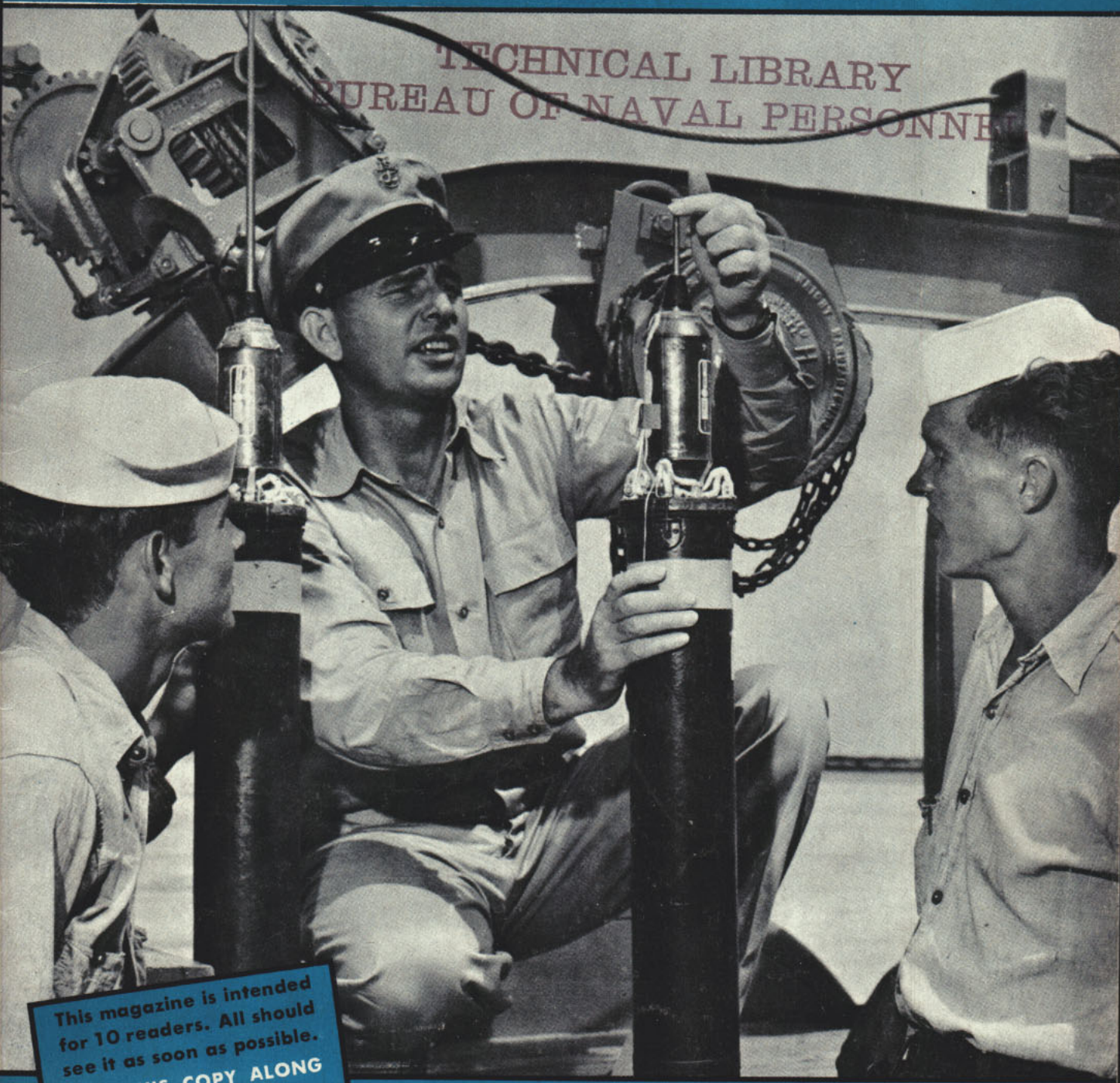


*Copy*

# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O



This magazine is intended for 10 readers. All should see it as soon as possible.  
**PASS THIS COPY ALONG**

SEPTEMBER 1947



RINGSIDE SEAT

# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

SEPTEMBER 1947    NAVPERS-O    NUMBER 367

REAR ADMIRAL THOMAS L. SPRAGUE, USN

The Chief of Naval Personnel

REAR ADMIRAL JOHN W. ROPER, USN

The Deputy Chief of Naval Personnel

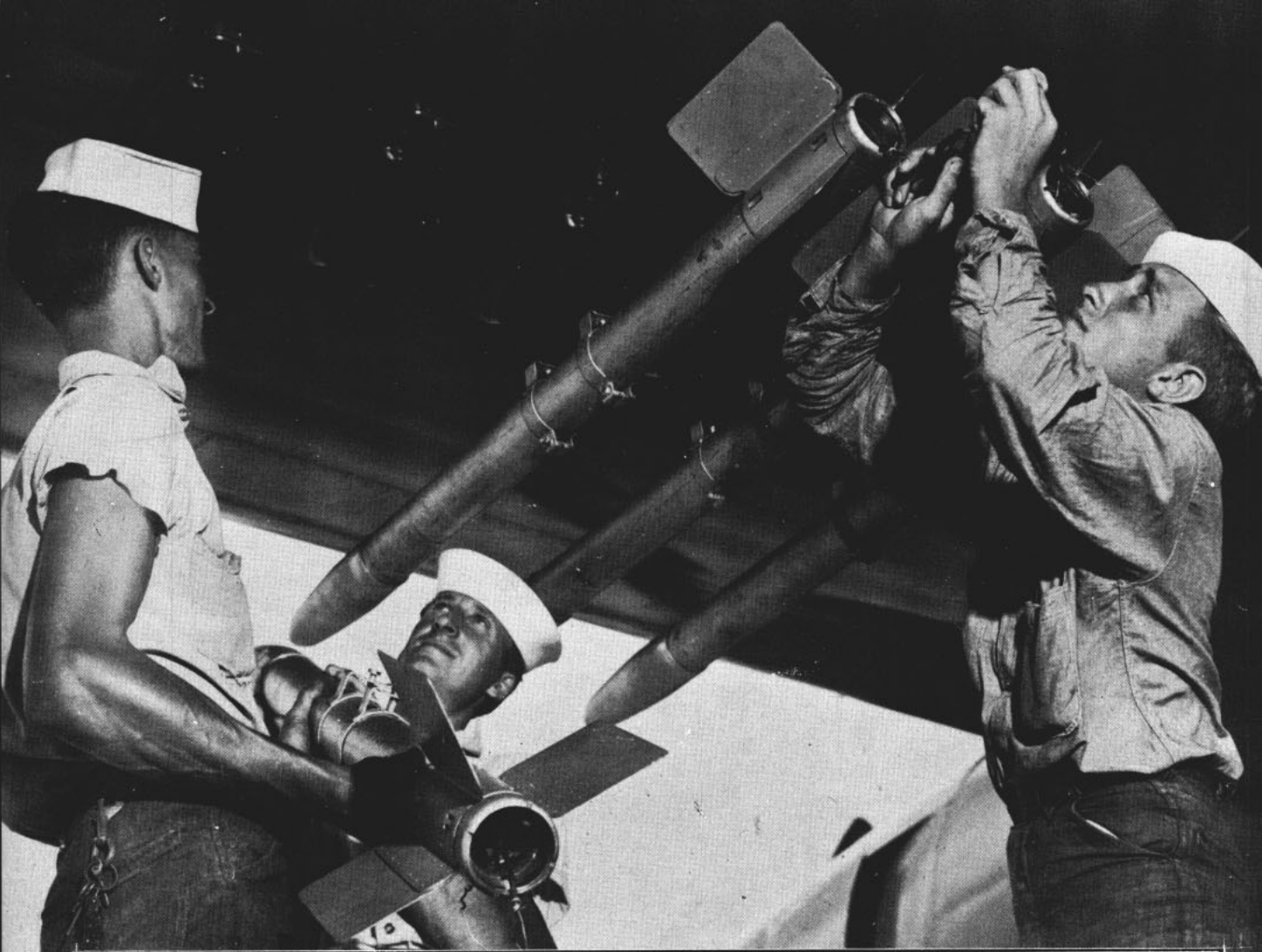
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• **FRONT COVER:** In the course of training in electronics at Key West, Fla., a chief fire controlman explains the working parts of a wartime expendable radio sonobuoy. Left to right: G. A. Estle, AOM1, Wichita, Kan.; G. D. Weaver, ACFC, Jacksonville, Fla., and E. D. May, AOM3, Raleigh, N. C.

• **AT LEFT:** From this vantage point an unidentified member of Uncle Sam's Navy watches planes land on USS Tarawa during maneuvers in the Pacific.

**CREDITS:** All photographs published in ALL HANDS are official U. S. Navy photographs unless otherwise designated.



# UNDERSEA WARFARE

**E**VERYONE'S HEARD about the irresistible force and the immovable object.

The Navy is looking now for the invincible submarine and the impervious defense.

It seems unlikely that the perfect sub and the perfect defense can exist at one and the same time, but if they can the Navy intends to find out about it or, failing that, to develop the next best thing.

Because submarine warfare and antisubmarine warfare go hand-in-hand, the Navy considers the problem to be "undersea warfare," and the Navy's effort is under the direction of a Coordinator of Undersea Warfare, who is Rear Admiral Charles W. Styer, USN, in the Office of the Chief of Naval Operations.

The Navy is approaching the problem with a will. Some of its best brains are plugging away at it. Numbers of highly trained men and a lot of equipment are engaged in undersea warfare development. The program absorbs a fair share of the Navy's effort today.

Admiral Styer said that his office "was created in recognition of the importance of both submarine and antisubmarine warfare in the past

with a full realization of the potential threat modern submarines may prove to be again in the future. As in all major weapon development, measure and countermeasure design and production must be coordinated lest those same weapons turned against us find us lacking in defense."

We'll refer to Admiral Styer again. He has said some pertinent things about undersea warfare. But first glance at what's happening today.

The Navy has announced it will build two new experimental submarines, to be the world's fastest underseas combat craft. And the Navy is planning to convert several existing vessels, among them four submarines, to new types which the Navy believes will set the pace for tomorrow's fleet.

---

## Navy Building Two New Experimental Subs, Plans to Convert Ships

---

The new submarines will be named *Tang* and *Trigger*, after boats that won fame in World War II. They will be of the most advanced submarine design of and since the recent war, including features of the Germans' latest U-boats. The Germans, it may be added, were developing subs toward the end of the war designed with greatly increased underwater speeds.

The Navy is conducting intensive marine propulsion, ordnance and other research and development in sub-gear. Because developments of value in submarine design seem likely within the next years, the final design features of the *Tang* and *Trigger* will not be fixed until the boats are near completion, to allow inclusion of the latest useful developments.

*Tang* and *Trigger* will be the last word in undersea power, but submariners, who must live aboard the boats, need not fear that comfort will be sacrificed to fighting characteristics. The Navy said: "Notwithstanding radical departures from conventional and machinery designs, there will be no change in the high standards of habitability that are typical of American submarines. Improved messing facilities and lighting fixtures will make the *Tang* and *Trigger* the most comfortable submarines afloat."

Plans for the new subs are being prepared by BuShips and the Portsmouth Naval Shipyard, N. H., where one of the boats will be built privately.

The Navy expects that the new emphasis on undersea warfare will bring a diversification of submarine types and missions. An early hint of this was seen in the special tasks assigned our submarines during the Pacific war. The conversion program will supply some new-type hulls to the Fleet.

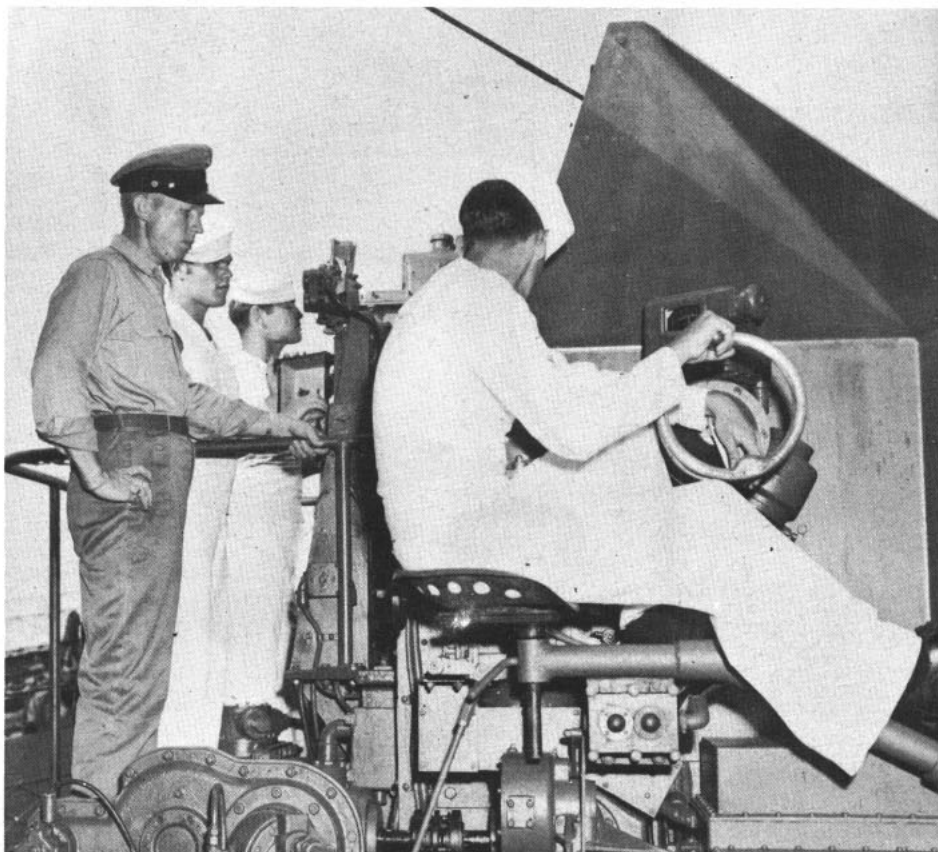
But submarines are only part of the story. The Navy also plans to convert several destroyers into high-speed destroyer escorts, mounting the latest search and attack gear and underwater weapons.

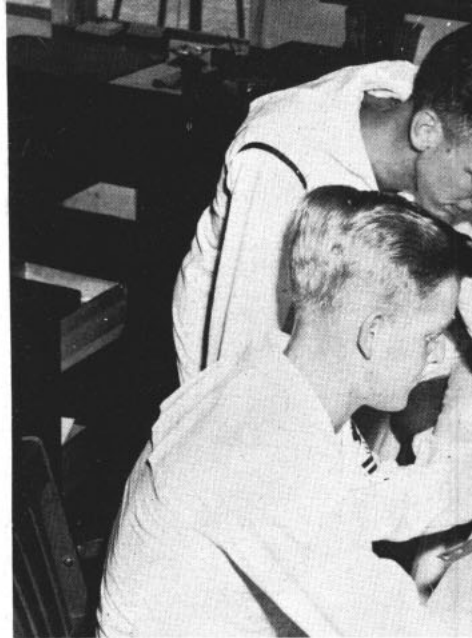
The Navy wants these speedy ships to develop group antisubmarine tactics and to allow training of a maximum number of antisubmarine personnel. Concurrently, the Navy has seen the need to increase the number of submarines with modern characteristics as rapidly as possible, to provide adequate training facilities for the "other half" in undersea warfare. You can't really train either half without the other.

