 Jan to 8 Feb 1944.

★ MARION, George T., Lt. Comdr., USNR, Dallas, Texas: CO UDT attached to amphibious forces, Pacific Fleet, from April to July 1945.

★ MEAD, Albert E., Lt. Comdr., USNR, San Marino, Calif.: For heroic service as a prisoner of war, Chuna Naval Interrogation camp, Honshu, November 1942 to December 1943.

★ MELOY, William C., Lt. Comdr., USNR, Washington, D. C.: Senior medical officer 3rd Defense Battalion on Bougainville, British Solomon Islands, from 1 Nov 1943 to 1 Feb 1944.

★ MILES, Robert, Lt., USNR, Alpine, Texas: CO of fire support ship attached to LCI (G) Flotilla 3, POA, from June to July 1944.

★ MILLER, Shirley S., Capt., USN, Arlington, Va.: Commander of air support control unit, invasion and occupation of Guam, July to October 1944.

★ OATES, Eugene T., Capt., USN, Long Beach, Calif.: Commander Naval Bases, New Georgia, during operations against enemy forces, December 1943 to May 1944.

★ OLCH, Isaiah, Capt., USN, Providence, R. I.: Communication officer on staff of CincLant, December 1943 to November 1944.

★ OLSEN, Eliot, Capt., USN, Orinda, Calif.: CO of USS *Grayling*, 3rd war patrol, 14 July to 26 Aug 1942.

★ PARKER, Charles W., Capt., USN, Wheeling, W. Va.: CO of U. S. destroyer at-

tached to 2nd Carrier Task Force, 29 Aug to 29 Oct 1944.

★ PIERSON, William H., Jr., Lt. Comdr., USNR, Englewood, N. J.: Fighter director officer of a carrier group, invasion of Southern France, August 1944.

★ RAY, William H., Jr., Downers Grove, Ill. (posthumously): Civilian member of construction crew on Wake Island, 8 to 23 Dec 1941.

★ REDDER, Henry H., Lt., USNR, Tivoli, N. Y.: Member of Navy reconnaissance party in Cherbourg, France, 27 June 1944.

★ RICHARDSON, Gerald, Lt. Comdr., USNR, New York, N. Y.: Assistant intelligence officer, staff of Naval task force commander, invasion of Southern France, August 1944.

★ ROBB, William B., Lt. Comdr., USN, La-Trobe, Pa.: Torpedo computer operator, USS *Tinosa*, 5th war patrol, 10 Jan to 4 Mar 1944.

★ RUSSELL, Louis W., Lt., USNR, Martin's Ferry, Ohio: CO of USS *YMS 78*, landings in the Anzio-Nettuno area in Italy, January 1944.

★ RUTTER, Royal L., Capt., USN, Vallejo, Calif.: CO of USS *Seadragon*, 9th war patrol, 14 Dec 1943 to 30 Jan 1944.

★ SCOTT, Warwick P., Lt., USNR, Philadelphia, Pa. (posthumously): Watch officer at Naval headquarters, Corregidor, during action against Japanese in early days of war.

★ SHEEY, Maurice S., Capt., USNR, Washington, D. C.: Chaplain attached to USS *Saratoga* in forward areas from 25 Aug 1943 to 6 May 1944.

★ SIEGHERT, Henry, Comdr., USNR, New York, N. Y.: Operations officer of South Atlantic Force, 8 Nov 1942 to 10 Nov 1944.

★ SILONIM, Gilven M., Comdr., USN: Assistant intelligence officer on staff of 3rd Fleet from 24 Aug 1944 to 26 Jan 1945.

★ STARK, William W., Jr., Lt. Comdr., USN, Billerica, Mass.: CO of USS *Stockton*, operations against enemy from January to October 1944.

★ STONE, Willis C., Greenville, Miss.: Civilian member of construction crew on Wake Island from 8 to 23 Dec 1941.

★ STRASENBURG, Robert J., Lt., USNR, Rochester, N. Y.: Diving officer USS *Raton*, 6th war patrol from 6 Oct to 1 Dec 1944.

★ STRAUB, Paul F., Comdr., USNR, San Bernardino, Calif.: Diving officer USS *Tinosa*, 4th war patrol, 27 Oct to 16 Dec 1943.

★ STROUP, Ralph F., Lt. Comdr., USNR, San Diego, Calif.: Diving officer USS *Skate*, 3rd war patrol from 5 Feb to 17 Mar 1944.

★ SWIDERSKI, Francis E., Lt. Comdr., USNR, San Diego, Calif.: Transport division beachmaster on Namur, Kwajalein Islands, 31 Jan to 26 July 1944.

★ TACKNEY, Stephen N., Capt., USN, Bristol, Md.: CO of USS *Haynesworth*, in enemy waters from 10 Feb to 4 Mar 1945.

★ TERRY, John H., Lt., USNR, Memphis, Tenn.: CO of LCG in action on Marshall Islands during January and February 1944.

★ TROUSDALE, James H., Jr., Lt. Comdr., USNR, Monroe, La.: OinC CIC, fighter director officer USS *Enterprise*, 11 to 29 June 1944.

★ TYREE, John A., Jr., Comdr., USN, Washington, D. C.: CO of USS *Finback*, 8th war patrol from 6 Mar to 1 May 1944.

★ VUCINICH, Milton C., Lt., USNR, San Francisco, Calif.: Executive officer MTB in Solomon Islands, night of 2 May 1944.

★ WALLACE, Lawrence A., Lt., USNR, Wichita, Kan.: CO and executive officer of various PT boats in SoWesPac from December 1943 to October 1944.

★ WORTHINGTON, Joseph M., Capt., USN, Annapolis, Md.: Assistant operations officer on staff of CincLantFlt from March to November 1944.

★ WORTHINGTON, Robert K., Comdr., USN, Mt. Airy, Pa.: Executive officer and torpedo computer aboard U. S. submarine in enemy waters.

★ ZENS, Robert V., Lt. Comdr., USNR, Kenosha, Wis.: Intelligence officer, staff of naval task force commander, invasion of Southern France, August 1944.

GOOD CONDUCT MEDALS DISTRIBUTED

BuPers has announced the Good Conduct Medal is ready for distribution to discharged personnel. Personnel on active duty automatically will receive the Medal when they are eligible.

Requirements for this award are as follows:

• For service terminating on or after 15 Aug 1945—Three years of continuous active service with no convictions by court-martial. Not more than one lesser offense. No sick misconduct. No mark in conduct less than 3.0, an average mark in conduct of not less than 3.8, and a final average of not less than 3.5 in proficiency in rating.

• For service terminating on or after 1 July 1931 and prior to 15 Aug 1945—A clear record with no mark in conduct less than 4.0 and with a final average of 3.5 in proficiency in rating.

for the following service:

First enlistment or minority enlistment, and, if extended for two years, the last four years in lieu thereof; for second or subsequent enlistments or extensions of three or four years; for a total of four years served in extensions of an enlistment; in a six-year enlistment, for first three years and for remaining period if terminated with honorable discharge; for service in the Naval Reserve, three years of continuous active service in time of national emergency and/or war.

Persons qualifying in accordance with the above may send applications to the Chief of Naval Personnel, Navy Department, Washington 25, D. C., (Attn: Pers 102). An official directive is in preparation.

Applications should follow this style:

APPLICATION FOR GOOD CONDUCT AWARD

NAME _____
(Last) _____ (First) _____ (Middle) _____

SERVICE NO. _____ Rate _____

ENLISTED _____ DISCHARGED _____
(Date) _____ (Date) _____

PRESENT ADDRESS _____

THE BULLETIN BOARD

Enlisted Men Receive No Pay or Allowances if They Take Excess Leave

While enlisted naval personnel may, under certain circumstances, be granted excess leave, a ruling of the Comptroller General has held they are not entitled to pay or allowances during periods of excess leave. This was announced in Alnav 60-47 (NDB, 15 March). The Alnav did not apply to officers' excess leave, which is covered by statute authorizing half-pay during excess leave.

BuPers Circ. Ltr. 193-46 (NDB, 31 Aug 1946), which established Navy leave procedure pursuant to the Armed Forces Leave Act of 1946 (the GI terminal leave bill), has defined and provided for excess leave, which is distinguished from advance leave. Under the leave act, an individual accrues leave at the rate of 2½ days per month of active service.

Advance leave includes: up to 30 days' reenlistment leave, chargeable to the first year of the ensuing enlistment, up to 30 days' emergency leave, granted on an advance-of-accrual basis if sufficient obligated service remains in which to accrue leave; up to 30 days' leave granted within any fiscal year, not to exceed the leave that may be earned during that fiscal year; and leave granted during the last six

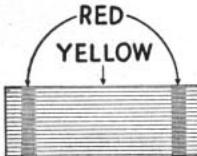
China Service Medal Eligibility Extended

The commemorative purposes for which the China Service Medal originally was established have been extended to include operations in China subsequent to 2 Sept 1945, Alnav 59-47 (NDB, 15 March) announced. A terminal date for eligibility for the award will be announced later.

The same medal and ribbon will be awarded under this extension, with a bronze star authorized in lieu of a second award. Regulations governing

the award relative to areas, organizations, units and ships, and personal eligibility, will be announced in a Navy Department General Order at a later date.

No applications for this medal will be considered, and personnel who become eligible for first award under this extension are not authorized to wear the ribbon prior to publication of the new General Order. Conditions under which the medal was awarded prior to this extension are not affected.



Sale of ALL HANDS for Own Use Doesn't Replace The Official Distribution

A test sale of "personal copies" of ALL HANDS in Ship's Service Stores at Navy activities on the East Coast was conducted during February and March.

Any sale of ALL HANDS in Ship's Service Stores will be carried out in addition to the official BuPers 1-in-10 free distribution (1 copy to each 10 personnel). Magazines sold will be offered as "personal copies" to mail home, use in personal libraries, etc.

The February and March sales at activities where the word was passed explaining the action indicated a demand for these extra copies of ALL HANDS at twenty (20) cents per copy (the Government Printing Office price).

months of service, not to exceed maximum potential leave.

Excess leave is leave granted in excess of the amount accrued and earned by an individual, except that advance leave does not count as excess leave (see paras. 2(D)(7) and 2(E) (7), Circ. Ltr. 193-46; Marine activities may consult letter-of-instruction 1335). Excess leave may be taken only under exceptional circumstances, and may be granted only by the Chief of Naval Personnel.

Alnav 60-47 directed checkage of pay accounts of personnel who receive excess leave.

The Alnav also directed that where leave record accounting at time of separation produces a minus leave credit, proper checkage for excess leave will be entered at time of closing of pay account, based on rate of pay and allowances received at time excess leave occurred. However, personnel will not be retained in service to "work off" excess leave, nor will they be retained because checkage of excess leave produces an overpayment at time of separation.

Cotton Skivvy Shirts Remain on Critical List

Despite earlier hopes for a more plentiful supply, undershirts, cotton, remain on the critical list and stocks should be strictly conserved, Navact 11-47 (NDB, 31 March) announced.

However, the picture is brighter in regard to the other items of clothing carried in small stores. The directive cancelled various Alnavs which had outlined procedures for selling wearing apparel to discharges, and which had limited the sale of certain items.

Ship's Service Stores May Purchase Supplies Locally at Right Price

Ship's service stores have been authorized to purchase merchandise from local sources whenever it can be procured at prices equal to, or lower than, the prices for identical items listed in Price Agreement Bulletins, the Navy announced.

Purchases locally at prices above those published in the bulletins are not authorized, except to supply immediate needs or in emergencies due to lost or delayed shipments or other circumstances, or when procurement, delivery or service considerations render it to the advantage of the ship's service store to purchase locally. Orders for local purchases at prices above those listed in the bulletins must be approved by district ship's service officers.

Local purchases shall be paid for from the store's funds imprest bank account. Additional funds may be requested from the Navy Ship's Store Office.

\$10 Service Charge Set For Shipping Automobiles

Personnel whose privately-owned automobiles are accepted for shipment via government vessel must pay a \$10 service charge, Alstacon 192237 of March announced.