The coordination required to reach



CHIEF in recording laboratory (above) cuts platter used in teaching sonarmen to recognize underwater sounds, while new antisubmarine ordnance (below) gets check on Key West school ship. School squadron often gets first crack at gear.





PHOTOGRAPHER'S MATE adjusts aperture of a plane camera prior to takeoff. Camera and synchronized flash tube records antisubmarine operations of TBM3.

STRIKERS get the dope from an expert. Graphic techniques make information

the undersea warfare concept is obvious. Admiral Styer has said the Navy's program will be directed "to fully exploit this new concept, keeping in mind the necessity for strong measures for adequate defense."

Effective coordination exists at the "grass roots" of undersea warfare—at the level, that is, of the men who man the ping gear of destroyers and submarines, the pilots and skippers who maneuver their planes and surface and subsurface craft against each other for "kills" in the same day's exercises. The field of battle presently is the waters off Key West and, to a lesser extent, San Diego, homes of the Fleet Sonar Schools and other undersea warfare development activities. Take Key West, for instance.

There new submarine techniques are originated and tried out, and as they develop, new surface and air antisubmarine techniques are evolved to counteract them. As the antisub men gain the upper hand, the submariners are spurred to new efforts. And so the spiral of development goes.

At Key West the latest German operational U-boats, the very effective Type 21, tie up alongside DDs and DEs of the school fleet after each day's work in which they have chased each other around the incredibly blue waters of the Gulf of Mexico.

The German Type 21s, of which there are two at Key West, are very good boats. They are equipped with *snorkel*, the device that permits them

to breath at periscope depth and remain submerged for considerable periods. Their streamlined hulls look vicious and fast. They offer fine practice to the sonar teams of American ships, the best practice they'll get until the Navy's own new or converted boats put to sea.

Activities making up the undersea warfare complex at Key West include the Naval Base, Key West, the submarine base, air station, an inactive seaplane base, the sonar school and naval ordnance and antisubmarine development groups. They work together to develop sub-sea-air tactics—or work against each other, as the exercise may require.

In fact there's a healthy rivalry among the Key West hands, but no truth in the rumor that there's a regular morning line quoting 5 to 3 on the Type 21, or 7 will get you 10 on the DE today.

One of the vital units at Key West

### Light Cruiser's Crew Relaxes in New Lounge

A lounge where the crew may relax in easy chairs to read and listen to platter-music after "knocking-off," has been constructed aboard USS *Huntington* (CL 107).

Complete with reading tables and comfortable settees, the crew's lounge includes a 2,000-book library, games and a radiophonograph. The lounge was constructed while underway.

is the Surface Anti-Submarine Development Detachment, which operates as part of the Operational Development Force. The detachment evaluates antisubmarine weapons and helps to develop tactics to fight submarines. The unit also assists the Naval Ordnance Unit, the Antisubmarine Development Squadron, and the various laboratories and agencies in operations afloat as required. The officers and men of SurAsDevDet as a group represent an impressive amount of combat experience against enemy submarines and include persons of high technical qualifications, including many enlisted technicians.

The Key West area is ideal for development work. Operational surface vessels, aircraft and submarines are available throughout the year, on board which are tried out techniques dreamed up ashore. Generally good operating weather prevails.

Shoreside facilities include an electronics shop, photo and recording labs, ordnance shops and attack teachers. The attack teachers give practice ashore, simulating conditions at sea, in the newest tactics against submarines, and can be adjusted to mimic the characteristics of the most advanced submarines and antisubmarine surface vessels. Thus effective tactics may be developed before tomorrow's Navy slides down the ways.

The Fleet Sonar School, Key West, and its counterpart at San Diego, train officers and men in use and maintenance of sonar and allied anti-submarine equipment. A corollary



easier to use and analyze in developing tactics peculiar to antisub warfare.

mission is to train personnel in use of sonar and similar equipment on board submarines. The training program produces operational experts in undersea warfare.

Indoctrination, theory and material are taught in classrooms on the beach. The practical phase of training occurs on board vessels of the school squadron and submarines provided by the sub base. The surface ships and submarines trade off as hunter and hunted to give students a nicely rounded, impartial view of the undersea art. About one-third of the training course is given at sea.

The school, in addition, trains operators for the newest equipment as it is developed by other undersea warfare groups, and puts new equipment to practical use at sea to determine whether it is effective and, if it is, how best to use it.

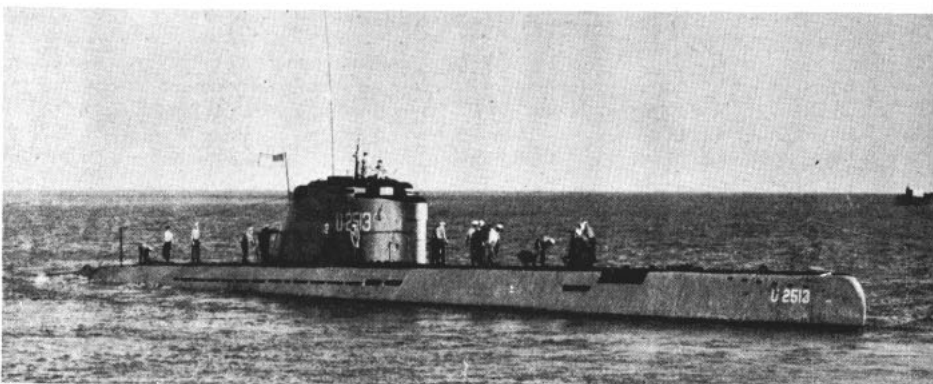
The Navy's undersea warfare forces are taking very seriously what Admiral Styer said about a year ago:

"Technological advances in undersea warfare made in the later stages of this past war by friends and foes alike have become the common property of all the great powers today. Under the threat of extinction, German scientists and naval engineers developed an entirely new concept of submarine operation.

"The Navy must be prepared in the future to meet attack from under the sea by true submersibles capable of maneuvering indefinitely submerged at high speed, and at great depths. We must be prepared to strike with similar weapons when necessary."



SOUND traces its wavy portrait on paper tape (above). U-Boat 2513, once a pride of Imperial German Navy (below), stands into Key West after sea trials.



POLYPLANE is name given to this strange gear being lowered into water. Sound bounces off it, making it useful in calibrating and testing sonar equipment.



# HOW UNIFICATION ACT AFFECTS NAVY

**ORGANIZATION** of the National Military Establishment was under way after passage of the National Security Act of 1947 (Public Law 253, 80th Congress) to coordinate the elements of the Nation's armed might.

The President appointed SecNav James Forrestal as the first Secretary of Defense, and the Senate confirmed the appointment. At this writing, Mr. Forrestal had not been sworn in but he had begun the big job of putting the law into effect "by evolution rather than revolution," as he put it at a press conference.

The act (printed in full elsewhere in this issue) provides in Title I for "Coordination for National Security." Under this title is established a National Security Council, a Central Intelligence Agency and the National Security Resources Board.

In Title II, the act provides for the National Military Establishment, and outlines the organization for such an establishment to include the Secretary of Defense; military aides, civilian assistants and other civilian personnel; Departments of the Army, Navy and Air Force; establishment of the new U. S. Air Force; a War Council, the Joint Chiefs of Staff and the Joint Staff, the Munitions Board and the Research and Development Board.

Under Title III, "Miscellaneous," the act includes certain working provisions such as compensation, transfer of funds and personnel required, authorization for appropriations, certain definitions, the relationship of the

act to other parts of law, and other considerations.

With respect to the Navy, the act provides as follows:

The Department of the Navy is construed to mean the Department of the Navy at the seat of government; the headquarters, U. S. Marine Corps; the entire operating forces of the Navy, including naval aviation, and of the Marine Corps, including the Reserve components; and it includes field activities, headquarters, forces, bases, installations, activities and functions under the control or supervision of the Department of the Navy, and the Coast Guard when operating as a part of the Navy.

The act provides in Section 206 (b), "In general the United States Navy, within the Department of the Navy, shall include naval combat and service forces and such aviation as may be organic therein. It shall be organized, trained, and equipped primarily for prompt and sustained combat incident to operations at sea. It shall be responsible for the preparation of naval forces necessary for the effective prosecution of war except as otherwise assigned, and, in accordance with integrated joint mobilization plans, for the expansion of the peacetime components of the Navy to meet the needs of war.

"All naval aviation shall be integrated with the naval service as part thereof within the Department of the Navy. Naval aviation shall consist of combat and service and training forces, and shall include land-based naval aviation, air transport essential

for naval operations, all air weapons and air techniques involved in the operations and activities of the United States Navy, and the entire remainder of the aeronautical organization of the United States Navy, together with the personnel necessary therefor.

"The Navy shall be generally responsible for naval reconnaissance, antisubmarine warfare, and protection of shipping.

"The Navy shall develop aircraft, weapons, tactics, technique, organization and equipment of naval combat and service elements; matters of joint concern as to these functions shall be coordinated between the Army, the Air Force, and the Navy."

The act provides for the following:

## • National Security Council

The Council is established to advise the President with respect to "integration of domestic, foreign, and military policies relating to the national security so as to enable the military services and the other departments and agencies of the Government to cooperate more effectively in matters involving the national security."

The Council shall be composed of the President, the Secretary of State, the Secretary of Defense, the Secretaries of the Army, Navy and Air Force, the Chairman of the National Security Resources Board and such of the following officers as the President may designate from time to time: the secretaries of the executive departments, the Chairman of the Munitions Board, and the Chairman of the Research and Development Board.

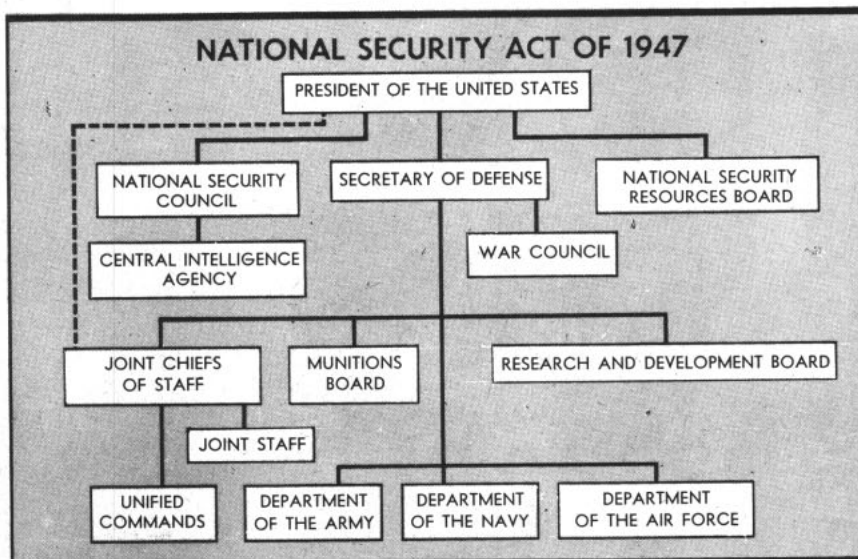
## • Central Intelligence Agency

This is established under the National Security Council, with a Director of Central Intelligence who may be appointed from among the commissioned officers of the armed services or from civilian life.

The Central Intelligence Agency is given the task of coordinating the intelligence activities of the several government departments and agencies in the interest of national security.

## • National Security Resources Board

This board, to be headed by a chairman appointed from civilian life by the President with advice and consent of the Senate, has the function to advise the President concerning the coordination of military, industrial and civilian mobilization.





Title II of the act provides for the National Military Establishment, consisting of the Departments of the Army, Navy and Air Force, and the other boards and agencies established in Title II, as follows:

• Secretary of Defense

This official is appointed by the President with advice and consent of the Senate. A person who has within 10 years served on active duty as a commissioned officer in a regular component of the armed services is not eligible for this appointment.

The Secretary of Defense is the principal assistant to the President in all matters relating to the national security. In addition he is the head of the National Military Establishment, in which capacity he shall:

“(1) Establish general policies and programs for the National Military Establishment and for all of the departments and agencies therein;

“(2) Exercise general direction, authority, and control over such departments and agencies;

“(3) Take appropriate steps to eliminate unnecessary duplication or overlapping in the fields of procurement, supply, transportation, storage, health, and research;

“(4) Supervise and coordinate the preparation of the budget estimates of the departments and agencies comprising the National Military Establishment; formulate and determine the budget estimates for submittal to the Bureau of the Budget; and supervise the budget programs of such depart-

ments and agencies under the applicable appropriation Act . . .”

• Department of the Army

The Department of War will hereafter be designated the Department of the Army, and the title of the Secretary of War shall be changed to Secretary of the Army.

The act provides for a United States Army within the Department of the Army, to include land combat and service forces and such aviation and water transport as may be organic therein.

• Department of the Navy

• Department of the Air Force

The act establishes an executive department, the Department of the Air Force, with a Secretary of the Air Force, and a United States Air Force therein.

The U. S. Air Force will have a Chief of Staff appointed by the President with advice and consent of the Senate. The Air Force will have transferred to it the existing Army Air Force, the Air Corps United States Army, and the General Headquarters Air Force (the Air Force Combat Command). The transfer will take place during a two-year period starting with the date upon which the act becomes effective.

- War Council
- Joint Chiefs of Staff
- Joint Staff
- Munitions Board
- Research and Development Board

**‘WITH THE FULLEST SPIRIT OF COOPERATION’**

As the National Security Act became law, the following message (NavOp 11) was released to the naval service by CNO:

“The National Security Act of 1947 is now law. Its ‘Declaration of Policy’ states:

“In enacting this legislation it is the intent of Congress to provide a comprehensive program for the future security of the United States; to provide for the establishment of integrated policies and procedures for the departments, agencies, and functions of the government relating to the national security; to provide three military departments for the operation and administration of the Army, the Navy (including naval aviation and the United States Marine Corps), and the Air Force, with their assigned combat and service components; to provide for their authoritative coordination and unified direction under civilian control but not to

merge them; to provide for the effective strategic direction of the armed forces and for their operation under unified control and for their integration into an efficient team of land, naval and air forces.’

“The terms of the Act fulfill its declaration of policy. With its enactment the Navy enters upon a new and closer relationship with its sister services, the Army and the Air Force, and becomes a member of the larger over all organization, the National Military Establishment.”

“Such differences of opinion as were expressed in the naval service in the past with respect to the merits of the new organization, are resolved by the President’s approval of the act. The personnel of the Navy and all of its components will apply themselves wholeheartedly and with the fullest spirit of cooperation to the implementation of its provisions.”

**QUIZ  
AWEIGH**

Give yourself a point for each correct answer and check to see where you stand.

- 6..... Popeye
- 5..... Plenty Salty
- 4..... Short Timer
- 3..... Recruit



1. This is the (a) Constellation (b) Constitution (c) Conestoga.
2. It can carry (a) 180 (b) 250 (c) 325 passengers.



3. You can tell he is aboard (a) submarine (b) destroyer (c) carrier.
4. He is probably (a) MAM (b) WT (c) MOMM.



5. This is a cruiser of the (a) Baltimore (b) Cleveland (c) Brooklyn class.
6. The main battery consists of (a) 6-inch (b) 8-inch (c) 5-inch guns.

ANSWERS ON PAGE 61

# SERVICE TO THE



TRANSFER of personnel to operating units is a vital job. Below, seamen get doused connecting the fuel lines.



**W**ANT strawberries in Greenland, or ice cream at the South Pole? Need repairs or towing or targets or salvage, or a boat to take you ashore? Just ask the Service Force, whose motto might well be: "If it floats we'll tow it, if it won't we'll hoist it aboard and carry it."

Service to the fleet is the business of ComServPac (who is Vice Admiral Francis S. Low, USN) and ComServLant (Rear Admiral Wilder D. Baker, USN). The service force commanders direct probably the most varied activities, and head up certainly the most heterogeneous group of ships of any Navy command.

They also cover a lot of territory. ComServLant's octopus arms stretch across the Atlantic from the North to the South Pole, east of Europe and Africa, into the Mediterranean, Red Sea and Persian Gulf. His ships crisscross these waters on scheduled and intermittent runs, and push their bows into most of the major and minor ports of this vast area.

The Pacific service fleet travels to the remotest corners of that great ocean in support of Navy bases. It's dogged "A" fleet plows the Asiatic seas carrying the necessities and niceties to Uncle Sam's sailors who, the service forces are convinced, are the hungriest men in the world.

Not only are they the hungriest, but they're probably the most demanding. They want to eat like a Nebraska farmer whether they're in Bahrain or the Barbadoes. Thanks to the service forces they pretty nearly can. War-proved experiments with frozen foods have put garden vegetables on mess tables around the world. During the war, lack of reefer space confined the service to hospitals and submarines, but lower peacetime demands and new containers now make the service available to the whole Fleet. The Navy is still experimenting with containers and improved methods of packaging, storing and shipping fresh-frozen foods.

The service of supply breaks down into three categories:

- Bases along the coasts and outside the continental limits are stocked by the indefatigable service forces. AFs, AKs and AKAs, and lumbering LSTs, haul goods wherever the Navy operates. Service force staffs compile and screen requirements, determine delivery intervals depending upon the endurance of various bases, and see

that the materials are procured and delivered to loading ports.

- Fueling the Fleet is such a huge operation it rates a separate category. The service forces transport aviation and motor gasoline, fuel and diesel oils and lubricants. Navy tank farms everywhere are replenished by service fleet tankers (AOs and AOGs). Oil is bought as far away as the Persian Gulf and hauled to major U. S. terminals or to overseas bases. The distribution of petroleum from many sources to many users is an art in itself, directed by the Army-Navy Petroleum Board in Washington coordinating Navy and Navy-chartered tanker movements to get the oil where it is needed.

- Fleet issue is a third category under supply service. Supplies are transferred direct to combatant ships and other ships, in ports where shoreside facilities are available, or in the open sea. Transfer at sea amounted to a "secret weapon" during World War II. Because of it, task forces could remain at sea for long periods, which in effect at least doubled the size of our forces in the operating areas at all times.

Service squadrons operate as "support forces," with their own screens and air covers. The service fleet trails along after the task forces wherever they go. The emphasis is on speed and precision, and training in this art still goes on.

Today, more than ever, the keynote is speed in replenishment at sea. No longer is it desirable to have large numbers of ships in one group, nor is it desirable for even small-sized groups to sit around very long in one place. The accent is on speed—speed while alongside for greater maneuverability, speed in the transfer of fuel supplies and ammunition; precision at the helm, the winches, the pumps and expert seamanship from skipper to the newest recruit on the transfer lines.

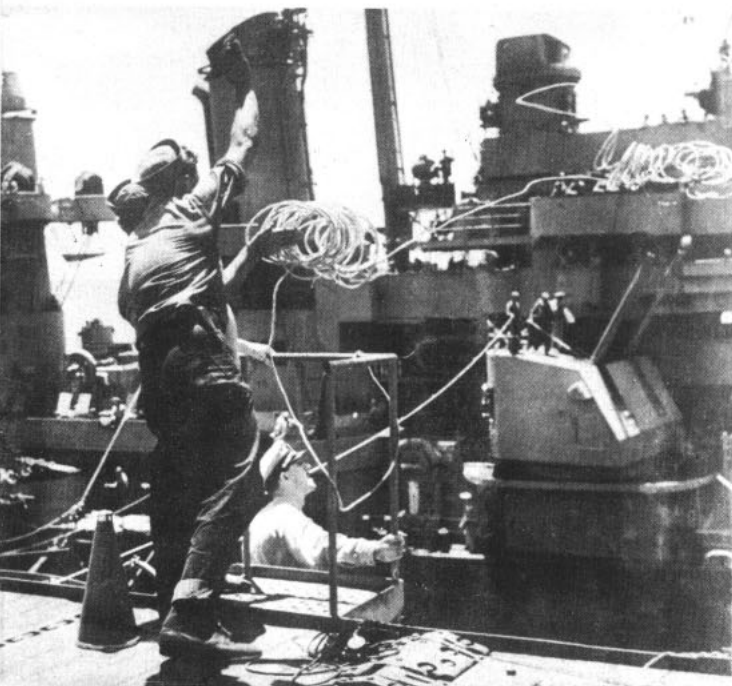
So vast is this operation that ComServPac states, without fear of contradiction, that he runs the biggest gas station in the world, and one of the few that follows the customer wherever he goes.

The task is never-ending. The short season in Arctic waters means a supply before the winter shuts in. Except for icebreakers, the service force ships are the first to arrive in the spring and the last to leave in the fall. At the other extreme, severe heat and humidity in tropic waters put a

# FLEET

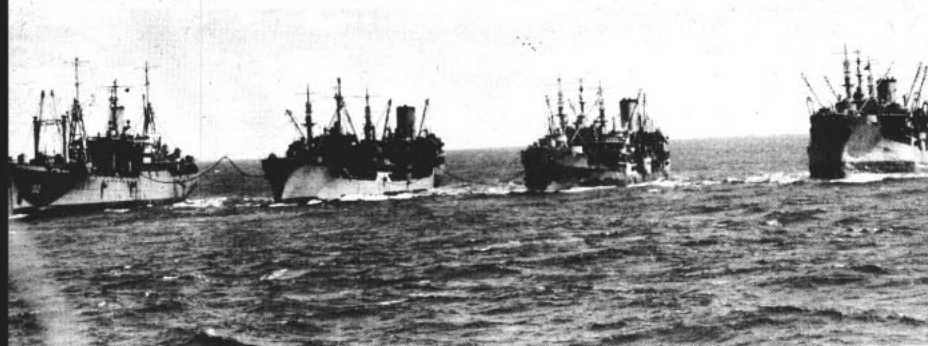


SMARTEST KIND of seamanship is required in fueling at sea. A service force tanker replenishes a carrier (above). Bosn heaves a line to a cruiser (below, left) while another warship (below, right) is prepared for a transfusion.





TANKERS even up loads (above) as a stores ship fuels. Service force vessels are equipped for making all repairs (below) not requiring shipyard work.



MOBILE boat pools, operated and maintained by the service forces, help sailors get their liberty. This is the top deck of an LSD with its small craft.



strain on the service forces to keep food and stores in usable condition during delivery.

But the service forces don't think only in terms of beer, bulldozers, bananas and bombs. Supply isn't everything. It isn't even half the story.

The man coming off a transport with seabag on his shoulder is an item in logistic support of the fleets. Some say he's the most essential item, and he probably is. The service force is next to BuPers in personnel matters. Distribution of personnel to the operating forces is vested in the service forces, and they use all the techniques, machines and skills used by industry for classification, screening and accounting of personnel. They assign men to jobs, they send them to schools, they carry them home on leave and they administer to their ills. And everything that happens to any man is faithfully recorded by service force administrators. It's all part of service-to-the-fleet.

During Operations CROSSROADS a highly skilled electrician's mate was needed on board one of the repair ships. Cards sorted by machines turned up the man's name; other cards as quickly sorted turned up his duty station. He was on the West Coast. The service force put him on a plane and he was flown to Pearl. A special car rushed him to the dock. A special boat speeded him into the harbor and to his ship just as the anchor was coming up. The man dashed up the gangway and—here the fates took over from ComServPac. The man tripped, fell, broke his leg and wound up in a hospital—a service force hospital, that is.

Other service force activities are legion.

The service forces distribute movies to ships and bases, guaranteeing their delivery but not their quality. That's one of the few jobs the service forces have left to someone else, and in this case, if you want Westerns and don't like musicals, or want musicals and don't like Westerns, address your complaints to Hollywood. But the service force delivers 'em, and has done so by plane, jeep, boat and dog sled.

Repairs afloat is another service force job. Fleet maintenance officers advise fleet commanders on all matters affecting upkeep of their combat ships, and incidentally keep up the service force ships too. They prepare regular overhaul schedules for the fleets, coordinate repair facilities afloat and ashore, and control expenditure of BuShips maintenance funds in the forward areas.

Service force ships are responsible for all repairs not requiring naval

shipyard work. Wherever there's a group of ships, there will be a tender, usually with five or six vessels alongside and small boats rushing back and forth like ants, seeking services and advice. AR and ARG types are floating workshops, like the tenders, and their personnel include nearly every mechanical and electrical specialty known: engine and hull repair, machine work, electrical repair, radio, radar and electronics, underwater work.

The shops include foundries for castings, drills and presses, lathes, carpentry shops, boat shops, boat engine shops, canvas shops, optical repair and even a dental clinic to make you a set of false teeth while you wait for a motor to be rewound.

Towing and salvage? That's up to the service forces, too. The salvage fleet includes ATF, ARS and ARS (D) types, and they can tow a cruiser or raise a hull off the bottom. The service force, too, will help you hold a gunnery drill. They bring the target, tow it across your gun muzzles and, just to settle arguments, follow it with a fleet camera party to record your hits and misses.

During the stormy seasons, service force tugs cooperate with the Coast Guard to lend assistance to ships in distress. ServLant sent an ATF to aid a foreign merchant man during an Atlantic storm. Soon the staff operations officer received this message from the tug:

THESE PEOPLE UNDERSTAND  
NEITHER ENGLISH NOR SEA-  
MANSHIP X HAVE PUT CREW  
ABOARD TO HANDLE TOWLINE X  
ALL SECURE

All secure, indeed, and in a full gale with seas higher than the tug's masthead; the merchantman dead in the water and rolling in the trough when the tug came on the scene.

The service forces make charts, too. Less than 20 per cent of the world's ocean area has been adequately surveyed, and there are even gaps in the charts of U. S. waters. Survey units composed of large and small ships (AGS and AGSC types) are plugging the gaps. Their work is under direction of the Hydrographic Office. It will take them to many countries, north and south, and will continue for years.

The largest RFD route in the world with the greatest distance between stops and the hardest boxholders to please is the mail run outside the continental U. S. The service forces are the mailmen on this route and, because they like to get mail too, they know what it means to the Fleet. Whatever you may think of it (and



HOSPITAL ships, such as this one at Shanghai, are operated by the service forces, which also handle salvage, towing and all kinds of other fleet activities.

you might do better to blame your correspondents than to blame the service forces) you mail does get to you in a whale of a hurry. It frequently reaches your next port before you do, and if you turn around in the middle of the ocean and go somewhere else the service force will gather up the mail sacks as fast as it can and tag along after you again like a Pinkerton detective.

A huge task was faced by ServPac after the war: that of disposing of millions of dollars worth of materials and equipment scattered over a multitude of islands. ComServPac's roll-up planning section determined the amount of material in tons and dollars at each base. All that was not required by the Navy, Marine Corps or Army was declared surplus. All that was not required at a particular base but needed at another base was declared excess and transhipped to the location where it was needed. About one and a-half million tons were declared surplus and half-a-million tons excess. Redistribution of excess meant a direct saving to the Navy, because the material would otherwise have been purchased. The efficient roll-up operation made just that much earlier the removal of personnel, and their return to the Fleet or to their homes, from such bases as Guadalcanal, the Russell Islands, Tulagi, Espiritu, Santos, Efate, Noumea, Engebi, Parry, Eniwetok, Roi Namur, Ebeye, Manus, Leyte-Samar and Okinawa—and who wouldn't be grateful for that!

ComServPac devised efficient clean-up crews to roll up bases. They made

final inventory, packed and shipped stocks, stevedored, and maintained roads, power and water facilities at bases to be disestablished. Each material salvage unit consisted of 10 officers, 300 men, two LSTs and rolling stock and equipment. They worked at Sasebo, Noumea, Subic, Eniwetok, Marshall Islands and other way stations on the Navy's wartime Pacific tour.

And while they are carrying out these tasks, service force ships cannot forget they're part of the Navy. Most of them carry guns and other weapons. They are expected to maintain gunnery standards comparable to the rest of the Fleet, within the limits imposed by their major mission of supply. Many service force ships won impressive wartime records for invasion participation and numbers of planes shot down.

Personnel cuts have hampered the service force, as they have made the work of other Navy units difficult. But the task goes on. The service force thinks of itself as the "working Navy." In peace and war its dungaree-clad men and busy ships are continuously on the go. Service force vessels are seldom met by ambassadors and brass bands, but they see a lot of the world the ambassadors never heard of and where brass bands do not venture.

The service forces work hard. Maybe that's why the grimy, sweaty hard aboard an AO looked up from his labors one afternoon, saw a cruising watch loafing around the 20s on a battlewagon fueling under way alongside and hollered: "Hey, you guys, how's the liberty over there?"

# THE WORD

## Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **NAVY MEN** who have hopes of representing the Stars and Stripes at the Olympic Games in London next year should go into strict training immediately. Tough competition will be met at the Olympic tryouts where top U. S. stars will compete.

Plans for Navy men's participation in the Olympic tryouts are now being formulated by the Navy's Olympic Committee. Some of these plans have already been worked out, others will be announced later.

A checkup on the 11 sports in which Navy men will be eligible to compete produces the following dope:

• **Basketball:** An all-star Navy team composed of officers and enlisted men will be assembled on or about 1 December at the Naval Academy, Annapolis, Md., where they will live and train for their forthcoming schedule. Finals for the Olympic basketball tryouts will be held 27-29-31 Mar 1948 at Madison Square Garden, New York.