The service charge provides for handling, servicing, loading and stowage on vessel at point of origin, and discharge and servicing (including five gallons of gasoline) at destination.

Procedure for storage and shipment of autos outside the continental limits previously were outlined in Alstacon 102056 of January (ALL HANDS, March 1947, p. 53).

SecNav Praises Service Unity in Army Message

In honor of Army Day, SecNav James Forrestal sent the following message to Secretary of War Robert P. Patterson:

"On behalf of the Navy I take pleasure in extending to the men and women of the United States Army my congratulations on the observance of Army Day."

"The Army and the Navy demonstrated their ability to work as a coordinated team in facing the greatest test of military and moral might ever to confront the nation."

"Today they go forth together in even closer unity as guardians of our national security and agents of stability and order in the post-war world."

Annual NROTC Entrance Exam Schedule Planned

Service-wide examinations for entrance into the NROTC and NACP programs, established by Alnav 541-46 (NDB, 15 Oct 1946), are planned early each year and will be patterned after the first exam held last January (see ALL HANDS, November 1946, p. 51). The exact date for the next exams and information on nominations will be publicized by BuPers early this fall.

The NROTC program offers four years of college education at one of 52 colleges and universities in which NROTC units are established. Tuition, normal fees, books and retainer pay each month are furnished. A commission in the regular Navy or Marine Corps follows graduation; those graduates who are appointed in the regular service must serve at least two years on active duty.

The Naval Aviation College Program provides two years of college education at an accredited university, college or junior college of the candidate's choice as an AS, V-5, USNR (Inactive). After two years of college, the candidate is ordered to flight training as midshipman, USN, and subsequently designated a naval aviator. One year after receiving commissions as ensigns in the Navy or second lieutenants in the MarCorps, those who

elect and are selected for the regular Navy or MarCorps will be transferred to a designated school for two years of further college work. Those who are not offered permanent commissions in the regular Navy or MarCorps, or who do not choose to accept them, must accept commissions in either the Naval or MarCorps reserve. They will be released to inactive duty and offered an opportunity to receive two more years of college work.

To qualify for NROTC and NACP the applicant must:

- Be between 17 and 21 years of age on 1 July of the year he enters a college or university. (See additional age requirements for NACP below.)
- Be a high school graduate with less than two semesters, or their equivalent, of college level work.
- Be an unmarried male citizen of the U.S.
- Be selected for enrollment after participation in the service-wide competitive examination.
- Be morally qualified, by character and personality, to be a naval officer.
- Meet physical standards required for entry into the Naval Academy, except that the cycloplegic phase of eye examination is not required.

In addition to these requirements,

applicants for the aviation program must:

- Be not more than 19 years, 6 months of age on 1 July of the calendar year enrolled, or if eligible to enter college as a sophomore, be not more than 20 years, 6 months on 1 July of the calendar year enrolled.
- Meet flight physical requirements and pass the battery of aviation tests with minimum scores stated in Alnav 541-46.

For further information on the programs, contact the nearest Office of Naval Officer Procurement.

Colleges and universities participating in the NROTC program are:

Alabama Polytechnic Inst., Auburn; Brown U., Providence, R.I.; U. of California, Berkeley; U. of California, Los Angeles; U. of Colorado, Boulder; Columbia, New York; Cornell, Ithaca, N. Y.; Dartmouth, Hanover, N. H.; Duke, Durham, N. C.; Georgia School of Technology, Atlanta.

Harvard, Cambridge, Mass.; Holy Cross, Worcester, Mass.; U. of Idaho, Moscow; Illinois Inst. of Technology, Chicago; U. of Illinois, Urbana; Iowa State, Ames; U. of Kansas, Lawrence; U. of Louisville, Ky.; Marquette, Milwaukee, Wis.; Miami U., Oxford, Ohio; U. of Michigan, Ann Arbor; U. of Minnesota, Minneapolis.

U. of Mississippi, University, Miss.; U. of Missouri, Columbia; U. of Nebraska, Lincoln; U. of New Mexico, Albuquerque; U. of North Carolina, Chapel Hill; Northwestern, Evanston, Ill.; Notre Dame, South Bend, Ind.; Ohio State, Columbus; U. of Oklahoma, Norman; Oregon State, Corvallis; Penn State, State College, Pa.; U. of Pennsylvania, Philadelphia; Princeton, N. J.

Purdue, West Lafayette, Ind.; Rensselaer Polytechnic Inst., Troy, N. Y.; Rice, Houston, Tex.; U. of Rochester, N. Y.; U. of South Carolina, Columbia; U. of Southern California, Los Angeles; Stanford, Calif.; U. of Texas, Austin; Tufts College, Medford, Mass.; Tulane, New Orleans, La.

U. of Utah, Salt Lake City; Vanderbilt U., Nashville, Tenn.; Villanova, Pa.; U. of Virginia, Charlottesville; U. of Washington, Seattle; U. of Wisconsin, Madison; and Yale, New Haven, Conn.

Reserve Pay Construed As Active Service Pay

Payments to Naval Reservists for drill, flight and other training duty have been construed to be active service pay by the Commissioner of Internal Revenue, Alnav 61-47 (NDB, 15 March) stated. However, for federal income tax purposes, enlisted men may exclude all active service pay and officers can exclude up to \$1,500 of active service pay received in each taxable year until the war is formally terminated by proclamation of the President.

SECNAV OUTLINES BASIC PRINCIPLES

Basic principles for administration of the Navy were stated in SecNav's General Order No. 247 (NDB, 47-118), and areas of responsibility were assigned to top civilian and naval administrators.

The order declared it is fundamental naval policy to "maintain the Navy as a thoroughly integrated entity in sufficient strength on the sea and in the air to uphold, in conjunction with our other armed forces, our national policies and interests, to support our commerce and our international obligations, and to guard the United States, including its overseas possessions and dependencies." This policy, the order said, imposes four principal tasks upon naval administration:

- Policy control—To interpret, apply and uphold national policies and interests in the development and use of the naval establishment.

- Naval command—To command the operating forces and to maintain them in a state of readiness to conduct war, and to direct the naval establishment in such matters as operations, security, intelligence, discipline, naval communications.

- Logistics administration and control—To direct the effort of the Navy Department and the naval shore establishment to assure the development, procurement, production and distribution of material,

facilities and personnel to the operating forces.

- Business administration—To insure efficiency and economy of the naval establishment in organization, staffing, administrative procedures, utilization of personnel, materials and facilities, budgeting and expenditure of funds.

It was pointed out that executive administration of the Navy is vested in: SecNav; his civilian assistants (UnderSecNav, AstSecNav, AstSecNavAir and the administrative assistant to SecNav); naval professional assistants to SecNav including the naval command assistant (CNO), and the naval technical assistants (chiefs of bureaus, Naval Research and the Material Division; the JAG, the Commandant of the Marine Corps and the Commandant of the Coast Guard when it is assigned to the Navy). The four principal tasks of naval administration (above) are divided, the order said, among these executive administrators as indicated in the following:

SecNav has cognizance of policy control; the civilian executive assistants have cognizance of business administration and part of the logistics administration and control; the naval professional assistants are responsible for the remainder of logistics administration and control, and for naval command.

Unauthorized Visits In Philippines Create Transportation Problem

A transportation problem has been created in the Philippines by unauthorized visits of naval personnel, Alnav 89-47 (NDB, 31 March) revealed.

The Alnav said that ComNavFor-Phil advised that great numbers of Filipinos are being received for leave and subsequent return to their former ships or stations.

BuPers declared that since it had authorized only a negligible number of these individuals to visit the Philippines, the majority of visits are unauthorized. Thus, inadequate transportation exists for travel to and from leave address, and from the Philippines to former ships or stations.

In an attempt to alleviate this condition, BuPers reiterated the following provisions which govern leave in the Philippines:

- Citizens of the Republic of the Philippines and American citizens of Philippine extraction who reenlist may be transferred to ComNavFor-Phil only at time of reenlistment for reenlistment leave and reassignment (and COs are authorized to effect these transfers without further reference to BuPers if the individual so requests, citing Alnav 89-47 as authority).

- Non-citizens of the Philippines and citizens of the Philippines who desire leave other than reenlistment leave in the Republic of the Philippines must request approval of BuPers.

The Alnav directed attention to BuPers Manual, Art. C-6002, concerning Bureau approval to visit foreign countries. The new directive does not limit the authority of ComNavFor-Phil to prescribe leave regulations for personnel attached to ships and stations in the Philippines or contiguous waters.

The new directive cancelled and superseded the last sentence of Alnav 562-46 (NDB, 31 October). This earlier Alnav outlined procedures for transfer for separation in the Philippines.

MarCorps Basic School Class Convenes 15 July

The fourth class, MarCorps Basic School, will convene about 15 July for qualified candidates whose applications for commission were received before 1 May, Almar 32-47 announced.

The directive said that qualified candidates whose applications are received after 1 May will be assigned to later classes. Application deadlines for these will be issued later.

Qualified candidates are commissioned under provisions of Ltr. of Inst. 1385, which outlines procedures for selection and assignment of regular MarCorps enlisted men to officer training.

New Provisions Listed on Subsistence Of Enlisted Personnel While Traveling

New provisions regarding subsistence of enlisted personnel while traveling were published in Alnav 81-47 (NDB, 31 March), as a change to the BuPers Manual.

It will be recalled that Alnav 618-46 (NDB, 15 Dec 1946) established a new Art. D-7032, BuPers Manual, regarding enlisted proceed and travel time (see ALL HANDS, February 1947, p. 55). Alnav 81-47 amended para. 4 of this

article and added a para. 5, and the complete article now reads as follows:

"D-7030. Proceed time and travel time.

"(1) Proceed time may be allowed enlisted personnel with dependents, transferred on permanent change-of-station orders, except those transferred in drafts, on the same basis as is provided for officers in article C-4001.

"(2) Travel time may be allowed enlisted personnel for travel by privately owned vehicle on permanent change-of-station orders, on the same basis as is provided for officers in article C-4001.

"(3) Travel orders issued to such enlisted personnel shall contain a provision or endorsement authorizing travel by privately owned vehicle in order that the appropriate travel time will be allowed.

"(4) During 'proceed time' provided for in para. 1, commuted rations are authorized. During travel by privately owned vehicle provided for in para. 2, commuted rations are authorized for travel time in excess of travel time by the most direct usually traveled route. Commuted rations for proceed and excess travel time are chargeable to the appropriate expenditure account, 'Transportation and Recruiting of Naval Personnel' or Naval Reserve appropriations, as applicable, and will be paid after reporting to new station on standard form 1012 (plus subsistence for authorized travel time provided same not paid in advance), one copy of which will be forwarded to BuPers. Excess travel time is defined as time in excess of that required to travel by train by the shortest usually traveled route.

"(5) Cash advanced in accordance with para. 7001, Navy Travel Instructions, continues to be computed at rates therein by shortest usually traveled route. Payment of leave rations for any leave granted en route will be made in accordance with existing instructions."

Alnav 81-47, as did Alnav 618-46, applies to MarCorps as well as naval personnel, and necessary changes to the Marine Corps Manual and Navy Travel Instructions are in process of approval.

4,802 Naval Ships Loaned To Allies; 643 Were Lost

The U.S. under the Lend-Lease Act of 1941 loaned Allied nations 4,802 naval ships and small craft, of which 2,216 have been returned, a Navy Department summary reveals.

Lost during the war were 643 of the craft, while 1,943 still are held by Allied powers under agreements providing for their return prior to termination of the war.

New High Mark Fired For Pistol Course

The highest score ever made on the present pistol qualification course at Pensacola, Fla., was fired recently by E. Rothcoski, ACOM, of the VT-4 squadron based there.

Rothcoski fired a 378 out of a possible 400 as follows: 25 yd. slow, 93; 25 yd. timed, 96; 15 yd. rapid, 99; and 25 yd. rapid, 90.

MarCorps Graduates of Academy, or Basic School Must Serve Two Years

MarCorps officers who are graduates of the Naval Academy or the MarCorps Basic School may not resign while they are serving in their first two years of commissioned service in the Corps, Alnav 86-47 (NDB, 31 March) announced.

This does not apply, however, in cases where a board has recommended acceptance of an officer's resignation, as the result of a recommendation concerning revocation of commission.

Instructor Billets Open To Certain Fleet Reservists

Instructor billets in the Naval Reserve program are open to Fleet Reservists if they are physically qualified for active duty and have not ever served in an appointment as a commissioned officer under the authority of the Act approved 24 July 1941 (55 Stat. 605). To qualify for the billets, Fleet Reservists may not be drawing a pension, disability allowance or disability compensation in lieu of regular retainer pay authorized for members of the Fleet Reserve.

Requests for active duty under the appropriation "Naval Reserve" should be made in writing to the commandant in which the Fleet Reservist resides or to the commanding officer of the Naval Air Reserve unit in which he wishes to serve. Retired enlisted personnel are not eligible for the billets since they are not legally authorized to be paid under the appropriation "Naval Reserve." If a Fleet Reservist is retired subsequent to his recall to active duty, he should then be released to inactive duty.

Reserve Officers Notified of Retention Until 30 June '48

The Navy has notified those Reserve officers whom it intends, tentatively, to retain on active duty during fiscal 1948, and is well along in separating, with few exceptions, all others.

Alnav 78-47 (NDB, 31 March) was the "fifteenth and final Alnav of the series listing Reserve officers whom it is the present intention of BuPers to retain on active duty during the fiscal year ending 30 June 1948." The Alnav declared that officers not listed in Alnav 78 or the preceding 14 Alnavs (Waves were listed only in the first Alnav and in two later Alstacons), or who have not received a BuPers dispatch or letter approving their retention in fiscal 1948, may assume that personnel limitations did not permit approval of their requests.

The Alnavs which listed those approved for retention were Alnavs 42, 62 through 68, 71 through 73 and 75 through 78, all of 1947. For information on retention and separation of Waves, see story adjoining this. For information on retention, reversion or discharge of temporary officers, see story in an adjoining column.

Alnavs which listed officers selected for retention constitute tentative approval of requests for retention, and must be acknowledged immediately by individual letter forwarded to BuPers (Attn: Pers 3116) via COs. Alnav 78 said, "Because of present uncertainties in personnel strength of the Navy in fiscal 1948, it is regretted that this approval is tentative and subsequent reduction in the number of officers to be retained may be necessary. Final approval or necessary re-

ductions will be made by Alnav as soon as practicable."

Alnav 78 also said that officers not selected for retention have been notified by individual letter, via COs, but nonreceipt of such letter may not be construed as authority to remain on active duty or to delay separation processing or terminal leave. It was emphasized that approval for retention must be positive and affirmative, and can only be given by BuPers, and in the absence of specific, positive approval it must be assumed an officer has *not* been selected for retention.

Once finally approved, officers will be expected to serve the full period of approved retention, except in cases of unusual and severe hardship.

Meantime, Alnav 79-47 (NDB, 31 March) stated procedures for separation of officers not specifically approved for retention.

The Alnav declared that all Naval Reserve officers, including staff corps and women officers, being paid under appropriations for pay and subsistence of naval personnel, must be on inactive duty and off the Navy payroll prior to 1 July 1947, except those officers specifically approved for continuation on active duty later than 30 June 1947.

Reserve officers approved for such retention, and therefore *not* affected by Alnav 79, include:

- Those officers who requested retention on active duty during fiscal year 1948, and whose names have been listed in an Alnav or Alstacon, or who have received a BuPers letter or dispatch authorizing retention.

- Aviation officers whose contractual agreements to remain on active duty expire after 1 July 1947. (Concerning these officers, Alnav 78 pointed out that aviation officers listed in Alnavs for retention, whose contractual agreements expire prior to 30 June 1948, are considered to be approved for retention until 30 June 1948. Other contractual aviators will complete their terminal leave not later than the expiration date of their contract).

- Medical and dental officers (see Alnav 281-46), whose directed periods of active duty expire after 1 July 1947.

Alnav 79 established a rigid schedule for separation of Reserve officers, stating, "Because of contemplated budgetary restrictions, it is mandatory that all Reserve officers who are to be separated in accordance with the Alnav complete terminal leave not later than the end of the current fiscal year." The Alnav declared commands and individual Reservists themselves must insure that officers to be separated arrive at separating activities sufficiently in advance that they may complete processing and terminal leave to which entitled not later than

the end of the current fiscal year; proceed time and delay en route from duty station to separation activity are not authorized.

The following schedule was established:

- Naval Reserve officers afloat and outside CLUSA shall be detached sufficiently in advance that terminal leave of such officers shall be completed not later than 15 June 1947.

- Naval Reserve officers on duty within CLUSA shall be detached sufficiently in advance that terminal leave will be completed during the period 16 to 25 June 1947.

- Naval Reserve officers on duty in the Washington, D. C., area and in the Potomac River Naval Command will receive BuPers order detaching them in time to complete terminal leave prior 26 June 1947.

COs afloat and outside CLUSA shall prepare release orders modeled upon Alnav 463-46 for all Naval Reserve officers who did not apply for retention during fiscal 1948, and for all who have not been notified of approval of their requests for retention.

COs within geographical limits of naval districts or the Severn River Naval Command shall request release orders from the commandants for officers who did not apply for retention in 1948 or who have not been notified of approval of requests.

Procedure differs with respect to officers who have requested transfer to the regular Navy and who have not been notified of the selection board action. Such officers are not exempt from Alnav 79. Their COs, either within or without the continental limits, shall request separation orders for these officers from BuPers (Attn: Pers 311), indicating that application for transfer is pending. COs will then be notified of officers who should be retained as a result of having been approved for transfer or because applications still are pending.

Attention was directed to Alnavs 499-46 and 572-46, which provide that immediately upon receipt of non-approval for transfer to the regular Navy, or upon declination of appointment, separation orders shall be requested. COs outside the U. S. and naval district and Severn River commandants shall write release orders for these officers, in lieu of BuPers.

Attention also was directed to the fact that release dates promulgated in Alnav 79 are to be adhered to, despite contrary dates of eligibility for release as defined in para. 9 of Alnav 384-46 (promulgated in para. 3 of Alnav 476-46).

The schedule stated in Alnav 79 also may not be deviated from to retain Reserve officers on board pending receipt of authorization for retention in fiscal 1948, or pending action on request for reconsideration.

Attention was directed to the proper

Retention of 2,400 Waves Until 30 June '48 Planned

Provisions for retention on active duty of 500 Wave officers and approximately 1,900 enlisted women for fiscal 1948 have been announced.

Alstacon 261547 of March authorized COs to accept for retention all enlisted women who volunteered for retention until 30 June 1948 in accordance with Alstacon 171702 of January. Conduct and proficiency in rating marks should be such as to justify further retention.

It is the present intention of BuPers to retain on active duty until 30 June 1948 all officers of the Women's Reserve whose names were listed in Alstacon 141648 and 141333 of March and Alnav 42-47 (NDB, 15 February). Officers not selected for retention were to have been notified by individual letter.

For information on separation of reserve officers not retained during fiscal 1948 see adjoining column.

procedures for computing terminal leave, which may be found in BuPers Circ. Ltr. 193-46 and BuPers BuSandA Joint Letter of 13 Sept 1946 (NDB, 46-1958).

Attention was directed to BuPers Circ. Ltrs. 168-46 and 16-47 concerning processing of officers prior to detachment for separation; to Alnav 384-46 regarding appropriate separation activity to which officers are to report.

BuPers declared it would act upon all requests for release orders submitted prior to receipt of Alnav 79. Any BuPers release orders on Reserve officers not in accordance with Alnav 79 shall be modified by COs.

Delay Action on Requests From USN-T Officers for Retention on Active Duty

Delay in action on requests from temporary officers for retention on active duty through fiscal 1948 was announced in Alnav 74-47 (NDB, 31 March).

The Alnav changed para. 3, sentence 3, of Alnav 588-46 (NDB, 15 Nov 1946), which provided for requests for retention, to read that requests for retention in warrant and commissioned warrant status will be considered approved unless notified to the contrary by 1 July 1947, and requests from ensigns and above will be considered approved unless notified to the contrary by 15 Aug 1947. Originally, Alnav 588 had provided that temporary officers could consider their requests approved unless notified to the contrary by 1 Apr 1947.

Alnav 74 commented that budgetary limitations may restrict the number of temporary USN officers who can be retained on active duty in fiscal 1948. The actual number of temporary officers who will be retained cannot be determined until early in fiscal 1948, except that about 700 temporary warrant and commissioned warrant officers may be reverted to their permanent enlisted status about 1 July 1947.

Temporary warrant and commissioned warrant officers so reverted, who are on the retired list or are members of the Fleet Reserve, will be issued orders releasing them to inactive duty. Others so reverted will elect one of the following options:

- Apply for Fleet Reserve or retirement, if eligible, and subsequent release to inactive duty.

- Remain in the service in enlisted status.

- Complete separation from the naval service.

The Alnav said, "The Navy intends to keep temporary USN line officers of the rank of ensign and above on active duty in their present status in the maximum number consistent with the needs of the service and the allowed officer strength."

The Alnav declared that all tem-

Release of Reserve Officers Clarified

Clarification of certain points in Alnav 79-47 (NDB, 31 March), which provided for separation of Reserve officers not retained for active duty after 30 June 1947, was made in Alnav 94-47 (NDB, 15 April) in answer to recurrent inquiries.

- Appropriate separation activity is not the separation activity nearest the home of record, but is the separation activity nearest the duty station or nearest the port of entry to the U.S. Terminal leave may be granted only by separation activities, at completion of separation processing.

- Reserve officers in a disciplinary status, or those not physically qualified for release from active duty, are not eligible for separation until the ineligibility is removed. Instructions should be requested from BuPers on officers in disciplinary status. Commands wishing to retain a Reserve officer on active duty as a witness in a disciplinary action should refer such cases to BuPers.

- Reserve officers who have been notified of selection for the regular Navy are exempt from provisions of Alnav 79. Refer para. 8, Alnav 79, if appointment is declined.

- Officers exempt from Alnav 79 are stated in para. 5 of that Alnav. Although not included among the exemptions, Supply Corps officers on

accountable duty for whom a relief has not been designated, and who must be separated, should be reported to BuPers and instructions requested.

- Commands authorized by Alnav 79 to write release orders shall write them without requesting prior BuPers approval. Since continental commanders are charged with responsibility of controlling the flow of personnel into separation activities, COs afloat within continental limits must ascertain well in advance from the local district commandant the date on which a Reserve officer shall report to the separation activity for separation.

- Reserve officers who request leave and whose services can be spared to take leave prior to reporting for separation processing in accordance with Alnav 79, shall instead be ordered for separation processing rather than granted leave.

- Personnel are not entitled to flight or submarine or sea pay while on terminal leave, and may not forego terminal leave in order to be entitled to it. "Incongruous practices in any form which permit personnel to remain in a status entitling them to compensation for flying or other services which accrue additional benefits either monetary or otherwise are prohibited," the Alnav concluded.

porary USN officers, including warrant and commissioned warrant officers, with electronic experience will be retained provided the officers have requested retention. All temporary USN Supply Corps and Hospital Corps officers, including warrant and commissioned warrant officers, will be retained on active duty during fiscal 1948, provided they have requested retention. If Hospital Corps legislation now pending before Congress is not enacted, some reversions will be necessary in fiscal 1948.

Bonus Forms Available For Illinois Veterans

Application blanks for the Illinois State veteran's bonus are now available and commanding officers were requested by Alnav 90-47 (NDB 31 March) to advise the Director, Service Recognition Board, 218 West Monroe St., Chicago 6, Ill., of the total number of forms needed for their ship or station.

Any members of the armed forces who were residents of the State of Illinois and who served all or any part of the time from 16 Sept 1940 through 2 Sept 1945 may be eligible for the bonus.

A summary of state bonus legislation enacted since the end of the war was given in ALL HANDS, March 1947, page 53.