• **Boxing:** Four men in each of the eight weight divisions will represent the Navy in the finals, which will take place approximately 10 days before the U. S. Olympic team sails for London around 1 Aug 1948. Navy fighters may get a break here. Winners of the All-Navy boxing finals

• **TEXAS** veterans interested in the plan which would assist them in owning farm and ranch homes will have to wait awhile. The measure failed to receive final consideration in the Texas Senate before that body adjourned.

The bill would have permitted Texas vets to select their own farm and ranch homes, and the Veterans' Land Board would have financed them up to \$7,500, permitting the purchaser to pay as little as 10 per cent down with 40 years to pay the balance at 4 per cent interest. The bill passed the Texas House.

The General Land Office, Austin, Tex., will continue to file the names of Texas veterans interested so that when final action has been taken by the legislature they may receive all necessary information.

may go right to the final Olympic tryouts without battling their way through regional tourneys.

• **Wrestling:** The Navy will also here have four grunt-and-groan boys in each weight class, omitting regional elimination meets. All-Navy mat tourney is scheduled for next spring.

• **Rowing:** The top-notch Naval Academy crew, which defeated the nation's best collegiate crews last season are favorites to win the Olympic tryouts. Unlike many other college crews, the Academy team remains intact without the loss of any of its members. None of the Middies is scheduled to be graduated during the Olympic year.

• **Swimming:** No complete swimming plans have been made as yet. However, All-Navy winners with favorable results will be assembled at the Academy to undergo training and coaching prior to the final tryouts.

• **Track and Field:** Present track and field stars now in the Navy will provide nucleus for Navy competition in these events. Others whose training marks warrants consideration will be invited to compete in Navy tryouts.

• **Weight-lifting:** Fantail weight-lifting champs eyeing Olympic laurels, may qualify through local weight-lifting tourneys to be held prior to the All-Navy championships scheduled for Philadelphia next June.

• **Pentathlon:** Versatile Navy athletes who want to enter this event will have to go to Fort Myer, Kan., where Army-Navy tryouts will be held next summer. The modern pentathlon consists of five events; riding, fencing, shooting (pistol or revolver), swimming and a 4,000-meter cross-country run.

• **Fencing, gymnastics, pistol and rifle shooting:** No plans completed as yet.

Navy athletes who would like to participate in Olympic tryouts in fencing, gymnastics, modern pentathlon, pistol and rifle shooting or the track and field events should see their athletic officer, giving the records of their past and present performances.

The Navy Olympics Committee from time to time will announce more information and policies.

• **TROPHIES** awarded for prewar athletic contests are objects of a Navy-wide inventory requested by BuPers.

District commandants have been asked to list all Fleet athletic trophies, type trophies, and those established by civic organizations for competition among units afloat, and to report the complete inventory to BuPers. Also requested was information engraved on the trophies, to describe them more fully.

Among trophies of prewar fame is the Battenberg Cup, one of the most prized of Navy possessions. Originally British, the cup was presented to the U. S. Navy in 1906 with the provision that crews of British whaleboats could race crews of American whaleboats for the trophy. It was won back by the British once, but retrieved by the U. S., which has held it since.

Trophies of purely local interest will not be included in the inventory.

• **NAVY DAY, 1947**, will be observed on Monday, 27 October, throughout the country with fanfare and appropriate celebrations, including luncheons, dinners and open houses at naval shore establishments and ships in port.

As in previous years, SecNav has designated the Navy League of the United States as official sponsor of Navy Day. In conjunction with a Navy Department Navy Day committee, the Navy League is now formulating plans for an official program.

With the official slogan, "Your Navy—Victor in War—Guardian in Peace," the theme of this year's observance will emphasize recruiting. Ranking Navy officials, prominent flag officers and local Navy veterans will be called upon to make appropriate speeches.

Plans have also been made for high school participation, Naval Reserve balls, reunions of Navy veterans, special motion picture exhibits, honorary "Junior Navy Day" billets, various exhibits at naval establishments and ships. Various detachments of the Fleet will be dispatched to participate in the celebrations. Battleships and cruisers will visit ports in the geographical areas for which they have been named as far as practicable.

On Sunday, 26 October, special religious ceremonies will be held throughout the country, featuring a memorial flower ceremony held at designated ports in honor of those who died in the defense of their country and who found graves in the waters of the world.



MAKING with the old heave-ho in tug-of-war during the track meet held on *Philippine Sea's* flight deck while at sea.

### Track Meet on CV 47

A track meet on the flight deck was included in the Plan of the Day of USS *Philippine Sea* (CV 47) during maneuvers off Cuba.

Events for the afternoon got underway with the departments of the ship forming six teams. After several tugs-of-war, racing events were held, including a 25 and 50-yard dash, 800-yard relay, a bag race and a three-legged race. A "Phil Sea" derby was held, in which one man carried another on his back in the race.

Swabs were used for the javelin throwing contest and a medicine ball for the shot-put event. The afternoon's program was completed with a pie-eating contest. Individual prizes for the contests were ship's service tickets and winning team members were treated to all the ice cream they could eat.

### Tennis Tourney Winners

Results of the All-Navy Tennis Tournament at Annapolis were as follows:

Singles title went to Lieutenant Commander J. R. Behr of NAS, Kawjalein, who won a 6-4, 6-3 victory over Lieutenant Elston Wyatt of Com. 5. Captain J. M. Farrin, of BuShips, Washington, D. C., and Lieutenant K. K. Jones, NAS, Anacostia, D. C., won the doubles crown.

Fighting a rough battle, Lieutenant Commander Behr started competition by beating Lieutenant C. H. Freer of ComServLant, 6-1, 6-2. After dropping one set to Lieutenant (junior grade) S. Gorens of Com. 9, he won the semi-finals 6-3, 3-6, 6-0.

Lieutenant Elston Wyatt, runner-up in the singles, edged E. J. Serues, CY, of Com 1, 6-3, 7-9, 6-3, and then won

from Lieutenant Commander W. A. Angstadt of Com 9, 5-7, 8-6, 6-1. Lieutenant Wyatt earned the right to enter he finals with a 6-3, 6-4 victory over Lieutenant Commander C. W. Minnear of Com 14 in the semi-finals.

The doubles title, won by the Captain Farrin-Lieutenant Jones duo, was taken in straight sets. Starting by beating Lieutenant Commander R. I. Gerber and E. J. Serues, CY of Com 1, 6-1, 7-5, they then coasted by Ensign R. A. Davis and Commander T. S. King, Jr., of ComServLant, 6-2, 6-1. They ended the tournament by whipping Lieutenant R. William and Lieutenant (junior grade) Gorens of Com 9, 6-4, 9-7.

### Net Loss by Navy

Army net men sank the Navy's tennis team 7 to 0 in a one-sided revival of Leech Trophy play. The Army's tennis stars downed the Navy in four singles and three double matches with the loss of only one set.

The newly crowned Navy singles champion, Lieutenant Commander J. R. Behr, USN, NAS, Kawjalein, lost to the No. 1 Army star, Lt. Dave Freeman. Freeman won 6-2, 7-5.

Army's Capt. Charles Hippenstiel downed E. J. Serues, CY, USN, Com1, 7-5, 6-2. T/Sergt. Tom Molloy breezed through Lieutenant Elston Wyatt, USN, DesRon 6, LantFlt, with a 6-1, 6-2 victory.

Pfc. Hugh Stewart clinched Army's victory when he defeated Captain Jim Farrin, USN, Washington, D. C. 6-4, 6-3.

The Navy fared no better in the doubles. Pfc. Stewart and his partner, T/Sergt. Molloy routed Captain Farrin and Captain W. E. Howard, USN, US Naval Shipyard, Norfolk, Va., 6-1, 6-3.

The Army continued its triumph by knocking out the opposition offered by Chief Yeoman Serues and Lieutenant Wyatt, 6-1, 6-4. Army's No. 1 and No. 2 men, Lt. Freeman and Capt. Hippenstiel accomplished this feat.

In the last doubles match, Lieutenant Commander Behr and Lieutenant Commander Y. E. Holbrook, USN, NAS, Saipan, finally managed to snag a set from the Army men. However, their opponents, Maj. Tom Bonner and Lt. Bob Boyer, came back to make it a clean Army sweep by winning the match 5-7, 6-4, 6-3.

This was the 13th match of a series inaugurated in 1924. The war broke off the annual tournament.



Dope Sheet, NAS Norfolk, Va.  
"Hold it!"

# GOODWILL CRUISE

**HITTING** two birds with one stone is considered pretty good, but Task Force 81 bettered that by polishing off three or four major objectives in addition to the primary mission of training future naval officers during the Midshipman Summer Practice Cruise.

On the first midshipman cruise to Northern Europe waters in nine years, the task force made goodwill calls at ports of the British Isles and Scandinavia, provided training for some 560 Naval Reserve officers and enlisted men, and performed tactical operations that are part of the constant program for keeping the post-war Fleet in trim.

The task force—largest ever assembled for the training of midshipmen—consisted of two battlewagons, the *Wisconsin* and *New Jersey*; two aircraft carriers, the *Randolph* and *Kearsarge*; four destroyers, the *Cone*, *O'Hare*, *Meredith* and *Stribling*; and the landing ship dock, *Fort Mandan*. For the concluding phases of the summer training, 10 submarines and various types of landing craft were added.

Enroute to and from Europe the task force was put through its paces by Rear Admiral John Perry, USN, flying his flag in the *Randolph*. Admiral Richard Conolly, USN, ComNav-EastLant, flying his flag in the *New Jersey*, was in command while the practice squadron was in Northern European waters.

Participating in the cruise for purpose of familiarization with the Navy were 10 Army second lieutenants commissioned this summer at West Point. Six of the junior Army officers served on the *Kearsarge* and four on the *Wisconsin*. This was the first time in Navy history that newly graduated West Pointers took part in a midshipmen practice cruise.

The squadron exercised at tactical maneuvers during the 16 days of the Atlantic crossing. The 1,993 midshipmen from the Naval Academy and the 101 midshipmen from Naval Reserve Officer Training Corps units of various universities throughout the country were distributed among the various ships in the task force. First and third class midshipmen received their training on the battlewagons and tin cans while the second class midshipmen were assigned to the carriers.

This was the first time that NROTC

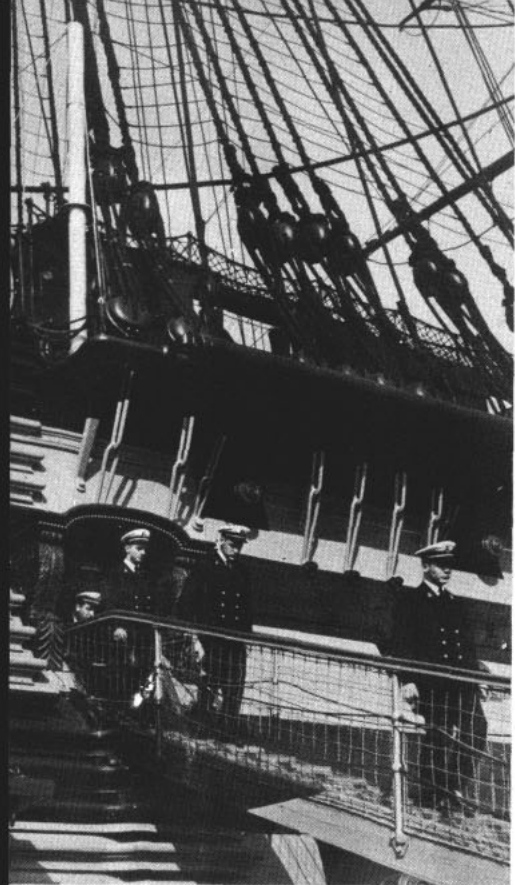
midshipmen had been included on a summer practice cruise along with Naval Academy midshipmen. The occasion was an example of the Navy's policy of integrating Naval Academy and NROTC training. All NROTC midshipmen making the cruise are attending colleges under the Holloway plan and will receive regular Navy commissions and go on active duty upon successful completion of their courses of study.

Seamanship, navigation, engineering and gunnery were the main phases of naval science studied by first and third class midshipmen. Aboard the battleships and destroyers, they saw the latest naval equipment in operation, and the theories they had learned in books and on blackboards were put into practice. They were more than observers on the cruise. They had general quarters stations and lent a hand in firing all the batteries, from the 16-inch guns down to the 20 mms. Along with regular ships' companies, the midshipmen stood watches in gunnery, CIC, on the bridge and in the engine rooms. On the business ends of holystones and swabs, they learned the fundamentals of keeping a vessel shipshape and clean.

Instruction classes were held on all ships to supplement the practical training midshipmen receive in the various departments of the ships. At the conclusion of lectures and exercises, they had the opportunity of seeing in action the things they had learned.

Midshipmen assigned to the aircraft carriers were given a minimum of three familiarization flights. The purpose of the flights was not to make pilots of the midshipmen, but to give them an understanding of the role of aircraft in modern naval tactics. Riding in the turret or tunnel gunner's station of a TBM or in the rear cockpit of an SB2C, they were in constant communication with the plane's pilot and received a play-by-play description of what was going on during aerial maneuvers. On the familiarization flights, they gained an appreciation of the pilot's problems.

Before each flight, midshipmen were briefed in ready rooms along with the pilots, and on landing they returned to the ready rooms for discussion. In these question and answer periods, they had an opportunity to get full explanations of the opera-



FAMOUS flagship of Lord Nelson, HMS Victory, and new F8Fs on USS Kearsarge (below) get checking over.





# TO EUROPE

tions. Midshipmen were divided into six wings, three of which flew while the other three studied gunnery, engineering and seamanship. When the first three wings had their flying time in, they were given instruction in the various subjects of naval science while the other three wings went on familiarization flights.

Although flight training started in 1925 when half of the first class remained at the Academy during the summer while the other half went to sea for training, last year's cruise marked the first in which midshipmen participated in hops from the decks of carriers. This year, in addition to learning how naval air power is combined with naval sea power in a task force, the midshipmen witnessed a new experiment with the helicopter.

It has been customary to deliver guard mail between ships of a force afloat via destroyer. The process required several hours depending on the condition of the seas and distances between ships. It was found that a helicopter could make the complete guard mail rounds among the eight ships of the Midshipmen Practice Squadron in less than a half-hour regardless of sea condition. A new use for the "dragonfly" was born.

The helicopter was also pressed into service for personnel transfers among the various ships. Each morning the helicopter delivered to the ships copies of the *Cruise News*,



NO SKIRT, but traditional Scotch kilts are fitted on one of the Naval Academy middies during his visit ashore at Edinburgh while on the summer cruise.

a newspaper published daily on the *Wisconsin*.