Photo Interpretation Course Open to Officers

Regular Navy officers, ensign through lieutenant commander, may apply for a 15-week photographic interpretation course, it was announced in NavAct 9-47 (NDB, 15 March).

Classes will convene every 16 weeks, beginning 9 May, at the Photographic Interpretation Center, RecSta, Washington, D.C. Although the deadline for the first class has passed, applications for subsequent classes are desired. These must be submitted via official channels, to reach BuPers (Attn Pers-4221) no later than one month prior to the convening date for the class requested.

Desired qualifications include training of college level, or experience in one of the following fields: architecture, engineering, city planning, cartography, geology, photogrammetry, geography, forestry, soil conservation, mathematics or allied subjects.

The applicant must include in his request a statement of his qualifications in education and/or experience. Selected graduates will be given an additional 15-week course in photogrammetry. Completion of the photographic interpretation course (or both courses) leads to one tour of duty in a photographic interpretation billet, or in a billet having this as collateral duty.

Navy to Have 4 Major Bases in Philippines Under 99-Year Agreement

Under terms of a 99-year military-naval agreement signed by the U.S. and the Philippines, the Navy will maintain four operating areas in the islands.

The Navy's establishments will be at Guiuan, in the Leyte-Samar area, at Subic Bay, Tawi Tawi and Sangley Point, Cavite. Principal Army base will be the Fort Stotesberg military reservation in Pampanga Province, Central Luzon, and nearby Clark Field.

In addition to the major establishments, rights have been obtained for other areas of limited size, while other Class B sites may be developed later.

The Philippine Government announced the U.S. had met "in every respect the request of the Philippine Government that no permanent bases, and especially no operating bases, be established in centers of population. There will be no bases in the city of Manila or its immediate environs."

A special provision will enable the Army and Navy to use part of the Manila port area on the same basis as any private installation.

The agreement provides that in the interests of international security any of the bases may be made available to the U.N. upon concurrence by the Philippine Government. The Philippines retain the right to exercise jurisdiction over all offenses committed outside bases, unless in the performance of specific military duty or in cases involving only Americans.

Commissions in MarCorps Open to College Students

The MarCorps has reactivated its peacetime officer training program, under which U. S. college students may be commissioned in the Marine Reserve upon graduation.

Physically-qualified, unmarried students 17-25 years of age are eligible. Although freshmen and sophomores may be non-veterans, only juniors who are veterans may enter.

24 Navy, 6 MarCorps Officers Selected to Attend War College

Twenty-four naval officers and six Marine Corps officers have been selected to attend the second 10 months' course at the National War College, Washington, D.C. The class convenes 2 September.

The National War College, under the command of Vice Admiral H. W. Hill, USN, was established in 1946 to provide training in the performance of joint staff duties and the exercise of command in the highest levels of the armed service. Selected officers of the armed forces and Department of State foreign service officers comprise the classes.

Captains of the general line selected are:

Bruce B. Adell, William G. Beecher Jr., Sherman R. Clark, George R. Cooper, Peter G. Hale, Victor D. Long, William V. O'Regan, William K. Romoser, John H. Sides, Chester C. Smith, William S. Veeder, Chester C. Wood, Elmer E. Yeomans and Edward W. Young.

Captains of the general line (aviation) selected are:

Delbert S. Cornwell, Harry D. Felt, Robert Goldthwaite, Truman J. Hedding, Joseph L. Kane, William Milier Jr., Frank O'Beirne, Steadman Teller and Austin W. Wheelock.

Capt. Joseph L. Herlihy, SC, USN, also was selected.

Colonels of the MarCorps selected are:

Nels H. Nelson, Richard P. Ross Jr., Walter J. Stuart and Merrill B. Twinning; and aviation colonels Verne J. McCaul and David F. O'Neill.

Academy Plans \$70,000 Pipe Organ in Chapel

The Naval Academy hopes to replace the 35-year-old pipe organ in its beautiful enlarged chapel with a custom-built instrument nearly four times larger.

The hope, however, is dependent upon success of an organ trust fund established by Rear Admiral James L. Holloway, USN, Superintendent of the Naval Academy. Cost of the organ will be approximately \$70,000, and the fund at present contains \$17,000 transferred from a surplus in the chapel fund. This was created by voluntary contributions of those who have worshipped in the chapel, particularly during World War II. The balance of the organ's cost must come from gifts and memorials from individuals, classes and organizations interested in the chapel.

Although no attempt will be made to install the organ before the summer of 1948, the contract must be signed in the next few months. Persons interested in aiding the plan may write the Chapel Organ Committee, Att'n Chaplain, U.S. Naval Academy, Annapolis, Md.

BUILDING A STRONG NAVAL RESERVE

Difficulties faced by the Navy in reducing personnel to fit postwar patterns, and at the same time build a strong Naval Reserve, were related by Vice Admiral William M. Fechteler, USN, DCNO (Personnel), in a speech before the first annual convention of the Reserve Officers of the Naval Services in St. Louis.

Admiral Fechteler pointed out that SecNav's goal—demobilization within one year after VJ-Day—was substantially met, leaving the Navy short of skilled men in many rates and imposing a considerable problem as the Navy simultaneously conducted Operation Mothball, rolled up shore activities and tried to maintain an effective Fleet at sea.

The Admiral said, "Although the Fleet is in good shape right now as far as numbers of personnel are concerned, the men that we have are not as well trained or as skilled in their specialties as they should be. The rating structure is defective because we have insufficient talent between CPOs and recruits. With a situation like this to contend with, we have to take comparatively few well-trained and experienced men and put them where they will be most effective in correcting this situation."

And this, Admiral Fechteler pointed out, is a prime reason for the difficulty the Navy has experienced in assigning competent instructors to the task of training inactive Reserve personnel.

He said, "I hope you will agree that the policy adopted, which calls for available instructors to train regular Navy personnel, afloat and

ashore, is the only practical solution for the time being. As soon as we possibly can, we're going to get the necessary instructors assigned Reserve training billets."

Need for close integration of the Navy and the Naval Reserve was stressed by the Admiral, and he mentioned steps taken to accomplish this. "One of these steps," he said, "consisted of a directive from the Secretary of the Navy to all bureaus and offices to integrate as closely as possible the Reserve program with regular Navy activities. As a check on this we have just initiated a survey to determine fully the degree of effectiveness of that directive..."

"Another step which has been taken... represents a radical departure from previously established policy. Instead of placing funds allotted for the Reserve program in a central office which had cognizance over all phases of Reserve activity, each bureau and office of the Navy now carries the responsibility for its related activity in the Reserve. The Bureau of Ordnance has charge of the funds earmarked for Reserve ordnance expenditures, and the obligation to provide for Reserve requirements in this field. The Bureau of Ships, the Bureau of Aeronautics, and all the chief subdivisions of the Navy Department have their own similar responsibilities.

"Thus, all of the offices, bureaus and activities of the regular Navy will support the Reserve in a manner similar to that which they provide to the Regular Navy."

Promotions of Reserve Officers to Be Linked With Regulars' Program

Promotion of Naval Reserve officers on inactive duty will be linked with the promotion of regular Navy officers under a new plan contained in a revision of Part H of the BuPers Manual.

Each Reserve officer on inactive duty will be assigned a "running mate" who will be the regular Navy officer next junior to him and the Reserve officer will become eligible for promotion when his running mate becomes eligible.

The highest unrestricted temporary rank of the regular Navy officer and the Reserve officer as of 1 Oct 1945 will be used to determine running mates. If a Reserve officer received his appointment subsequent to 1 Oct 1945, he will be assigned as a running mate that regular Navy officer having the same rank and same or closest date of rank as the date of the Reserve officer's initial appointment.

Fourteen days' active or training duty in grade per year is prerequisite for promotion, however the total amount of such duty need not exceed 56 days computed from the date of rank. At the discretion of BuPers a lesser amount of training duty for line and staff officers while in the Volunteer Reserve may be required but in no case will line officers be promoted with less than 28 days' active or training duty in grade. A staff officer will not be promoted with less than 14 days' active or training duty in grade.

Medical and dental officers of the Volunteer Reserve will be credited with one day's training duty for promotion purposes for every five physical examinations or completed dental examinations conducted while in an inactive duty status without compensation.

Reserve officers must either pass successfully the prescribed professional examinations or successfully complete required correspondence courses to qualify for promotions. If they select the correspondence courses, the courses must be completed while in grade prior to the prescribed date of the professional examinations.

For the time being, promotions in the regular Navy have been suspended

Publications Center Moves to NSD, Norfolk

The East Coast Naval Publications Distribution Center has moved to NSD, Norfolk, Va., it was announced by Alnav 82-47 (NDB, 31 March). The activity previously was situated at Cheatham Annex, Williamsburg, Va.

The new address is: OinC, East Coast Naval Publications Distribution Center, Building 101, NSD, NavSta, Norfolk 11, Va.

CEC Training and Duty Open to Line Officers

Opportunity for training and duty in the Civil Engineer Corps was extended to certain regular Navy line officers by BuPers Circ. Ltr. 43-47 (NDB, 15 March).

The letter requested applications for reclassification to the CEC from regular officers of the line, including those who have transferred to USN status. Applicants must possess a bachelor's degree in engineering, including civil, electrical, mechanical, architectural, chemical or mining engineering.

Those applicants who are reclassified as CEC officers will have an opportunity for training in the duties of the corps, and assignment to CEC duties, including the public works departments of shore bases and CB units overseas.

Applications may be submitted via official channels to reach BuPers (Attn: Pers 4226) prior to 1 June. There were no stated limits as to rank or age of applicants.

to allow time for a study of the officer structure of the postwar Fleet. No Reserve officers will be promoted until the peacetime system for promotions in the regular Navy is established since the Reserve officer promotion plan is tied to the regular Navy officer promotion system.

BuPers does not desire inquiries concerning the status of individual officers at this time because correspondence on the subject will delay setting up the promotion program. As more information on promotion procedures is available, it will be published to Reserve officers through official directives.

Reservists to Be Given Newest Training Courses

Officers and men of the Naval Reserve in an inactive status may study for promotion with the aid of additional training material to be furnished by the newly developed Naval Reserve Training Publications Project.

Preliminary research has started on more than 50 texts and correspondence courses which will be written for officer training. The subjects of the courses are being selected to fit the many specialized categories of Reserve officers.

The familiar blue-book training courses for advancement in rate of enlisted men will be increased so there will be training material for every rate and rating. The Naval Reserve program needs these texts for today's training. As soon as the books are produced, they will be made available to all Reserve armories.

This program, with headquarters at the Naval Gun Factory, Washington, D. C., will guarantee the Reserves an abundance of up-to-date training material.

Texas Plan Would Enable Its Veterans to Purchase State Land on Low Terms

The Texas Veterans' Land Program, which would permit Texans who served in World War II to purchase state land on low terms, has been explained in a letter to ALL HANDS from the Commissioner, Texas General Land Office.

Under provisions of a bill now before the Texas 50th Legislature, a Veterans' Land Board would have authority to acquire surplus federal lands, and state and privately-owned lands for resale to veterans. The bill would permit any Texas veteran who served between the declaration of World War II and 31 Dec 1946 to buy a farm or ranch home from the state on a state valuation of not more than \$5,000. The veteran could pay as little as 10 per cent down and have 40 years or less to pay off the balance, at 4 per cent interest.

The bill is the final enactment of a constitutional amendment unanimously approved by the legislature and approved by the voters of the state (ALL HANDS, March 1947, p. 53). It further provides that:

- The veteran will not have to reside upon the land, and he may dispose of his equity at any time after it reaches 40 per cent of the total value.
- He will receive a 15/16 mineral-free interest in oil and gas, and a 7/8 interest in sulphur.
- Sales of land will run for a period of eight years, with an estimated two to four sales held annually.
- The veteran would be permitted to select a farm or ranch home ranging from 50 to 2,500 acres.

The commissioner has requested eligible Texans in the Navy to send their permanent addresses to the General Land Office, Austin, so that they may receive listings of property to be sold.

Submariners Encouraged To Form Local Chapters

Submariners, past and present, and members of the submarine component of the Naval Reserve have been encouraged to form their own chapters of the Navy Club of the USA.