The *Cruise News* did much to prepare the 6,000 or so officers and enlisted men of the squadron for what they would see in the ports of call. The newspaper ran articles describing economic conditions in Scotland and England. When personnel went ashore they were not surprised at shortages of food. Midshipmen and enlisted men took box lunches on liberty in Edinburgh, the first port of call, to avoid straining local supplies.

While the squadron was anchored

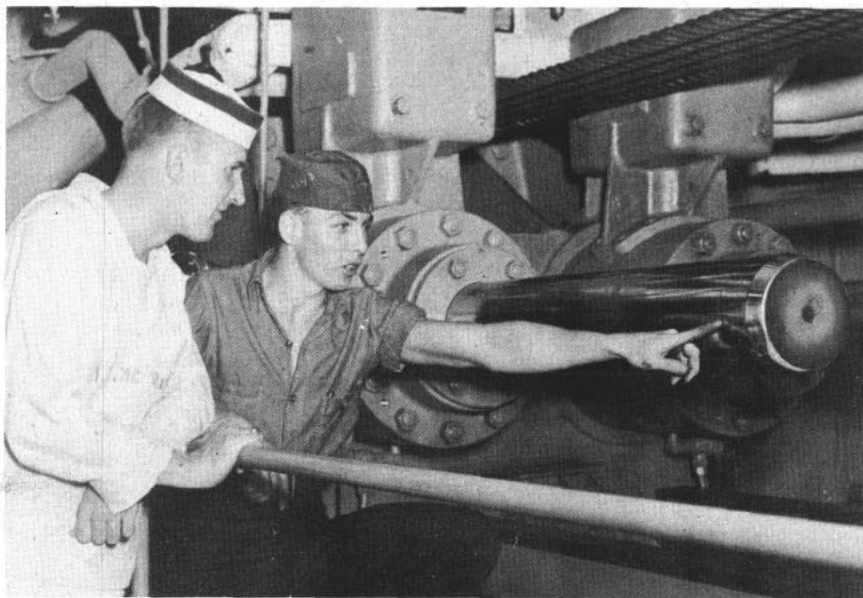
in the Firth of Forth, personnel visited various places such as The Castle, John Knox's house and Holyrood Palace in historic Edinburgh. Many took tours through the Scottish lake country, including Linlithgow, Loch Lomond and Glenogle, and some crossed Scotland to visit Glasgow.

All were impressed with the warm, sincere hospitality of the Scots. Royal Navy, Royal Air Force and civic organizations entertained officers, midshipmen and enlisted men at parties and dances.

Before arriving in Scandinavia, all



ATTRACTIVE Swedish girls attend USS *Randolph* reception and dance. Sailors take over double decker in Edinburgh.



CATAPULT mechanism is explained to midshipman by member of carrier's crew. Ashore, bluejackets take in the sights.

hands had obtained a good idea of what Sweden, Norway and Denmark would be like from a series of short talks on the countries illustrated by photographic slides (see p. 45).

From the talks, personnel on the *Randolph* picked up a valuable, if small, vocabulary for use in Sweden. Although the adeptness at learning a new language varied from man to man, everyone could say "skal" before the first liberty party went over in Goteborg.

The *Kearsarge*, also scheduled to visit Sweden, borrowed the outlines

of the talks and the illustrating slides and conducted a series similar to that of the *Randolph* with a Swedish-speaking midshipman as instructor. The battleships *Wisconsin* and *New Jersey*, slated to visit Norway, duplicated the series of talks in Norwegian. Lacking facilities to show the slides, the destroyers formed small study groups to learn what they could of Danish before tying up in Copenhagen.

During the five day stay in the Scandinavian countries, officers, midshipmen and enlisted men were feted

at parties and dances. In return, the aircraft carriers in Goteborg, Sweden; the battleships in Oslo, Norway; and the destroyers in Copenhagen, Denmark, were hosts at receptions aboard the ships on the Fourth of July.

Units of the squadron reformed to sail to England. The route was via the Pentland Firth, the Irish Sea and along the southeastern coast of England. The *Randolph*, *New Jersey*, and *Wisconsin* moored at the Royal Navy Base, Portsmouth, within view of HMS *Victory*, famous flagship of the Royal Navy's Lord Nelson. The *Kearsarge* visited Portland-Weymouth and the destroyers moored at Woolwich and Greenwich near London.

Most popular liberty attraction during the nine-day stay in England was London where beach-goers visited such historic sights as the Parliament buildings and Westminster Abbey. Those who had had duty in England during the war were impressed with the progress that has been made in clearing up the rubble to which the Battle of Britain reduced much of the capital.

On 19 July, the practice squadron headed for Guantanamo Bay, Cuba, where firing exercises were held.

On their return to Norfolk, Reservists were disembarked. In the last phase of the summer training, midshipmen of the first class boarded destroyers and submarines to observe antisubmarine operations and underwater evasive tactics. Other midshipmen participated in amphibious operations at Little Creek, Va., with cadets from the Military Academy.



BLONDE and beautiful Annalisa Ericson, movie star, autographs menus for middies in restaurant outside Stockholm during the summer cruise to Europe.

# COLLEGE PROGRAM

**S**ELECTION of civilian candidates chosen for college training was announced by the Navy.

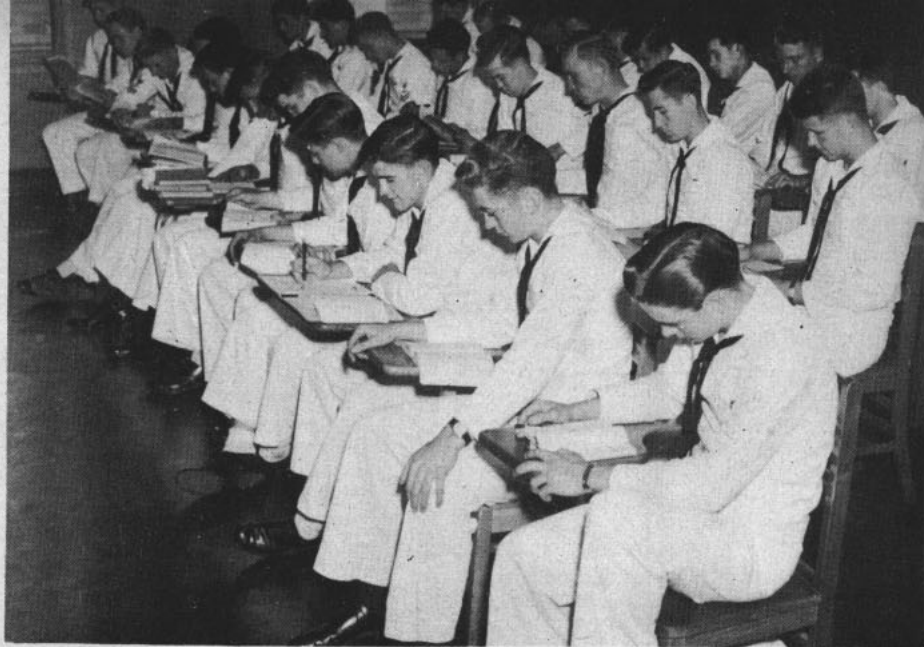
Civilian candidates were selected as principals or alternates by state selection committees for entry into the Naval Reserve Training Corps and the Naval Aviation College Program. State and territorial selection committees, each comprising two civilians and one naval officer, chose the authorized number of approximately 2,700 civilian candidates and approximately 240 alternates.

The nation-wide competitive program began last fall, and drew over 50,000 applicants. Competitive aptitude tests and physical examinations reduced the figure to 6,000.

It is expected that 3,000 candidates, including service personnel, will enroll in the two programs beginning college in the fall term this year.

About 15 per cent of the vacancies will be filled by enlisted men from the Navy and Marine Corps who are now taking academic refresher courses at the Naval Training Center, Great Lakes, Ill.

The selected NROTC candidates will enter 52 colleges where units of this corps are established, while the NACP candidates may enter any



THEY STUDY refresher courses at the NROTC-NACP prep school, which helps ambitious enlisted men get a free college education plus commission in Reserves.

accredited college of their choice in which they may be accepted.

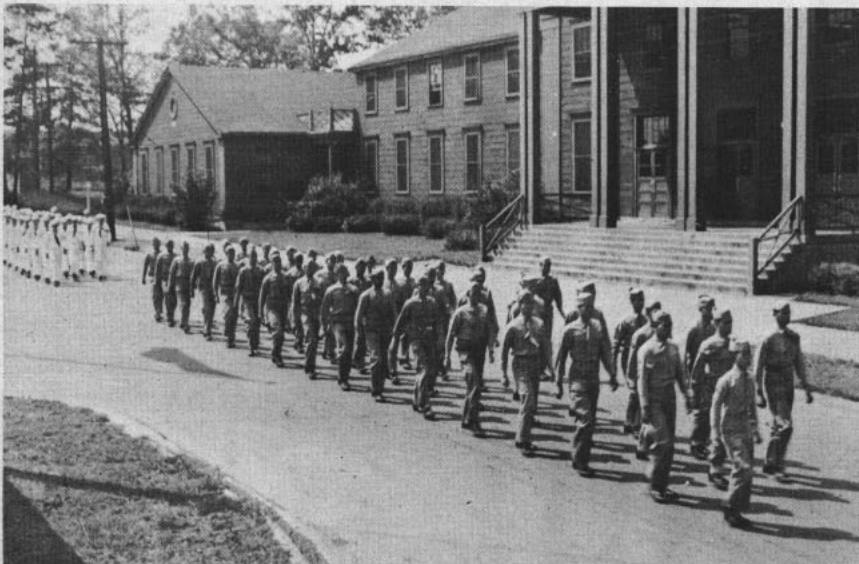
The NROTC program gives candidates four years of subsidized college education and three two-month summer cruises. Upon graduation they will be commissioned as ensigns in the regular Navy and will be required to serve two years on active duty. The NACP program provides four years of subsidized college interrupted at the end of two years by three years of flight training and flight duty in the Navy. These pro-

grams (the Holloway Plan) are designated to supplement the output of the Naval Academy in providing officers to man the postwar Navy.

Enlisted Navy and Marine personnel are prepared for officer candidate training—at the NROTC-NACP Preparatory School at Great Lakes. To be accepted for this training service applicants must pass a college board entrance examination devised by a committee of representatives of the Navy and officials of the college entrance examination board. The men must further be recommended by their commanding officers as possessing the necessary officer-like qualities.

The NROTC-NACP is made up of two types of students. They are: (a) Candidates for commissions in the regular Navy and Marine Corps who are obligated to make all summer cruises and to serve two years on active duty after commissioning, and who will receive the compensation and benefits provided for by Public Law 729 (the Holloway Plan); (b) candidates for commissions in the Navy or Naval Reserve, or in the Marine Corps or Marine Corps Reserve, who are not obligated to serve on active duty and who will receive only the compensation provided by previously existing legislation.

Graduates of the 52 college and university NROTC units will be of a caliber comparable to graduates of the Naval Academy, and will be given equal rank, equal treatment and equal opportunity with the Academy graduates.



THEY MARCH to chow at the Great Lakes NTC where both Bluejackets and Marines can qualify for college and officer candidate training under new program.

# ROUNDUP OF LEGISLATION AFFECTING NAVAL PERSONNEL

The following public laws, of interest to naval personnel, were enacted during the first session of the 80th Congress:

**Life Insurance**—Public Law 5 (H.R. 1353): Adds new and liberalized provisions to National Service Life Insurance Act (see ALL HANDS, April 1947, p. 61).

**Nurse Corps**—Public Law 36 (H.R. 1943): Establishes a permanent Nurse Corps of the Navy (see ALL HANDS, June 1947, p. 59).

**Filipinos**—Public Law 50 (H.J. Res. 90): Permits transfer to Fleet Reserve of certain Filipinos discharged prior to 4 July 1946 and reenlisted subsequent to 4 July 1946, but before the expiration of three months following discharge.

**Marriage Payments**—Public Law 55 (H.R. 1363): Amends Pay Readjustment Act so as to validate payments of allowances based on purported marriages which were made in good faith and later declared invalid.

**Chief of Chaplains**—Public Law 56 (H.R. 1365): Establishes a Chief of Chaplains with rank of rear admiral while so serving and with pay and allowances provided by law for a rear admiral of the upper half.

**UnderSecNav**—Public Law 57 (H.R. 1369): Makes permanent the offices of Under Secretary of the Navy and Under Secretary of War.

**Foreign Medals**—Public Law 58 (H.R. 1381): Authorizes members of the armed forces to accept, until one year after the end of the war, decorations tendered them by governments of cobelligerent nations, neutral nations or the other American republics. It also authorizes personnel heretofore or pursuant to the act, receiving such decorations, to wear them.

**Civil Engineers**—Public Law 62 (H.R. 1359). Increases authorized number of CEC officers from 2 to 3 per cent of the total number of line officers of the Navy.

**Submarines**—Public Law 63 (H. R. 1367): Authorizes the construction of experimental submarines, and for other purposes.

**Naval Academy**—Public Law 71 (H.J. Res. 116): Corrects errors in public Law 729 (79th Congress) and restores authority to appoint members of the Naval Reserve to the Naval Academy; increases the number of such appointments, together with the number from the regular Navy, from 100 to 160 each, annually.

**Pay at Academies**—Public Law 96 (S. 321): Increases, and otherwise revises, pay of midshipmen and cadets at service academies (see ALL HANDS, August 1947, p. 11).

**Admission of Fianceses**—Public Law 126 (H.R. 3398): Extends the period for admission of alien fiancées of members of the armed forces (see ALL HANDS, August 1947, p. 10).

**Mustering Out Pay**—Public Law 128 (S. 1218): This act, the Army Enlistment Bill, contains a provision which terminates Army and Navy mustering out pay for persons who enlist on or after the first of the month following enactment.

**Warrant Promotion**—Public Law 134 (H.R. 1326): Permits counting temporary service as warrant, commissioned warrant or commissioned officer toward six-year service requirement for promotion to CWO.

**Naval Plantations**—Public Law 149 (H.R. 1358): Amends the act governing the operation of naval plantations.

**Supply Duty**—Public Law 150 (H.R. 1371): Authorizes SecNav to appoint, for supply duty only, officers of the line of the MarCorps.

**Dependents' Transportation**—Public Law 151 (H.R. 1376): Permits transportation of dependents and household effects to overseas duty stations, in cases where dependents were prevented from traveling to such stations by reason of the war.

**MarCorps Memorial**—Public Law 157 (S.J. Res. 113): Authorizes a memorial in Washington, D. C., to MarCorps dead.

**Clothing Allowance**—Public Law 158 (H.R. 1357): Further amends Sec. 10, Pay Readjustment Act of 1942, to provide for clothing allowance for enlisted men of the MarCorps and MarCorps Reserve.

**Olympic Games**—Public Law 159 (H.R. 2276): Authorizes certain expenses for Army and Navy participation in the Olympic Games (see ALL HANDS, August 1947, p. 50).