The Navy Club, only national service club exclusively for all present and ex-naval personnel, has local chapters named after ships. To form a "submarine ship," 10 submariners or ex-submariners (officer and enlisted) may apply for a charter to the National Shipswriter, Box 468, Rockford, Ill. The charter and proper papers will be sent to them and the ship will be chartered upon receipt of national dues and a \$10 charter fee.

The chairman of the Submarine Conference, Navy Department, Washington 25, D.C., will assist in selecting names for submarine ships. Any submarine may be chosen.

Current and Future Changes in Uniform Regs Listed

Recent changes in Uniform Regulations have included revision of chapters II, IV, VII, VIII, IX and XI.

The complete postwar uniform plan has not been determined, but some changes have been made effective and others which will be effective at a future date have been announced for convenience of the service.

The following is a brief summary of the changes since the war's end:

- Black sleeve stripes on officers' overcoats are no longer required. Optional wearing of black braid chin straps has been cancelled and officers of rank of commander and above are no longer permitted to wear plain visored caps. Half lace on sleeves of blue uniforms is optional until 15 Oct 1948. Dress uniforms, the boat cloak and the raincape were not included in new chapter II, inasmuch as it is not known at the present time when dress clothes will be required again.

- Designation of uniform Blue, which included optional wearing of white or gray shirts, has been cancelled, and provision has been made for optional wearing of the gray shirt with Service Dress, Blue, A and B for officers and warrant officers, and with Dress, Blue, A and B for CPOs, cooks

and stewards except on dress occasions.

- The khaki working uniform was re-instated as the permanent summer working uniform. Wearing of the gray working uniform is optional until 15 Oct 1948. Lower pockets on the coat of the khaki working uniform have been changed from bellows style to patch style. Persons possessing khaki coats with bellows type pockets will be permitted to wear them until they are no longer serviceable. The 15 Oct 1948 date has also been set as the date on which khaki tropical worsted, wool gabardine, palm beach type or rayon gabardine will be designated as the summer service uniform. Khaki cotton shirt and trousers will be designated as the summer working uniform. The white uniform will be designated as summer dress.

- Beginning 1 June 1947 blue or white garrison caps are discontinued for all male naval personnel.

- Designation of uniform Dress, Blue, D has been established for CPOs. This is the same as Service Dress, Blue, D for officers.

- Gray gloves have been made optional articles of uniform for CPOs, cooks and stewards.

- In the revision of chapter VIII on insignia, the air gunner's distinguishing mark has been changed to that of the aircraft machine gunner, second class. A distinguishing mark of the same design but with a star immediately above the winged machine gun is authorized for aircraft machine gunners, first class. A brassard for enlisted men assigned to recruiting duty was authorized. All non-rated men who are qualified and have been designated as strikers in accordance with instructions issued by BuPers are authorized to wear the specialty mark of the rating for which they are striking. Gold and silver rating badges and gold service stripes again must be worn by qualified personnel. During the war this regulation was modified to permit the wearing of blue and white rating badges. Shoulder insignia are no longer authorized. In addition to service in the Navy or Naval Reserve, service in the Marine Corps, Coast Guard or Army may be counted in determining eligibility for service stripes.

- Regulations regarding aviation insignia have been clarified, permitting officers who have qualified to wear aviation insignia to continue to wear such insignia on return to enlisted status, and to permit enlisted personnel who are qualified to wear aviation insignia provided for in chapter IX of Navy Uniform Regulations and are subsequently promoted to commissioned or warrant ranks to continue to wear such insignia. The distinguishing insignia previously authorized for Naval Aviation Observers

(Radar, Navigation and Tactical) have been abolished. They shall now wear the insignia authorized for Naval Aviation Observers.

Uniform regulations as to when retired personnel not on active duty are entitled to wear their naval uniform, have been rewritten in more detail. Such personnel may wear the prescribed uniforms of the rank or rating held on the retired list when the wearing of the uniform is appropriate. They may not wear the uniform in connection with non-military, civilian or personal enterprises or activities of a business nature.

Retired personnel in an inactive duty status in a foreign country may not wear the uniform except when attending—by formal invitation—ceremonies or social functions at which the wearing of the uniform is required by the terms of the invitation or by the regulations or customs of the country.

"Occasions of ceremony" on which personnel who have served honorably in the armed forces of the United States during war are entitled to wear their uniform have been interpreted. They are occasions essentially of a military character at which the uniform is more appropriate than civilian clothing, such as memorial services, military weddings, military funerals, military balls, military parades and meetings or functions of associations formed for military purposes, the membership of which is composed largely or entirely of honorably discharged veterans of the services or of Reserve personnel. Authority to wear the uniform, under the Act and under this interpretation, includes authority to wear the uniform while traveling to and from the ceremony, provided such travel in uniform can be completed on the day of the ceremony.

Orders to Flight Duty For Observers Cancelled

Orders to duty involving flying as naval aviation observers, naval aviation observers (radar) and naval aviation observers (navigation), were cancelled as of 1 May by Navact 10-47 (NDB, 15 March). Officers whose orders are so cancelled are to report to COs for duty.

If reinstatement of flight status is desired, commanding officers may submit request for orders to BuPers (Attn: Pers 3116), via normal chain of command and CNO (OP 54). Forwarding commands were requested to make constructive recommendations.

COs in making such requests must clearly show that the officer for whom reinstatement is asked must participate regularly and frequently in aerial flight, and that his duties cannot be performed by a naval aviator (AVH) attached to the command.

Neatness as Important As Fairness in Sports

The crowd may, with occasional accuracy, call a fighter a bum; but the Chief of Naval Personnel wants to be sure the crowd's derision is not caused by the sloppy dress of the fighter or of his seconds.

Subject of a circular letter was an order to COs to insure that members of teams representing commands, and therefore representing the Navy, are taught neatness in dress as well as fairness in sportsmanship and skill in athletics.

The letter advised that team assistants, such as boxing seconds, bat boys and water carriers, must be dressed in suitable, neat working uniform. The uniform of the day was suggested, if possible. Contestants must wear, of course, the uniform of their sport, but it too should be clean and neat—at least at the start of a contest. Contestants and assistants must be as cleanly shaved and their hair must be as well trimmed as at formal inspections.

Naval athletic events frequently are attended by large numbers of civilians, who have found that they can count on seeing a clean, hard-fought contest when naval contestants are matched. It is particularly necessary, therefore, that Navy men appearing before the public on such occasions present to the public a good example of the service at-large.

Control Tower Operator Rating Group Approaches Peacetime Requirements

The specialist Y (Control Tower Operator) rating group rapidly is approaching postwar requirements, and many men of other rates who are performing this work will be returned to their normal duties, announced BuPers Circ. Ltr. 57-47 (NDB, 31 March).

The letter said it is anticipated that in the future the major input to the specialist Y rating group will be from the Naval Training School (Control Tower Operators).

Administrative commands were directed to insure that all specialists Y are employed in billets commensurate with their training. Personnel of other rating groups currently employed as control tower operators shall be returned to duties of their particular rating groups on or before 1 July 1947.

Outstanding men holding other ratings who are currently assigned specialist Y duties may be recommended to BuPers for a change in rating to specialist Y of equal pay grade. The procedure for this is prescribed in paragraph 12, BuPers Circ. Ltr. 191-46 (NDB, 31 August). Particular attention was invited to paragraph 8 of that letter.

The new directive listed the following considerations which will govern decisions on all requests for these changes in rating:

- Personnel who are graduates of

Fight Against Fungus Pressed By BuOrd

Moisture and fungus resistant materials and treatments are being developed by the Navy to combat deterioration of ordnance equipment.

Experience during the war revealed the necessity for better materials and for adequate protection of ordnance equipment to insure proper operations under adverse conditions. BuOrd found that moisture and fungus damaged electrical equipment aboard vessels operating in the North Atlantic and South Pacific areas.

The University of Miami provides technical assistance for observation of the growth of fungi and other micro-organisms on materials to be used in ordnance equipment, not only in its own laboratories but also at Navy facilities at Key West.

Recommendations based on current research will be used to improve equipment manufactured for BuOrd, and to make equipment now aboard ship more resistant to deterioration. Moisture and fungus-proofing is expected to result in large savings of funds and materials through extending the serviceability of equipment.

The results of these experiments are available for other Navy and Army branches through Army-Navy committees.

'BRING BACK' REPLACES TAKEOFF

Rumor (and *Naval Aviation News*) has it that one of the pilots in a Carrier Qualification Training Unit toward the end of the war had one of those experiences that leaves strong men weak and weak men dead.

Seems this pilot was getting practice in catapult takeoffs, and everything went 4.0 up to the point where he signalled the ground crew to fire the catapult.

As planes will on a catapult takeoff, his flashed forward at an extreme acceleration, got flying speed . . . and stopped in midair.

Even while the pilot was realizing that something was very unorthodox about this matter, his plane did even worse. It started going backward.

As fast as it had been going forward.

According to reports, the pilot said of this moment, "Acceleration in reverse was very fast. I repassed the catapult crew and the other planes which were standing by. My wing finally struck the fire truck which spun me around and started me going nose first again but still in the wrong direction. I finally rolled off the runway and stopped."

Investigation showed that the tail hook of the plane had dropped as the plane was launched, caught the tow cable, pulled it out far enough to cock the catapult, and then fired the catapult in the wrong direction.

The pilot, though, is one aviator who'll never be sure.

the Naval Training School (Control Tower Operators) are desired. Whether the applicant has completed this course should be clearly indicated in recommendations.

- Rated personnel, whether or not graduates of the school, must have performed control tower operator duties for a relatively long period. Hence, it may be assumed that they have lost much of their former proficiency in their present ratings.

- Requests recommending rated personnel in rating groups currently below postwar requirements normally will not be approved. If control tower operation has not reduced their proficiency in present rating, they should be returned to their normal duties.

- Since the aviation radioman rating group is short of men, requests from these personnel will not be approved unless their proficiency as aviation radiomen definitely has been impaired during the period in which they have performed control tower duties.

Service Record Entry Of Duty Time Directed

BuPers is "saying again" its Circ. Ltr. 204-46 (NDB, 15 Sept 1946).

That letter gave instructions for an additional entry to be made on page 9Y of the service record, indicating the number of months and type of duty completed at time of transfer.

The Bureau noted, however, in Circ. Ltr. 45-47 (NDB, 15 March) that "these instructions are not, in the majority of cases, being complied with," and directed all COs to take necessary steps immediately to insure full compliance.

Failure to require compliance with the earlier letter, BuPers said, not only creates an additional work load but also an injustice for the activities to which the personnel are transferred, but also an injustice to the personnel themselves.

No Education Benefits For Reserve Training

GI Bill educational benefits may not be earned by Reservists during periods of active duty for training purposes, the Veterans Administration has announced.

The Navy (Civil Readjustment Section) had requested an opinion of the VA in answer to two questions: Are Naval Reserve personnel, presently entitled to educational benefits under the GI Bill, entitled to additional benefits by reason of being recalled to active duty for 15-day training duty periods? Are Naval Reserve personnel, not presently entitled to benefits under the GI Bill, entitled to count 15-day training duty periods taken prior to the end of World War II to qualify for such benefits?

The decision was as follows: 15-day training duty periods for Naval Reserve personnel do not constitute active duty for purposes of entitlement to increased educational benefits under the Servicemen's Readjustment Act of 1944, as amended, nor may such training duty periods be counted toward meeting the qualifying period for such benefits under the Act.

The decision commented that a different conclusion would be required if the call to duty were for an indefinite period and the veteran served 30 days or more, since under these circumstances it could not normally be considered to be training duty only.

Parents Must Approve Minors Joining MarCorps

All men under 21 years of age who wish to enlist, reenlist or extend their enlistments in the regular MarCorps must obtain the written consent of their parents or guardian, Almar 22-47 announced.

The new regulation was effective 1 April, pending a change in the MarCorps Manual. Form NavMC 523-PD will be used, the Almar said.

Navy and MarCorps Consider Recruiting Goals to Meet Expected Personnel Turnover

The end of Selective Service has thrown the Navy and the Marine Corps into the open market for personnel, but caused little consternation in either service. In fact, the Marine Corps has not obtained any personnel from the draft since November of 1945; the Navy has accepted no inductees since June of 1946.

Both Navy and MarCorps find themselves facing a similar problem, however—a heavy concentration of expirations of enlistment during coming months—and both have considered tentative recruiting goals to meet the expected personnel turnover.

Vice Admiral William M. Fechteler, DCNO (Personnel), said about 232,000 regular Navy enlistments will expire during the fiscal year 1948. Considering the number of reenlistments it may expect, and the rates of personnel attrition, the Navy has figured it will need to recruit about 13,000 men per month to fill the gap during the fiscal year.

Though naval and marine strength is fixed at the maximum by Public Law 347, 79th Congress, at 500,000 naval enlisted men and 100,000 marines (20 per cent of Navy strength), the budget also operates to establish personnel ceilings.

Because the budget still is under consideration, the Navy does not know exactly how many men it will have during fiscal 1948, although it currently is planning on an average enlisted personnel strength of about 425,000 during the fiscal year, Admiral Fechteler said. But since the exact strength is uncertain, a projected campaign to recruit the necessary 13,000 enlistees per month has been deferred until this summer.

About 40,000 marine enlistments will expire during, roughly, the calen-

dar year 1948, and the corps believes it will have to recruit at a rate of about 2,500 per month to keep the ranks filled. Since marine recruiting is currently running at about 2,000 per month, it is felt this poses little problem.

Meantime, BuPers Circ. Ltr. 56-47 (NDB, 31 March) distributed some advice on postwar personnel allowances. It pointed out that current personnel allowances match allocations in the Fiscal 1947 Operating Force Plan, which plan is based on an overall strength of 52,000 officers and 437,000 enlisted men. The letter noted that fiscal 1948's personnel strength is not yet established, and that the number of personnel now available for distribution, and expected to be available in the future, is less than the strength upon which the 1947 plan is based. Therefore, effective personnel allowances, as a whole, are in excess of personnel available for distribution.

In view of this, COs were advised that the currently effective personnel allowances in all probability cannot be filled as to rank, rate or numbers. At such time as the fiscal 1948 naval strength is determined and an operating force plan based on it is developed, BuPers will take steps to issue new personnel allowances based on the Fiscal 1948 Operating Force Plan.

As the Selective Service Act expired, it was recalled that the Navy had received a total of 1,549,285 men through Selective Service, of which 13,934 were USN(sv), 1,345,986 were USNR(sv), and 189,365 were USN(i). As of 1 March, there were only 50 USN(i) still in the Navy.

New terms of service for enlistments and reenlistments were established by Alnav 85-47 (NDB, 31 March). It provided that men re-enlisting in USN within three months after date of discharge from USN may re-enlist for 3, 4 or 6 years at the option of the applicant, except that applicants 17 years of age will be re-enlisted for 3 years or for minority only. All others—including men discharged from USNR or USN(i) who apply for enlistment or reenlistment in USN within three months from date of discharge after active service in World War II, regardless of prior USN service; ex-members of other branches of the armed forces; and personnel who have had no previous military, naval or Coast Guard service (recruits)—may be enlisted or re-enlisted only for 4 or 6 years, at option of the applicant, except that applicants 17 years of age will be enlisted or re-enlisted for minority only.

BuPers pointed out that end of the draft law will benefit young men 19 through 29 years old, who previously have not been eligible to join the new Naval Reserve because they were subject to induction.

Four-Man Board to Study Facilities for Possible Use by All 3 Services

SecNav James Forrestal has appointed a four-man board to study naval facilities susceptible of common utilization by the Army, Navy and Army Air Forces.

The board, headed by Admiral Frederick J. Horne, USN, Special Assistant to CNO, is directed to conduct a full and complete investigation of Naval facilities which may be commonly used by the three services with a view to obtaining increased economy and effectiveness.

Other members of the board are Vice Admiral Aubrey W. Fitch, USN, Vice Admiral Edward L. Cochrane, USN, and Rear Admiral Russell S. Berkey, USN.

Although the board's scope is not limited, Secretary Forrestal particularly authorized it to direct that studies be made in the following fields: harbor and port facilities at New York, San Francisco, Seattle and New Orleans; communications, medical facilities, transportation, service facilities, such as laundries, commissaries and bakeries, post exchange stores and ships' service stores, recruiting, supply depots, supply centers, cost inspection, material inspection and audit and accounting.

The Navy board will be charged with the responsibility of coordinating the Navy program with similar studies being initiated by the Army and the Army Air Forces. The Navy board also will review all reports by naval activities and will, from time to time, make recommendations to Secretary Forrestal as to appropriate action.

Reservists May Train In Adjacent Districts

If it is more convenient for a Naval Reservist to join a Naval Reserve unit in an adjacent naval district rather than his home naval district, he may do so if such action has the sanction of the naval district commandants concerned.

District commandants were granted authority by NRMAL 8-47 to effect transfers of this type, but the over-all district rating group and officer classification quotas were not changed by the directive.

Woman Veteran Gets \$90 For Dependent Minor

If a woman veteran has a minor child dependent upon her, she may be entitled to the increased subsistence allowance of \$90 while training under Public Law 346, 79th Congress, the GI Bill of Rights, even though her husband also is training under this law and is receiving increased subsistence by virtue of his wife's dependency upon him. This was announced by the Veterans Administration.

Carbine, Rifle Prescribed In Firing for Extra Pay

The carbine and rifle have been prescribed for use of MarCorps personnel at all posts and stations in qualification and requalification firing for extra compensation, Almar 33-47 announced.

Effective 1 April, the carbine was designated as the weapon for men in the first three pay grades, and the rifle for those in the 4th, 5th, 6th and 7th pay grades.

Fleet Marine Force units and those ship detachments having tables of organization in which weapons are prescribed are not affected by the Almar. Also unaffected is extra compensation being paid to men at posts and stations for qualification before 1 April with weapons other than carbine and rifle.

Hoover Named to Board; Barbey Relieves Munroe As Commandant 10th ND

Flag rank orders last month were as follows:

Admiral Frederick J. Horne, usn (ret), has been relieved by Vice Admiral John H. Hoover, usn, as senior naval member of the Army-Navy Petroleum Board. Admiral Horne was ordered to Com 11 for temporary duty, and to be relieved of all duties about 1 May. Vice Admiral Hoover already was serving as president of the Naval Examining Board and the Naval Retiring Board, and assumes his new assignment as additional duty.

Vice Admiral William R. Munroe, usn, has been ordered detached as Com 10 and to CNO for temporary duty and further assignment; Vice Admiral Daniel E. Barbey has been ordered detached from special duty under CNO and to duty as Com 10.

Rear Admiral Grover C. Klein, usn, has been detached as Commander, Naval Shipyard, Mare Island, and ordered to duty as Assistant Chief of BuShips for Naval Shipyards. Rear Admiral Klein was relieved by Capt. Wallace R. Dowd, usn.

Rear Admiral John Wilkes, usn, has been ordered detached as ComSubLant and to duty under CNO as member of the Joint Strategic Survey Committee, Joint Chiefs of Staff; Rear Admiral James Fife, Jr., usn, has been ordered detached as a member of the committee and to duty as ComSubLant.

Rear Admiral Robert W. Hayler, usn, has been detached as a member of the General Board, but continues as senior member of the Board of Decorations and Medals.

Rear Admiral Norborne L. Rawlings, usn, has been ordered detached as Assistant Chief of BuShips for Naval Shipyards and to duty in the Material Division, Office of AsSecNav.

Rear Admiral Francis C. Denebrink, usn, has been ordered detached as ComSerRon 3 and to duty as General Inspector for the Pacific Fleet. Rear Admiral Denebrink was to be relieved by Commodore Thomas J. Kelher, Jr., usn, who was ComServDiv 12.

Rear Admiral Alfred M. Pride, usn, has been ordered detached as Com-CarDiv 4 and to duty in BuAer; Rear Admiral Ralph E. Jennings, usn, has been ordered to duty as ComCarDiv 4.

Rear Admiral Harold M. Martin, usn, has been ordered detached as ComFlairWing 2 and to duty as Com-CarDiv 2.

Rear Admiral Charles Wellborn, Jr., usn, has assumed duty as Chief of Staff and Aide to CincPacFlt.

Rear Admiral Elliott H. Bryant, usn, has been ordered detached from duty as president, Panel of Board to Review Discharges and Dismissals, and to duty as ComCruDiv 2.

INCOMING PERSONNEL GET THE WORD

Men reporting aboard NAS, San Diego, are given a week's course of familiarization with the station, in which they have a chance to learn what the station does, the duties of its personnel and the services offered by the station to its personnel.

Response to the course has been enthusiastic, from both officers and men. Many agree it is thoroughly effective in acquainting them quickly with their new duty; some even maintain that after the week's course was finished they understood, for the first time, what a naval air station is all about.

NAS, San Diego, in turn, feels that the week spent in indoctrinating incoming personnel is far more efficient than would be a method which put men right to work during the first week and left their indoctrination to chance.

Both enlisted and officer programs devote five full days to familiarization, each day carefully programmed to cover the extensive territory required.

A sampling of the enlisted schedule follows:

- Monday—Lecture in station auditorium on naval history and tradition; talks on mission, tasks and objectives by Com 11, ComNAB and the CO of NAS; explanation of station organization, CMAA and MAA forces, station orders, uniforms, shore patrol; tour of commissary department; bag inspection, lecture on clothing and stowage, care of bunks, barracks regulations, lucky bag.

- Tuesday — Tour and lecture, safety department; orders and func-

tions of security and civilian guard, demonstration by fire department; discussions by chaplain and educational officer.

- Wednesday—Discussions by transportation officer, OinC of boat division, boat house; lecture by legal and disbursing officers; discussion and tour of welfare and recreation facilities.

- Thursday — Ordnance lecture, safety precautions, qualification firing of .45 caliber pistol; station memoranda, bag inspection and preparation for captain's inspection.

- Friday—Lecture and tour, assembly and repair department; lecture and tour, medical department; meet the commanding officer and receive permanent assignment to NAS organization.

Familiarization of officers follows a similar pattern, with some emphasis on standing watches as OOD, command duty officer and supply watch stander. Officers also tour executive, operations, communications and public works departments, and observe various phases of administration of the air station.

And here is one seaman's comment, after his one-week course: "... I think indoctrination is a good thing. It has taught me how to stay out of trouble, to prevent fire, to prevent accident and where to spend my spare time. There were many questions on my mind the indoctrination answered, and some I hadn't even thought of were answered, too. I think this is a fine thing and would like to see it at any station I'm assigned to."

Rear Admiral Charles C. Hartman, usn, has been ordered detached as Assistant Chief of Staff, Personnel, ComServPac, and to duty as Assistant Chief of Naval Personnel (Operations).

Rear Admiral Heber H. McLean, usn, has been ordered detached as Marine Superintendent, Panama Canal, and to duty as ComBatDiv 1; Capt. P. G. Nichols, usn, has been ordered to relieve him.

Rear Admiral John A. Snackenberg, usn, has been ordered detached as Assistant Chief of BuOrd, and to duty with CNO.

Rear Admiral William L. Rees, usn, has been ordered to duty as Chief of Staff and Aide to ComNavWesPac.

Rear Admiral Ellery W. Stone, usnr, has been ordered detached from duty with the Italian Naval Branch, Allied Force Headquarters, Italy, and to temporary duty under CNO pending separation.

Commodore Ben H. Wyatt, usn, whose last permanent assignment was ComNOB, Kwajalein, is retiring.

Commodore Thomas E. Van Metre,

usn, who was Assistant Naval Inspector General, is retiring.

Commodore William R. Ryan, SC, usn, has been ordered as Supply Officer in Command, NSD, Clearfield, Utah, the assignment terminating his temporary rank as commodore.

Commodore Earl C. B. Gould, usnr, has been ordered detached as Central Field Commissioner for Latin America, to be separated from the service.