**Disability Retirement**—Public Law 178 (H.R. 3251): Amends Sec. 8 of Act of 24 July 1941, as amended, to provide physical disability retirement for certain temporary officers who were retired for physical disability while serving in officer rank.

**War Powers**—Public Law 239 (S. J. Res. 123): Terminates various war control legislation (see ALL HANDS, August 1947, p. 13).

**National Defense**—Public Law

253 (S. 758): Promotes national security by providing for a National Military Establishment, under a Secretary of Defense, and with departments of the Army, Navy and Air R. 4017): Amends Armed Forces Force (see p. 50).

**Cash Bonds**—Public Law 254 (H.R. 4017): Amends Armed Forces Leave Act of 1946 to provide that bonds issued under the act shall be redeemable at any time after 1 Sept. 1947 and extends for one year the time during which application may be made for settlement and compensation for terminal leave (see ALL HANDS, August 1947, p. 12).

**P. G. School**—Public Law 302 (H.R. 1341): Permits construction of a postgraduate school at Monterey, Calif.

**P. G. Line School**—Public Law 303 (H.R. 1379): Permits establishment of the U. S. Naval Postgraduate school.

**Conversion of Vessels**—Public Law 319 (S. 1215): Authorizes conversion of certain naval vessels (see ALL HANDS, August 1947, p. 10).

**Medical Services Corps**—Public Law 337 (H.R. 3215): Establishes a Medical Services Corps in both the Army and Navy.

**Terminal Leave**—Public Law 350 (H.R. 3501): Amends the Armed Forces Leave Act of 1946 to provide lump-sum payment in lieu of terminal leave.

**Physicians, Surgeons**—Public Law 365 (S. 1661): Provides additional inducement to physicians, surgeons and dentists for careers in the military services.

**Promotion**—Public Law 381 (H. R. 3830): Revises laws relating to promotion, involuntary retirement and distribution of rank of all officers of the regular Army, Navy and MarCorps (see p. 44).

**Income Tax**—Public Law 384 (H.R. 4069, which was substituted for H.R. 4013): Amends the Internal Revenue Code so as to terminate income tax exemptions for pay of service personnel, both officers and enlisted, as of 1 Jan 1949, and to require application of withholding tax to pay of service personnel.

**DFC Award**—Private Law 35 (H. J. Res. 92): Awards the Distinguished Flying Cross to Rear Admiral Charles E. Rosendahl, USN (Ret).

**Posthumous Promotion**—Private Law 36 (H. Res. 96): Author-

izes the President to issue posthumously to the late Lt. Gen. Roy Stanley Geiger, USMC, a commission as general, USMC.

The following bills were not passed during the first session of the 80th Congress, and may be acted upon during the second session (status of these bills at the time of Congress' adjournment is indicated):

**Terminal Leave**—H.R. 3910: House ASC; to amend the Armed Forces Leave Act of 1946 to extend the benefits thereof to certain officers released prior to its enactment.

**Permanent Waves**—S. 1641, H. R. 4038: Passed Senate; to authorize the enlistment and appointment of women in the regular Navy and MarCorps and in the Naval and MarCorps Reserve.

**Navy Public Works**—S. 1213, H.R. 3314: Senate ASC, House Calendar; to authorize SecNav to proceed with the construction of certain public works, and for other purposes (see ALL HANDS, August 1947, p. 10).

**Academy Aviation**—S. 230, H.R. 1364: Included in Navy Public Works Bill (above); to provide for constructing aviation facilities at the Naval Academy.

**Reserve Retirement**—H.R. 2744 (joint bill agreed upon by Army and Navy): House Calendar; to provide a modified form of retirement for commissioned and enlisted personnel of Reserve components of armed forces. Also would authorize retirement of regular Army officers in high-temporary wartime rank.

**Death Gratuity**—S. 319, H. R. 1380: Senate and House ASC; to delete from gratuity statutes the restrictive phrase, "not result of own misconduct."

**Veterans' Subsistence**—S. 914, H.R. 3888: Senate Labor and Public Welfare Committee, House Calendar; to provide increased subsistence allowance to veterans pursuing certain courses under the Servicemen's Readjustment Act of 1944.

**Reserve Training Pay**—H.R. 3227: House Calendar; to provide for inactive duty training pay for the Organized Reserve, to provide uniform standards for inactive duty training pay for all Reserve components, and for other purposes.

**Veterans' Review**—H.R. 4019: House Veterans Affairs Committee; to amend the Servicemen's Readjustment Act of 1944 to create a civilian board to review discharges and dismissals from service in the armed forces.

**SecNav Powers**—S. 1524, H.R.

4032: Senate and House ASC; to amend certain provisions of law relating to the naval service so as to authorize the delegation to SecNav of certain discretionary powers vested in the President.

**Use of Gifts**—S. 1528, H.R. 4034: Senate and House ASC; to authorize SecNav to accept and use gifts, devices and bequests for schools, hospitals, libraries, museums, cemeteries and other institutions under the jurisdiction of the Navy Department.

**Navy Research**—H.R. 4035: House ASC; to facilitate the performance of research and development by, and on behalf of the Navy Department.

**Sale of Stores**—S. 1522, H.R. 4037: Senate and House ASC; to authorize the sale of naval stores at naval establishments to members of the Navy, MarCorps, and Coast Guard, and other specified or authorized persons.

**Officers Benefits**—H.R. 3939: House ASC; to provide for granting to certain officers of the Navy, MarCorps and Coast Guard the benefits of promotion for which they were selected during the war and prevented from receiving because of absence in a status of missing, missing in action, interned in a neutral country, captured by the enemy, beleaguered, or besieged.

**Special Pensions**—H.R. 3992: House Veterans Affairs Committee; to provide special pensions for certain persons awarded medals for extraordinary heroism in combat.

**POW Promotions**—H.R. 3582: House ASC; to provide that persons separated from the armed forces before receiving promotions to which they were entitled upon return from POW or similar status shall be held and considered to have been granted such promotions and the pay and allowances connected therewith.

**Captives' Pensions**—H.R. 3932: House Veterans Affairs Committee; to authorize retroactive payment of compensation or pension barred because of capture, internment or isolation by the enemy during World War II.

**Captives' Subsistence**—H.R. 3809: House ASC; to provide for payment of subsistence allowances to members of the armed forces who were held captive by the enemy during World War II.

**Nurses Retirement**—S. 1570, H. R. 4090: Senate and House ASC; to equalize retirement benefits among the nurse corps of the Army and Navy.

**Navy Department**—S. 1252:

House ASC; to make certain changes in the organization of the Navy Department, and for other purposes.

**Aviation duty**—H.R. 3312: House ASC; to repeal that part of Act of 24 June 1926 (44 Stat. 767) relating to percentage in time of peace of enlisted personnel employed in aviation tactical units of Navy and MarCorps.

**Medical Claims**—H.R. 3540: House ASC; to authorize payment of certain justifiable claims for medical, dental and hospital care and treatment while on leave (does not apply to dependents).

**Family Allowance**—S. 333, H.R. 1604: Senate and House ASC; to extend dependency benefits to dependents of enlisted personnel to 1 July 1949.

**Naval Justice**—S. 1338, H.R. 3687: Senate and House ASC; to amend the Articles for the Government of the Navy to improve the administration of naval justice (see ALL HANDS, July 1947, p. 50).

**Guam**—H.R. 3563: House Public Lands Committee; to provide a government for Guam and to confer U. S. citizenship upon certain of the inhabitants.

**American Samoa**—H.R. 3564: House Public Lands Committee; to provide a government for American Samoa and to confer U. S. citizenship upon certain of the inhabitants.

**Flight Pay**—H.R. 3449: House ASC; to provide for equalization of flight pay for Navy and MarCorps officers and former officers who did not receive flight pay equal to that paid Army officers engaged in regular and frequent aerial flights.

**Full-pay Retirement**—H.R. 3364: House ASC; to provide for retirement at full active-duty pay for any individual who has served in the Army or Navy on the active list for a period of 50 years or more.

**Accrued Leave**—S. 1199, H.R. 3253: Senate and House ASC; to extend accrued leave benefits not allowed by Armed Forces Leave Act to certain retired officers and certain officers who transferred to regular Navy.

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

**Cadet, Midshipman Service**—S. 657: Senate ASC; to credit service as cadet, midshipman or aviation cadet for pay purposes, and service as cadet or midshipman for retirement.

## Naval Appropriation Limits Personnel Strength; Expirations of Enlistments Will Take Up Slack

The naval appropriation for fiscal 1948 (see facing page) imposes limitations on the personnel strength of the Navy and Marine Corps.

The Navy during the fiscal year will be provided an average strength of 395,000 enlisted men and women and 42,000 officers. The MarCorps will be allowed an average enlisted strength of 80,000 (including about 150-200 enlisted women) and 7,019 officers.

The Navy on 30 June had on active duty about 424,732 enlisted persons and 47,639 officers (plus about 9,000 officers and enlisted personnel on terminal leave). By comparing these figures with those provided by the appropriation, it might be assumed that separation of a considerable number of naval personnel will be necessary. This is not the case.

A heavy concentration of Navy enlistments expirations during fiscal 1948 is expected to bring enlisted strength well below the average provided by the budget. An intensive recruiting program is under way to keep the ranks filled.

Steps have been taken to reduce slightly the Navy's officer strength, but normal attrition is expected to take up the rest of the slack. Alnav 163-47 (NDB, 31 July) announced an immediate reduction would be accomplished by:

- Separating approximately 500

Reserve line officers, including a small number of Wave officers, who had been retained tentatively on active duty.

- Terminating the commissioned service of approximately 300 temporary line officers, who in practically all cases will be members of the Fleet Reserve or those having more than 30 years' service.

- Reverting approximately 200 temporary line warrant officers.

The Alnav said that no officers with electronics experience would be reverted or separated at this time, due to an extreme shortage.

MarCorps enlisted strength at the beginning of fiscal 1948 was 85,365, including nearly 2,000 men on terminal leave. The corps estimates that its strength at the end of the fiscal year will be 75,000, giving an average enrollment through the year of about 80,000 as provided in the appropriation.

Like the Navy, the MarCorps faces a heavy concentration of expirations of enlistment during the fiscal year. It estimates that to finish the year with as many as 75,000 enlisted men on the rolls, it will need to recruit or re-enlist about 19,000 men. The Corps is revising enlistment and re-enlistment regulations somewhat to attract the needed men.

The MarCorps entered fiscal 1948 with 7,450 officers, and to meet the

### Economy Directed in Use Of Special Diesel Fuel

The Navy has been directed to exercise "utmost economy" in consuming special and diesel fuel, consistent with operational efficiency and training.

Navop 9 of 14 July 1947 stated that the move is necessary "because of unsatisfactory stock position and inability to obtain complete contract coverage for Navy special and diesel fuel for fiscal 1948."

Until further orders, the directive said, no new commitments will be made for attending conventions, special events and local occasions which would involve otherwise non-essential steaming by naval ships and craft.

average over the year of 7,019, as provided by the appropriation, will cut down to about 6,975 officers by the end of fiscal 1948. Nearly all of the cut in officer strength will be accomplished by normal attrition, although a few temporary officer fliers and a few Reserve officers will be reverted or separated.

Directives affecting enlistment, re-enlistment and extension of enlistment in the regular MarCorps, and recruiting for the MarCorps Reserve, were issued. Almar 68-47 of 21 July announced that men 18 years of age or over may be accepted for enlistment, re-enlistment or extension of enlistment without the consent of their parents or guardian.

The directive said also that men with dependents, who upon enlistment or re-enlistment are authorized appointment or reappointment to a rank in the first four pay grades, may be enlisted or reenlisted without reference to Headquarters. Men who held ranks in the second, third, fourth, fifth or sixth pay grades at the time of discharge, and who enlist or reenlist in the regular MarCorps within 90 days from the date of discharge, will be appointed to these same ranks with the same dates of rank held at time of discharge.

Almar 69-47 of 23 July pointed out that "it is essential that MarCorps Reserve, Air and Ground, Organized and Volunteer, be brought to authorized strength by 30 Jan 1948."

To accomplish this task, the directive said, all MarCorps activities and officers were asked to render all possible assistance to insure success of the nation-wide publicity campaign planned for November 1947—January 1948.

## U. S. NAVY SANK 78% OF ALL JAPANESE SHIPS LOST

Historical data released by the Joint Army-Navy Assessment Committee shows the vital role played by Navy air forces in the Pacific war.

Fast-flying carrier aircraft sank 40 per cent of the Japanese Imperial Navy's tonnage. In combination with surface forces they gave the deep six to 875,000 tons of the Jap Navy, or about 48 per cent of total Jap losses. Without assistance, carrier aircraft sent to a watery grave 62 Nip warships, including five battleships, 10 cruisers and 10 carriers.

When giving credit for sinking Japanese shipping the part played by submarines must not be overlooked. Over half of the Jap tankers and other merchant ships sunk were sent to the bottom by submarine torpedoes.

Thirty per cent of the Jap Navy was sunk by submarines. The sinking of more than five million tons of Japanese vessels is credited to our submarine fleet.

The Navy as a whole sank 78 per cent of all Japanese ship tonnage lost. Of all Japanese warship tonnage lost, the Navy is credited with 87 per cent. Eighty-seven per cent of all Japanese tanker tonnage sunk was due to the shooting accuracy of Navy gunners.

In a two-day assault on Truk carrier aircraft destroyed and sank 191,000 tons of enemy shipping. At Palau 100,000 tons were sent to the bottom.

Of commercial shipping, carrier aircraft polished off 76 tankers, amounting to 400,000 tons.

The defeat of the Japs was imminent after capture of the Philippines had turned the tide for U. S. Pacific forces. During the decisive period, September 1944 through January 1945, a total of 1,975,000 tons of Jap shipping had been sunk. All but 8 per cent of this tonnage was credited to the Navy.

The carrier forces received a major share of the credit.

# HERE'S NAVY'S BUDGET FOR CURRENT YEAR

The Navy's bread and butter—Congress' yearly appropriation—has been approved for fiscal 1948.

Congress authorized a cash outlay of \$3,268,766,100. In addition, SecNav was given authority to contract, prior to 1 July 1948, for \$248,000,000 in aircraft new construction, procurement and equipment, including spare parts and accessories.

The fiscal 1948 appropriation provides for an average Navy strength of 395,000 enlisted men and 42,000 officers (for a discussion of personnel problems see facing page).

For purposes of comparison, the net appropriations in fiscal 1947, regular, annual and supplemental, including revisions, was \$4,332,781,951. In his budget estimate for 1948, President

Truman recommended an outlay of \$3,513,000,000 for the Navy.

ALL HANDS presents here an appraisal of the amount granted, upon which naval personnel will depend for their ships, planes, guns, fuel, clothing, pay and the thousands of other items which assure the Navy's existence.