New System on Reports To Fleet Records Office

A new procedure in submitting reports to Fleet Records Office, San Francisco, was outlined in BuPers Circ. Ltr. 53-47 (NDB, 31 March).

The letter directed that a change of address card be made out for each gain (officer and enlisted) and attached to the copy of the daily diary which is forwarded to the office. It was pointed out that these cards are to be made out by the receiving activity, and are in addition to those prescribed by paragraph 7 of BuPers Circ. Ltr. 239-45 (NDB, July-Dec 1945).

7,500 Enlisted Marines in Aviation Duty Get Transfer or Discharge Prior 30 June

Procedures for transfer to general duty or discharge prior 30 June of 7,500 enlisted men on duty in aviation have been outlined in a series of MarCorps directives.

The reduction is being made to meet demands of budgetary limitations. Affected are those enlisted men serving under "duty with aviation units only" contracts which expire during the calendar year 1948.

The move was announced in Almar 29-47, and further information was given in several Almarcons and in Almar 35-47. This latter directive ordered COs to discharge or transfer for discharge all eligible applicants with dependents, and to forward all requests for change of contract and new duty station to MarCorps headquarters.

The procedures, as outlined by the various directives, are:

- Personnel affected could voluntarily apply for a change of contract to general duty, or for discharge at the convenience of the government.

- If sufficient applications were not received by 15 April, assignment of forced attrition quotas to major com-



Beam, NATB, Corpus Christi, Tex.

"There we were at 6,000 feet!"

mands was planned to accomplish the required reduction.

- Transfer for discharge would be made only upon written request of the individual concerned, who must include in his request the following statement: He is being discharged upon his own request; once transferred for discharge, he will not be permitted to withdraw his request; discharge will be for the convenience of the government.

- Although they might be otherwise eligible, personnel in the following status were not to be discharged: In disciplinary or probationary status, requiring medical treatment or sick in a hospital, retained as witnesses in court-martial cases.

- COs were directed to forward to headquarters, with complete information, any request for discharge submitted under the authority which they might disapprove.

- Personnel discharged under the authority may reenlist, provided they do so for general duty. Those being discharged would be transferred to appropriate activities listed in Ltr. of Inst. 1375. These activities would grant terminal leave before discharge.

In regard to men in the aviation only duty category without dependents, Almar 35-47 stated that their priority for discharge would be by length of service. Quotas were assigned for men in this category, and commands were authorized to retain not more than 5 per cent of these quotas until 31 August to fill essential billets. All other discharges or transfers for discharge were to be effected in time for terminal leave to be completed by 1 July.

Meanwhile, Almar 28-47 announced that enlisted Reservists and USMC-SS men who have completed flight training would be given an opportunity to enlist in the regular corps.

The Almar would be used as authority for immediate discharge of Reservists and USMC-SS personnel in this category who did not elect to enlist in the regular corps. Sub-paragraph (I) of Almar 155-46 was modified accordingly.

Associate Memberships In Officers' Messes Offered Reserve Groups

Invitation to accept associate memberships in shore-side commissioned officers' messes (open) was extended by the Chief of Naval Personnel to Naval, Marine Corps and Coast Guard Reserve officers on inactive duty, and to members of the Fleet Reserve who held temporary commissioned rank during the war and who will, in due course, be placed on the retired list in the highest commissioned rank in which they served satisfactorily. The invitation was extended in BuPers Circ. Ltr. 46-47 (NDB, 15 March), which cancelled BuPers Circ. Ltr. 71-46 (NDB, 31 Mar 1946).

The letter advised that the number of officers which each mess can accommodate must, of necessity, be determined by the local commandant or commanding officer in whose area the mess is located. Circular letter 46-47 did not affect regulations regarding package sales of alcoholic beverages, which are stated in BuPers Circ. Ltr. 242-46 (NDB, 31 Oct 1946).

The new circular letter pointed out that under BuPers regulations for commissioned officers' messes ashore, the following categories of officers automatically are entitled to membership: officers of the Navy and the Marine Corps; Naval and Marine Corps Reserve officers on active duty.

Under regulations prescribed by commanding officers, membership in commissioned officers' messes (open) may be extended to the following categories of officers: retired officers of the Navy, Marine Corps and Coast Guard; Naval, Marine Corps and Coast Guard Reserve officers on the honorary retired list with pay; Naval, Marine Corps and Coast Guard officers on the retired list as a result of physical disability incurred in line of duty; officers of the Army on active duty and attached to or serving at or near the activity.

Navy Shows Progress in Plans for Possible War Operations of Future

The Navy has not been idle in planning for military operations which might have to be carried out in the event of another national emergency, reports Fleet Admiral Chester W. Nimitz, USN, CNO.

Speaking before the Senate Armed Services Committee on the Army-Navy unification bill, Admiral Nimitz declared that the nation's military leaders have made "substantial progress" in shaping up war plans.

In his endorsement of the unification bill, Admiral Nimitz stated that while war plans would be expedited under the bill, "it should not be inferred that the responsible officials of the War and Navy Departments are not discharging

Appreciation Expressed For Aid to Press, Radio

A message of appreciation for Navy assistance in coverage of the Antarctic expedition was written by the press and radio correspondents who accompanied Task Force 68. The message singled out the work of three enlisted correspondents, Jack Brewer, John Lee and Don Fischer (all S1ENC) for special mention. The message, as transmitted by CTF 68, follows:

"Combined radio and press correspondents aboard Mount Olympus have asked following message be relayed: Our thanks to all Navy correspondents for their superb assist in covering HIGHJUMP. It would have been impossible to handle story at all without you, but with your help it's been both easy and a pleasure. We are particularly grateful for willing cooperation in individual requests which furnished invaluable color material. We want to add our especial appreciation for Fischer's truly great coverage of the plane crash, for Brewer's fast work on oasis, and for Lee's descriptive of McMurdo Sound trip. We think and hope the stateside press will prove the best tribute to an all-around fine job. To all ships' commanders and personnel who fed, transported and otherwise aided or abetted our work with the expedition, we also voice our gratitude and best wishes."

their responsibilities in this connection at the present time."

Admiral Nimitz said that the Joint Chiefs of Staff since VJ-Day had completed "an interim U.S. military policy and an interim strategic concept and plan for the employment of U.S. armed forces." Included in this planning were the following:

Repeated review of our military base requirements for defense of the U.S., assigned to various commanders of specific responsibilities; development of plans for contingent operations in various parts of the world, based upon different considerations which might conceivably develop; approval of procedures for preparation of an industrial mobilization plan; development of joint Army-Navy plans for defense of such areas as Alaska and the Marianas; and adoption of a new long-range basic security scheme for Canada and the U.S.

Revised List of Naval Records Centers Given

Revised locations of Naval Records Management Centers, and the activities from which they will receive disposed records, were listed in BuPers Circ. Ltr. 51-47 (NDB, 31 March).

The centers, and the activities they serve, are as follows:

- Naval Records Management Center, 605 Stewart Ave., Garden City, Long Island, N. Y.—Records of activities in 1st, 3rd and 4th naval districts, Severn and Potomac River Naval Commands, Atlantic Ocean Areas and European Areas. In addition, grade cards of all officer and enlisted training schools, wherever situated.

- Naval Records Management Center, Naval Station, New Orleans (Algiers), La.—Records of activities in 5th through 10th naval districts, 15th naval district, and Gulf and Caribbean Ocean Areas.

- Naval Records Management Center, San Bruno, Calif.—Records of activities in 11th through 14th naval districts, 17th naval district and Pacific Ocean Areas.

- Naval Records Management Center, Naval Supply Depot, Mechanicsburg, Pa.—Civilian personnel jackets of all activities, wherever situated.

The letter pointed out that containers for shipment of records may be obtained from the appropriate center upon request, and that advice and assistance also may be obtained from the centers or from the district records management officer. Since the centers at Philadelphia and Los Angeles are being disestablished, no further shipments of records will be made to them.

QUIZ ANSWERS

Answers to quiz on Page 21

1. A—Parachute man, B—Gun pointer, C—Master diver, D—Bombsight mechanic.

2. (b) 4. (c)
3. (c) 5. (a)

NO PROBLEM TOO TOUGH FOR DEVICE

Mathematics has been called the queen of the sciences, but the Navy thinks it might better be likened to the ace. And that is why the Navy and the National Bureau of Standards are planning a mathematics project which, it is hoped, will solve now-impregnable problems in scientific research. The project will be vested in the proposed National Applied Mathematics Laboratories (to be set up under the Bureau of Standards), and prime tools of the effort will be two or more revolutionary new devices, electronic digital computers.

A good approach to such explanation of the electronic digital computer as ALL HANDS is capable of making is a statement that no one who is not a master mathematician can really appreciate the thing. With a properly humble attitude, however, laymen may be interested to observe certain phenomena.

In the first place, it's a computing device which doesn't use wheels and cogs turning over and over, but which, as its name implies, does its sums by means of electronic circuits. And because it is not thus "mechanical," because it can operate conceivably at the high frequencies associated with, say, radar, it can do an incredible amount of work in a very short time.

For instance, the computers to be built within the next two years for the Bureau of Standards and the Navy are planned to be able to absorb 50,000 pairs of 10-digit numbers, multiply each pair, add the products of the multiplications, and come up with the right answer in just five minutes.

Or, for example, consider such an indigestible dish as the partial differential equation, a type which is apt to show up in explosives research. The electronic digital computer can handle a partial differential equation in a half-hour; the same equation requires 1,200 hours of effort by best present machine computation methods.

Perhaps you're designing a rocket motor, or a wing for a supersonic aircraft. If so, you'll have to decide what you're going to do about turbulence. Right away you run up against a non-linear partial differential equation, a knotty thing in which the only constant seems to be the mathematician's inability to solve it. But help is at hand. The electronic digital computer, because it can handle numbers so rapidly, offers to needy physicists for the first time a hope for solutions of problems expressed in such equations.

From these few examples you might infer considerable intricacy in a gadget performing such feats. A similar computer, the Army's ENIAC,

first of its type and rather primitive in terms of what mathematicians plan for the future, employs 20,000 vacuum tubes.

The computer must be able to absorb rapidly large amounts of problem data and instructions on what to do with the data, distinguishing between data and instructions as it goes along. Current thought suggests the usefulness of a tape, such as a magnetic tape, for most rapid input of information. The machine must be able, while it is juggling digits, to remember what it has read on the tape, remember the results of each juggle, and select from its total memory such data as may be of use in solution of the problem.

That's just a layman's sample of what an electronic digital computer must do. Perhaps another useful view of the machine's capabilities may be obtained by a quick glance at the list of projects the Navy and the Bureau of Standards plan to lay before the National Applied Mathematics Laboratories when their facilities begin operating; such projects as:

A number of studies in the field of pure mathematics and its relation to automatic digital computing machines (studies like "development of programs for automatic quadrature of parametric integrals for a number of values of the parameters. . ."; that's enough to state the idea); research in the field of statistics, of great interest to science and business; assistance and advice to federal agencies, schools and industry in the use and possibilities of high-speed computers; studies in design and operation of the machines themselves, including an investigation of the possibilities of teaching an electronic digital computer to play a highly precise brand of chess (which, it seems, is important as a model problem for explaining and predicting economic behavior); development of useful tables, including tables of altitude and azimuth for selected groups of stars, tables of differences between course computed from the great circle formula and the rhumb line formula, loran tables; computations for use in weather forecasting.

The Navy's great interest in the electronic digital computers, and in the proposed laboratories, comes from a firm belief that such a frontal assault in the field of mathematics will break down many barriers to research. And since the Navy finds itself so deeply founded in research—because tomorrow's ships and aircraft will result from today's scientific effort—the Navy is vitally interested that there shall be no unnecessary barriers in the way of scientific progress.

Three Years Active Duty Entitles Navy Personnel and Veterans to Naturalization

Naturalization procedures for members of the naval service and veterans are outlined in a change to BuPers Manual, Art. D-10201, which has been approved by SecNav.