The fiscal 1948 appropriation is broken down in the following table:

## NAVAL ESTABLISHMENT

Office of the Secretary:			Bureau of Supplies and Accounts:	
Miscellaneous expenses .....	\$14,500,000		Pay and subsistence .....	1,267,092,000
Contingencies of the Navy .....	9,000,000		Transportation and recruiting .....	35,000,000
Research, Navy .....	34,000,000		Maintenance .....	150,000,000
Operation and Conservation of naval petroleum reserves .....	100,000		Transportation of things .....	50,000,000
Ocean and lake surveys .....	140,000		Fuel, Navy .....	54,000,000
Island governments .....	3,000,000		Total, Bureau of Supplies and Accounts ..	1,556,092,000
Total, Office of the Secretary .....	60,740,000		Bureau of Medicine and Surgery:	
Bureau of Naval Personnel:			Medical Department .....	37,500,000
Training, education and welfare, Navy:			Bureau of Yards and Docks: Maintenance ..	
Naval War College .....	235,000		Bureau of Aeronautics: Aviation, Navy ...	501,000,000
Naval training stations:			Marine Corps:	
San Diego .....	1,500,000		Pay, Civil force, Office of Commandant and	
Newport .....	1,100,000		Pay .....	190,594,000
Great Lakes .....	2,400,000		Director Personnel .....	1,075,000
Fleet training .....	65,000		Pay, civil force, Supply Department .....	975,000
Instruction .....	7,200,000		General Expenses:	
Libraries .....	350,000		Provisions .....	25,000,000
Welfare and recreation .....	2,000,000		Clothing .....	16,000,000
Officer candidate training .....	15,000,000		Fuel .....	3,000,000
Total, training, education and welfare,			Military stores .....	14,000,000
Navy .....	29,850,000		Transportation and recruiting .....	8,500,000
Miscellaneous expenses .....	400,000		Repair and barracks .....	2,000,000
Naval Reserve .....	100,000,000		Forage .....	30,000
Naval Academy .....	4,500,000		Miscellaneous supplies and equipment .....	38,000,000
Naval Home .....	325,000		Marine Corps Reserve .....	3,000,000
Total, Bureau of Naval Personnel .....	135,075,000		Total, general expenses .....	109,530,000
Bureau of Ships: Maintenance .....	320,000,000		Total, Marine Corps .....	302,174,000
Bureau of Ordnance: Ordnance and			Shipbuilding:	
Ordnance Stores .....	184,000,000		Construction of ships .....	*9,700,000
			Ordnance for new construction .....	**4,580,000
			Total, regular annual appropriations, Naval Establishment .....	3,229,031,000

## NAVY DEPARTMENT

Office of the Secretary .....	3,946,300	Bureau of Ordnance .....	3,100,000
Office of Naval Research .....	1,164,000	Bureau of Supplies and Accounts .....	4,400,000
General Board .....	18,600	Bureau of Medicine and Surgery .....	1,078,000
Naval Examining and Retiring Boards .....	20,200	Bureau of Yards and Docks .....	2,045,000
Office of Naval Records and Library .....	57,000	Bureau of Aeronautics .....	2,400,000
Office of Judge Advocate General .....	310,000	Total, salaries .....	34,960,100
Office of Chief of Naval Operations .....	1,435,000	Contingent and other expenses:	
Board of Inspection and Survey .....	35,000	Contingent expenses, Navy Department .....	1,000,000
Office of Director of Naval Communications ..	2,005,000	Printing and binding, Navy Department .....	2,750,000
Office of Naval Intelligence .....	980,000	Contingent and miscellaneous expenses,	
Bureau of Naval Personnel .....	3,226,000	Hydrographic Office .....	975,000
Hydrographic Office .....	1,890,000	Contingent and miscellaneous expenses,	
Naval Observatory .....	400,000	Naval Observatory .....	50,000
Bureau of Ships .....	6,450,000	Total, contingent and other expenses .....	4,775,000
		Total, regular annual appropriations,	
		Navy Department .....	39,735,100
		Total, regular annual appropriations, Navy Department and Naval Establishment .....	3,268,766,100

\* To be transferred from the appropriation "Increase and replacement of naval vessels, construction and machinery," to be immediately available and to remain available until expended.

\*\* To be transferred from the appropriation "Increase and

replacement of naval vessels, armor, armament and ammunition," to be immediately available and to remain available until expended: Provided, that the limitation on the availability of the appropriation "Increase and replacement of naval vessels" for construction of new vessels shall not be applicable to this appropriation nor the appropriation "Construction of ships."

# BOOKS: NEW VOLUMES DEVOTED TO VARIETY OF TOPICS

**T**HREE CORKING new volumes dripping with sea foam—all as different as a left-handed compass card—and a book on science that examines such odd questions as *whether space can be bent* will soon be on their way to ship and station libraries.

Gamboling with gay abandon across the BuPers review desk are galley proofs of the new volumes devoted to such widely-varied topics as the Japanese version of the Battle for Leyte Gulf (they termed it the Sho Operation) . . . why a rocket shrinks . . . a girl named Eve . . . Christmas morning during wartime on the Merchant Marine's *Cornhill* . . . Germany's bid for sea power.

Let's blow on our keyboard and see what literary diet is simmering for your early fall bunk drill.

## Greatest Sea Fight

• ***The Japanese at Leyte Gulf***, by James A. Field, Jr.; Princeton University Press.

For once, Admiral Kurita's request for air support got results.

Came the Jap planes. But they were all in vain. They couldn't find the American ships off Samar and the final indignity occurred for the admiral when—at the end of a day of incessant air attacks from countless unopposed American aircraft—he was attacked by two of his own Jap planes.

For Kurita & Co., Sherman was certainly right.

During five days of Philippine mauling, Japan lost four aircraft carriers, three battleships, six heavy cruisers, four light cruisers and 11 destroyers.

The Divine Wind of Ise gave birth to the kamikaze tactics during the Leyte landings, but for Tokyo the suicide attacks had no effect on the outcome of the battle. The Jap Navy, as a navy, ceased to exist after Leyte Gulf.

Here is the dramatic story of how the threat of imminent loss of the war led the Japanese to commit their entire naval strength to a suicidal attack against the American beachhead at Leyte, of how nearly they approached success only to suffer utter defeat.

The Battle for Leyte Gulf (the Sho Operation blueprinted in the naval War College on the outskirts of Tokyo) was the greatest sea fight of all time; possibly in the sense of a battle of fleet against fleet it may prove to be the last. This is the Japanese version of how poor communications, faulty timing and lack of air cover—plus inadequate performance of their shore-based air forces—resulted in the shattering defeat of Admiral Toyoda's Combined Fleet.

Mr. Field spent two years on carriers in the Pacific and was present at Leyte Gulf. In the fall of 1945 he in-

terrogated the commanders and staff officers of the Japanese units and made a detailed study of the Japanese records.

The progress and coordination of the Nipponese battle fleets are detailed event by event and are documented by quotations from directives, dispatches and action reports.

## Facts and Speculations

• ***One Two Three . . . Infinity***, by George Gamow; The Viking Press.

. . . of atoms, stars and nebulae, of entropy and genes; stellar explosions and a new explanation of the origin of the solar system.

Mr. Gamow, who is continuing his wartime work as consultant on atomic energy problems for the Navy Department (his work was drawn on extensively for the special ALL HANDS Atomic Bomb Extra, July 1946), has the gift of translating specialized knowledge into everyday language.

He takes up such odd questions as whether space can be bent and why a rocket shrinks. He delves into the four dimensions and works out many problems in the laws of numbers.

Subjects have been selected to survey briefly the entire field of basic scientific knowledge. The author concerns himself with a general account of physical facts and events in the world of planets, stars, and nebulae . . . and the laws that govern them.

## Strategy and Leaders

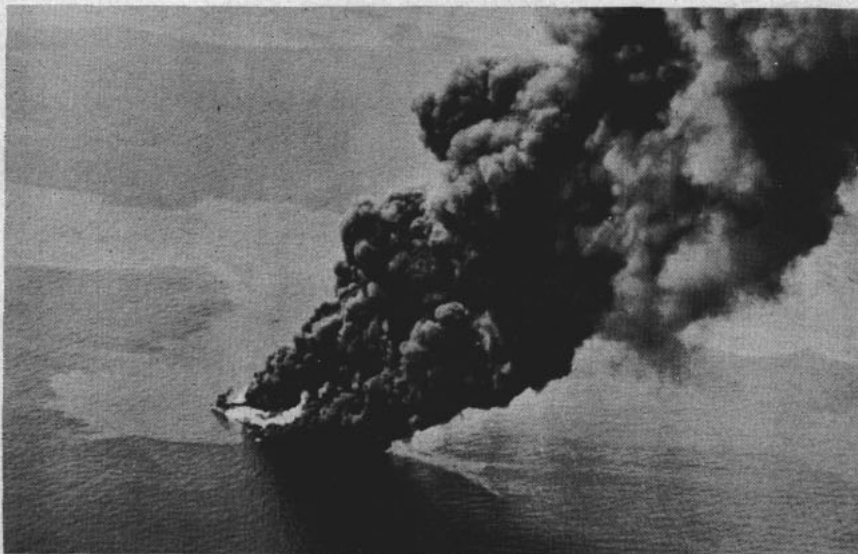
• ***The Influence of Sea Power in World War II***, by Captain W. D. Pulestone, USN (Ret); Yale University Press.

What was the influence of sea power in the recent war and what is it now in the light of the new weapons?

Captain Pulestone's new work is concerned primarily with the objectives of the political leaders who headed the Axis and anti-Axis nations and with the strategies used by their admirals, generals and air marshals to attain these objectives by the use of land, sea, and air forces. As outlined in the preface, the book endeavors to show the consequences of sea and land campaigns rather than the tactics of battles.

It is particularly concerned with how the sea and land campaigns influenced and were influenced by control of the sea, and especially how control of the sea was employed to gain control of the land and impose unconditional surrender upon the Axis nations.

The fleets with their own integrated aviation have increased and extended the influence of sea power by controlling the sea and the air over it



BLACK SMOKE pours from exploding Jap destroyer bombed by carrier planes in Leyte Gulf. *The Japanese at Leyte Gulf* gives Japanese version of battle.



and the adjacent land in decisive strategic areas. Through this control armies were landed at will and supplied, bombers launched their missions, and the enemy was denied reinforcements of essential raw materials and men.

The author is convinced that while the sea and air battles he describes are unique in the distances and in the long-range destruction with which they were fought, their consequences are the same as they have been in the past. They demonstrate that modern navies can still control the seas, and that the nation that controls the seas will dominate the nation that puts its strength in huge armies.

## Duncan, Able Seaman

• **Passing By**, by Elliott Merrick; The Macmillan Company.

*Cornhill* was a busy 15,000-ton T2 tanker, lying at the oil docks in the New Jersey rain, awaiting another convoyed wartime gasoline run to Britain. Her bow and stern guns were painted the Navy's own cold blue gray.

At the top of a steep ladder, a Navy gun crewman on gangway watch appeared from somewhere and took Duncan's bag as he dropped it over the rail. The gunner had on his blues and khaki leggings, with cartridge belt and a .45 strapped around his pea jacket.

A tall fellow with a black mustache—maybe he wouldn't look so trim at sea in a ragged parka and mittens.

"Hiya, Merchant," he said.

"Hi, Navy. Where's the AB's quarters?"

The gunner nodded toward the after house. "Look for Herbert, the ordinary. He'll show you where to find a bunk." And he went back into the shelter deck under the bridge house out of the rain.

*Passing By* is the story of Duncan, Able Seaman, and *Cornhill* and the crew caught in the war's snarl.

His shipmates are drunks, evangelists, high school boys, technicians, rabble rousers, labor baiters, social-register mates, and genuine old salts. Surrounded by endless confusion and quarrels, prisoned in iron bunk rooms on the sea he used to love, increasingly conscious of enemies at home as well as enemies abroad, Duncan continually struggles against a feeling of futility and fatigue.

Here is the authentic atmosphere of the tough waterfronts of the world, the speech and life of seamen, with no holds barred. It is a powerful picture of the merchant ships and the men who work in them.



FOUR-IN-ONE photography, this might be called. By placing copy in positions shown, photographer can take four exposures on one piece of film, save money.

## New Photo Copy Idea Saves Money

A new photographic technique developed by two enlisted men is saving money for the Navy.

The method has added a new twist to an old photo copying process. It has produced, at a minimum of expense, color projection slides for use in naval medical instruction.

The new technique resulted from a request by the Naval School, Aviation Medicine and Research, Pensacola, Fla., to have color projection slides prepared from some excellent illustrations of eye diseases appearing in a textbook used in the course.

Since contracting for the job would have entailed considerable delay and expense, the Naval School, Photography, at Pensacola, was requested to do the work.

Two advanced students, H. G. Mahoney and J. H. Gasnier, both S1, USN, were given the assignments. At the outset they faced a problem. The job required a series of color slides 2 x 2 inches from 6-inch original illustrations. Since the 4 x 5 Graphic View Camera was the smallest camera available for copying, the sheet of 4 x 5-inch color film had to be masked off so that four 2 x 2-inch shots could be made on each sheet, for maximum film economy.

Aided by the O-in-C of the school, the students devised a variation of the proved method of using a divided-back film holder for copying.

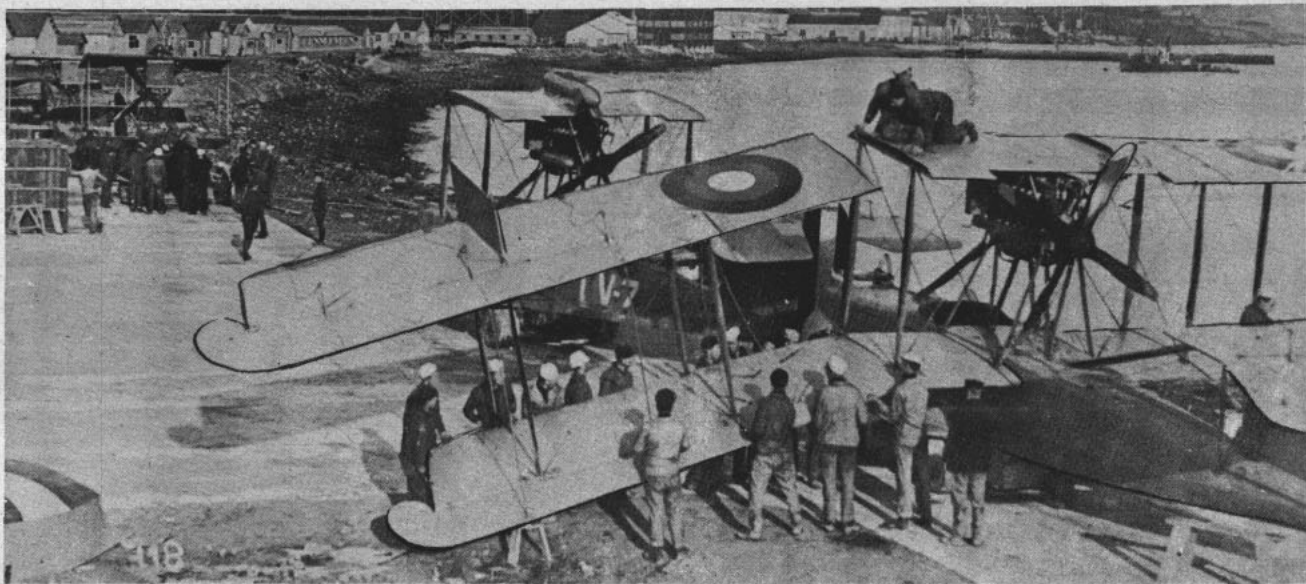
They trimmed a sheet of heavy black paper to 4 x 5-inch size, with a 2 x 2-inch square opening in one cor-

ner. Arranging the text illustration in proper plane with the camera lens, they made the first exposure. Next, the mask was moved so that another unexposed quarter of the film sheet would be exposed. This procedure was continued until all the prepared holders were exposed and the required number of illustrations photographed.