A member of the naval service may be naturalized if at any time he has served honorably on active duty in the Army, Navy, MarCorps or Coast Guard for three years, or an aggregate of three years. The following provisions are applicable to a person in this category if he files a petition for naturalization while still in the service:

- It is not required that the individual shall have resided in the U. S. for any specified period of time preceding the date of filing of the petition for naturalization.

- It is not required that the individual shall have resided in the state in which the petition for naturalization is filed for any specified period of time prior to filing of the petition for naturalization.

- No declaration of intention is required.

- No certificate of arrival in the U. S. is required.

- Naturalization may be effected immediately if, before filing the petition for naturalization, the petitioner and at least two verifying witnesses to the petition, who shall be citizens of the U. S. and who shall identify petitioner as the person who rendered the

service upon which the petition is based, have appeared before and been examined by a representative of the Immigration and Naturalization Service; provided that the Army or Navy, or other executive department having custody of the record of service of the petitioner, has furnished a duly authenticated statement of service from such record before the examination is held.

These provisions will apply also to veterans who have served honorably on active duty in the Army, Navy, MarCorps or Coast Guard for a period of three years, or aggregate of three years. However, the petition for naturalization must be filed within six months after termination of service, and separation from service must have been under honorable conditions.

Necessary application forms may be obtained from the nearest district director of the Immigration and Naturalization Service. Upon completion, the form may be returned to that officer. The applicant will be informed when and where he should appear with witnesses to file a formal petition for naturalization. To find the location of the nearest district director, write to the Commissioner of Immigration and Naturalization, 1500 Chestnut St., Philadelphia 2, Pa. The letter should give the place at which the applicant wishes to file his petition.

The naturalization revision will be included in Changes No. 12 to BuPers Manual.

Navy Pledges Support To Air Power Program

"Peace through air power" is the aim of a nation-wide program of the American Legion, to which the Navy has pledged its support.

The Legion has planned a six-point program to promote U. S. air power, stressing intensive aeronautical research, industrial preparedness, a healthy air transportation, alert aircraft industry, intelligent public air-mindedness and strong air forces.

The Navy's part of the program will be carried out by district public information officers, and PIOs of all naval establishments, including naval air training units.

Although the Legion will employ various forms of public relations in presenting its program to the public, it will concentrate on public education forums and small conferences.

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. 58—Thirtieth in a series listing officers selected for transfer to USN.

No. 59—Extends commemorative purposes of China Service Medal to include service after World War II (see p. 49).

No. 60—Reports Comptroller General decision that enlisted personnel are not entitled to pay or allowances during periods of excess leave (see p. 49).

No. 61—Reports Commissioner of Internal Revenue considers pay for training duty as active service pay (see p. 50).

No. 62—Second in a series listing Reserve officers whom it is BuPers' present intent to continue on active duty in fiscal 1948 (see p. 52).

No. 63—Third in series (see No. 62).

No. 64—Fourth in series (see No. 62).

No. 65—Fifth in series (see No. 62).

No. 66—Sixth in series (see No. 62).

No. 67—Seventh in series (see No. 62).

No. 68—Eighth in series (see No. 62).

No. 69—Withdraws delegated authority to award Commendation Ribbon from all except CincPacFlt, CincLantFlt and ComNavEastLant (see p. 40).

No. 70—Thirty-first in a series listing officers selected for transfer to USN.

No. 71—Ninth in series (see No. 62).

No. 72—Tenth in series (see No. 62).

No. 73—Eleventh in series (see No. 62).

No. 74—Revises part of Alnav 588-46 pertaining to retention of temporary officers on active duty in fiscal 1948 (see p. 53).

No. 75—Twelfth in series (see No. 62).

No. 76—Thirteenth in series (see No. 62).

No. 77—Fourteenth in series (see No. 62).

No. 78—Fifteenth and last in series (see No. 62).

No. 79—Provides for discharge of Reserve officers not retained during fiscal 1948 (see p. 53).

No. 80—Cancels Alnav 30-47; requires survey, destruction certain medical supplies.

No. 81—Revises para. 4, Art. D-7032 BuPers Manual, regarding enlisted travel (see p. 51).

No. 82—Notes new address of East



Coast Naval Publications Distribution Center is Bldg. 101, NSD, Naval Station, Norfolk 11, Va.

No. 83—Provides instructions regarding petroleum stores accounting.

No. 84—Announced exams for FCT training candidates in April.

No. 85—Establishes new terms of enlistment and reenlistment in USN; cancels Navact 65-46 (see p. 58).

No. 86—Directs resignations of MarCorps officers, who are Naval Academy or MarCorps Basic School graduates, will not be accepted while such officers serving in their first two years of commissioned service (with certain exceptions) (see p. 51).

No. 87—Directs compliance with Alnav 9-47.

No. 88—Thirty-second in a series listing officers selected for transfer to USN.

No. 89—Provides instructions with regard to leave in the Philippines.

No. 90—Provides instructions re Illinois State veterans bonus.

No. 91—Thirty-third in a series listing officers selected for transfer to USN.

No. 92—Announces certain MarCorps promotions.

No. 93—Provides instructions re civilian personnel administration.

No. 94—Provides further explanation of Alnav 79-47.

NavActs

No. 9—Requests officer applications for photographic interpretation courses convening recurrently (see p. 53).

No. 10—Cancels orders to duty involving flying as naval aviation observers, naval aviation observers (radar) and naval aviation observers (navigation) (see p. 56).

No. 11—Announces cotton undershirts still in short supply (see p. 49).

Reserve Officers Form Electronic Association

An Association of Electronic Reserve Officers has been formed, representing former Navy and Marine Corps specialists in use of radar in air safety and traffic control. Local groups already have formed in many U. S. cities, and the organization has established national headquarters at 90 Broad St. (room 2305), New York City.

In a statement announcing election of its board of governors, the group said: "AERO is composed of former officers anxious to keep alive their interest and knowledge in a field out of whose growth inevitably will come important safety advances in military and civil transportation."

Report of Compliance Procedure Discontinued

Officers no longer need submit Report of Compliance with Orders (NavPers 323); it was announced in BuPers Circ. Ltr. 44-47 (NDB, 15 March).

Instead, upon reporting for duty in compliance with their basic orders (or their basic orders as modified), officers will forward immediately to BuPers a copy of their orders complete with all endorsements, including the final reporting endorsement.

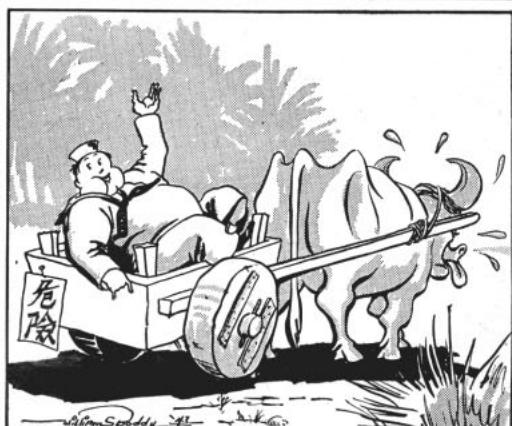
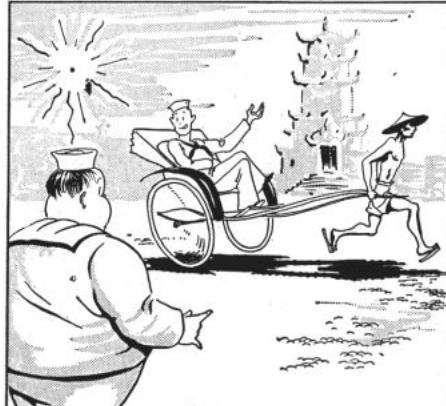
The letter directed that activities originating officers' orders forward to BuPers a copy of each set in the following categories:

- Permanent change of duty.
- Temporary duty.
- Temporary additional duty.
- Transfers to or from treatment in Medical Department activities.

In addition, it was directed that the bureau be provided immediately with a copy of any endorsement which in any way modifies these types of officers' orders. However, endorsing activities will not forward copies of basic orders, or copies of endorsements which do not modify these orders.

Staff corps officers and nurses will forward an additional complete set of orders to the cognizant bureau.

BROADBEAM



STEAK WAGON

FANTAIL FORUM

QUESTION: Do you think ex-Waves would make good wives?

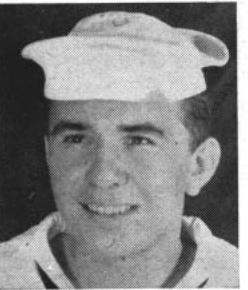
(Interviews were conducted at Headquarters, 14th Naval District, Pearl Harbor, T.H.)



Robert E. DeMott, S1, Queens, N.Y.: Sure an ex-Wave would make a good wife. She would understand the every-day problems of her husband, which would make for better home life. She would know and understand his work.



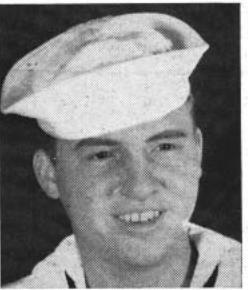
Raymond Walizer, Jr., S1, Salona, Pa.: Waves have certainly proved themselves qualified for the life most sailors lead. By that I mean a lot of hard traveling. If I stay in the Navy I think I'd want an ex-Wave for a wife.



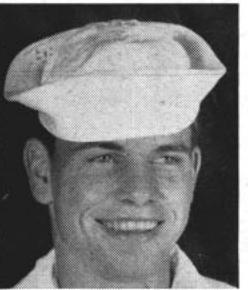
Walter Rozdilsky, S1, Linden, N.J.: An ex-Wave would make an excellent wife. Navy service taught them discipline and restraint. I intend to be boss in my family and I think an ex-Wave would recognize my authority.



Halden W. Hooper, S2, Waverly, Tenn.: An ex-Wave would be just as good a wife as any other girl—maybe more so for a sailor. They would have a lot in common. Sharing Navy experiences would make them more companionable.



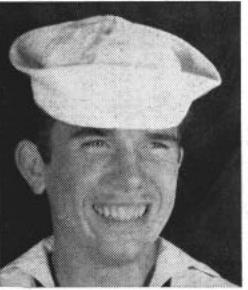
Bill Lenhart, S2, Youngstown, Ohio: I don't think an ex-Wave would make a good wife because after living the footloose, fancy-free life they did in the Navy it would be hard to get one of them to settle down, like I want to.



Rogers S. Miller, S1, Springhill, Pa.: For a combat man susceptible to the depressions so often felt by battle veterans, an ex-Wave would make an excellent wife because she was in the service and would understand him.



Jess Zaerr, Jr., S2, Joplin, Mo.: I wouldn't want just any ex-Wave for a wife. Some of them did not benefit from the authority they had in the service. Most of them were pretty fine girls though and would make good wives.



Harry R. Whaley, Y3, Redlands, Calif.: Any woman who lived on the salary paid Navy personnel would make a good wife. She wouldn't spend foolishly the small salary her man makes. She wouldn't all the time heckle him.



Ray B. Smith, S1, Perry, Ill.: I haven't thought much about it but as I intend to make the Navy my career I don't think I'd like to live in an atmosphere that was strictly Navy. I get enough of that atmosphere during working hours.

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.

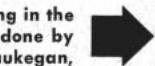
The Bureau should also be advised if the full number of copies is not received regularly.

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: A bit of shopping in the old city of Peiping, China, is done by A. H. Dietmeyer, S1, of Waukegan, Ill. The coat he is trying on is 300 years old and was once worn by one of the royal families in the Forbidden City in the center of Peiping.





ROYAL ROBE

\$3200 IN THE BANK!

**WELL,
NOT EXACTLY . . .**

**BUT THAT'S WHAT I
FIGURE MY TWO YEARS'
SERVICE IS WORTH
IF I SHIP OVER NOW**

**FIGURE IT
THIS WAY:**

\$134.23 is the amount you'd have to invest every month to retire after 20 years on \$107.25 a month for life (and that's just what you can get when you go into the Fleet Reserve after 20 years). So just multiply your months of Navy service by \$134.23 and that's the amount you've salted away so far.



A GOOD REASON FOR SHIPPING OVER