Considerable juggling of the text book was required to make the small illustrations line up squarely with the lens, be distortion free, and at the same time be in the proper quarter to correspond to the unmasked area of the film. The students had to remember that the camera lens inverted the image, and arrange the textbook accordingly.

Artificial lighting was found not feasible, since there was no control available to keep the voltage of the electrical current at a set figure. The current fluctuation of the school's electrical supply was too great to maintain the proper light intensity. To obtain true color balance, the students used natural sunlight and outdoor type film. They selected 1300 as the ideal time of day for their exposures, and did their work at this time each clear, bright day.

Processing and assembling was done by the students. The color slides, bound between standard 2 x 2-inch cover glass, gave testimony to the quality of training given in naval schools. The slides had exceptionally good color balance as well as being true reproductions of the original illustrations.



BREST, France, was one of several European bases from which American seaplanes tracked down subs in World War I.

# EARLY NAVAL AVIATION

**A**N INFANT naval aviation took its first trembling steps during World War I.

When President Woodrow Wilson penned his name to the war resolution passed by Congress on 6 April 1917, the U. S. Navy's aerial strength consisted of 38 pilots and less than 200 enlisted personnel. Of airplanes the Navy had but 54, none of which was suitable for combat use.

To house this small force, we had one air station, the Naval Air station at Pensacola, Fla.

Prior to the first World War, the Navy had no aerial warfare experience except a limited scouting venture over Vera Cruz during the melee with Mexico. Two planes had been engaged in a search for mines and had carried on 43 days of scouting flights over the enemy's trenches. Thus it was only natural that we should look to France and England for advice concerning the role naval aviation should play in the war.

To the Navy aviators goes the honor of being the first American military force to repay the visit of Gen. Lafayette. A small unit of naval aviators under the command of Lt. Kenneth Whiting, USN, consisting of seven officers and 123 men, was the first American contingent to reach France. Arriving in St. Nazaire on 5 June 1917, this tiny force was a harbinger of the tremendous forces that were to go to Europe as the American contribution

to the war against the Central Powers.

One of the factors involved in sending this contingent to France was that of morale. The spring of 1917 had been marred by heavy allied reverses and losses on land and sea. The presence of the American naval force not only symbolized the might of America, but also the advent of a new and potent weapon of war for the United States: air power.

U. S. naval air stations in France were first erected at Pauillac near Bordeaux, and at Paimboeuf. Later, more stations mushroomed along the coast of France, in Ireland and England and Italy. When the Armistice was signed, the U. S. Navy had 44 aviation stations and units in Europe. Between Massachusetts and the Pacific the Navy established and operated 13 air stations.

Most of the European bases were patrol stations. Some were centered upon the project of the Northern Bombing Group, others were used for training, some were kite balloon stations, and the others were used for assembly and repair. One was a marine aviation outpost in the Azores.

The Navy in August 1916 inaugurated a Naval Reserve Force. An important part of this body was the Naval Reserve Flying Corps. It was from this group that the bulk of the manpower of naval aviation was furnished for World War I.

Some of these men figured promi-

nently in World War II. James Forrestal, Secretary of Defense, was lieutenant (jg), USNRF; Artemus Gates, Assistant Secretary of the Navy for Air during World War II, was a pilot in command of an overseas unit during the First World War. Lt. David S. Ingalls, USNRF, our first naval "ace," was destined to become Assistant Secretary of the Navy for Air from March 1929 to March 1932.

College and university men contributed heavily to the building of naval aviation in the first war, with Yale leading the way with its volunteer group of fliers. Instrumental in organizing the Yale Unit was F. Trubee Davison. After serving as an ambulance driver in France in 1915, he returned to Yale where he organized an aviation training school among the students. The interest in this unit was tremendous, and through the aid of Admiral John H. Towers, USN, (then lieutenant) and Assistant Secretary of the Navy Franklin D. Roosevelt, the Yale Unit provided full-fledged naval aviators in the U. S. Naval Reserve Flying Corps.

Members of this enterprising Yale Unit later became leaders of American aviation, both military and commercial. The originator of the unit, Davison, became Assistant Secretary of War for Aviation from 1926 to 1932.

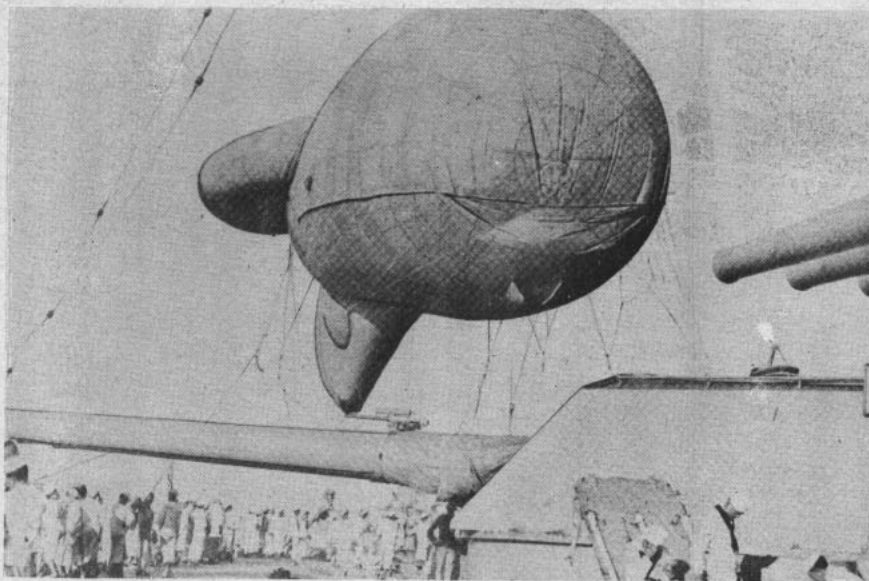
Aviation within the U. S. Navy, hampered by lack of planes, pilots

and funds, was slow in developing while European aviation had progressed rapidly since the outbreak of the war. But holding true to the ever-ready All-American fighting spirit, American naval aviation shook itself free of its growing pains, and arose from the first global war as a leader in its field.

Training of aviation personnel was a serious problem, because men were badly needed at the fighting fronts. Officers were trained in two separate subjects: ground school and flight training. Preliminary flight training was given at Bay Shore, Long Island; Miami and Key West, Fla., and at San Diego, Calif. Ground officers were trained at the Massachusetts Institute of Technology, University of Washington and the Dunwoody Institute of Minneapolis.

Advanced training in seaplanes and lighter-than-air ships was given at Pensacola. Here the young and green pilots received their final flight instructions before going off to war. They were drilled in aerial gunnery, bombing and navigation. The training period of pilots was short, because they were urgently needed at the front. A World War I pilot was usually sent overseas as soon as he had accomplished 15 hours of solo flights, flown to an altitude of 6,000 feet for at least 15 minutes, completed a 60-mile cross-country flight, and had made two night landings.

Enlisted naval aviation personnel were trained in schools established near plants manufacturing planes and aviation equipment. Forerunners of today's aviation ratings were the aerologists, carpenters, aviation mechan-



KITE BALLON is tied down aboard the old USS *Pennsylvania*. Our Navy conducted numerous experiments with LTA and other aircraft during early days.

ics, hydrogen engineers, winchmen for kite balloons, photographers, radio operators, aerial gunners, bombers, coppersmiths, blacksmiths and aviation quartermasters.

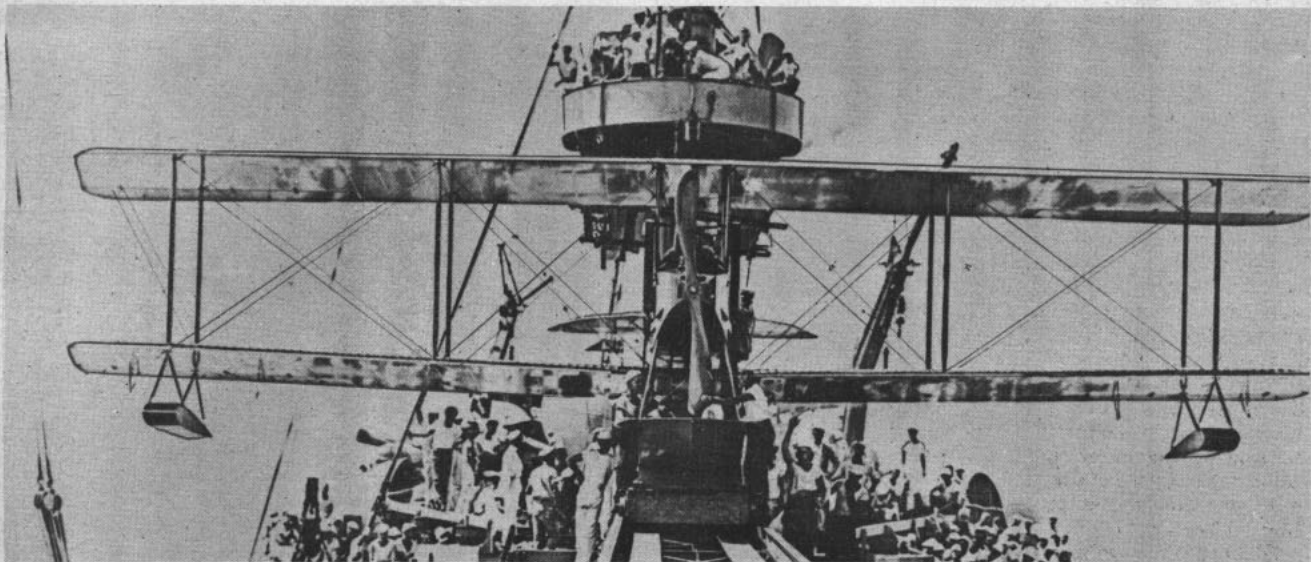
Primary objective of naval aviation during the first World War was to keep the German U-boat fleet under the surface where it would be comparatively harmless. In this way, the British and French attained some fairly good results, none of which could be compared with the aerial submarine patrols conducted during the recent world conflict.

U. S. Navy planes on submarine

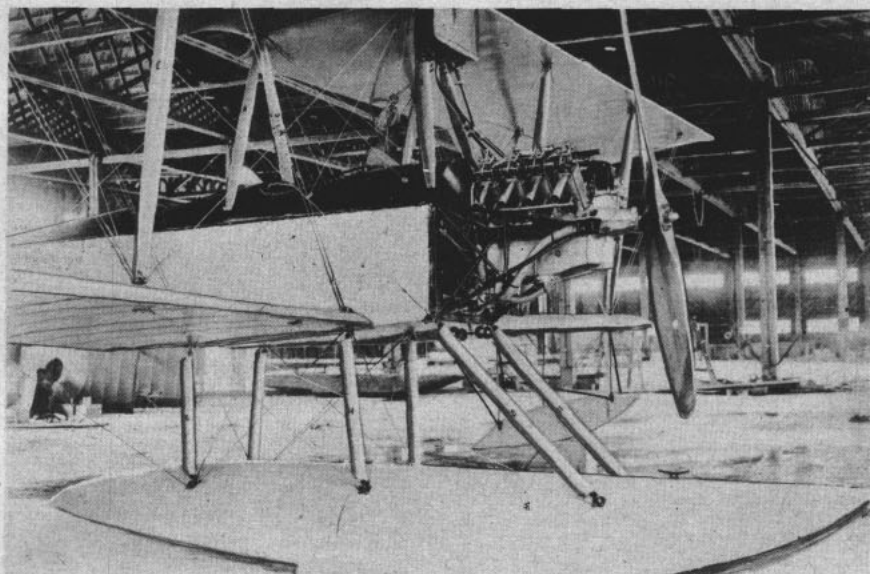
patrols made at least 39 attacks against German submarines, 10 of which were presumed to be at least partially successful.

Intense bombing raids on enemy air installations in Flanders and western Belgium and U-boat bases in Bruges, Zeebrugge and Ostend were conducted by the Navy's Northern Bombing Group. This group, under the command of Capt. David C. Hanrahan, USN, consisted of 112 planes, 305 officers, and more than 2,000 enlisted personnel.

Flying with the British in the early stages of the war, Lt. Ingalls became



CATAPULTING was part of the training given naval aviation personnel at our first air station at Pensacola in March 1918.



AEROMARINE seaplane with a Curtiss motor. Ens. G. H. Ludlow (right) was shot down and rescued from an Austrian harbor.

the first and only U. S. Navy "ace" during World War I. He was credited with shooting down nine enemy planes and seven observation balloons.

One of the most thrilling aerial acts during World War I was the daring rescue performed by Ens. Charles H. Hammann, USNRF, when his squadron leader, Ens. G. H. Ludlow, USNRF, had been shot down in the harbor of the Austrian naval base at Pola.

Having dropped propaganda leaflets over the enemy territory, they were attacked by Austrian planes. Ludlow had riddled one of the enemy planes which fell into the sea, but in the melee his plane had been badly damaged.

With a shattered propeller and shot-up engine, the plane burst into flames. While Ludlow managed to evade a chasing Austrian plane, another enemy followed him down toward the water where a burst of machine gunfire put the American plane out of action: Ens. Hammann succeeded in eluding two enemy planes engaging him, and dived to the assistance of his helpless shipmate.

Despite the fact that Ludlow's plane was well within the reach of Austrian gunfire, Hammann landed alongside the stricken plane. Ludlow kicked the hull of his disabled plane full of holes to insure its sinking. With the job completed he swam toward the rescue plane, a single seater. With no other seating arrangement than the regular pilot seat, Ludlow sat under the engine, grasping the struts to keep from being blown off.

Taking off from the water in time to avoid onrushing Austrian seaplanes and destroyers, the bullet-ridden and over-loaded plane made the 60-mile

flight to safety at our air station at Porto Corsini, Italy. For his heroic act, Ens. Hammann received the Congressional Medal of Honor.

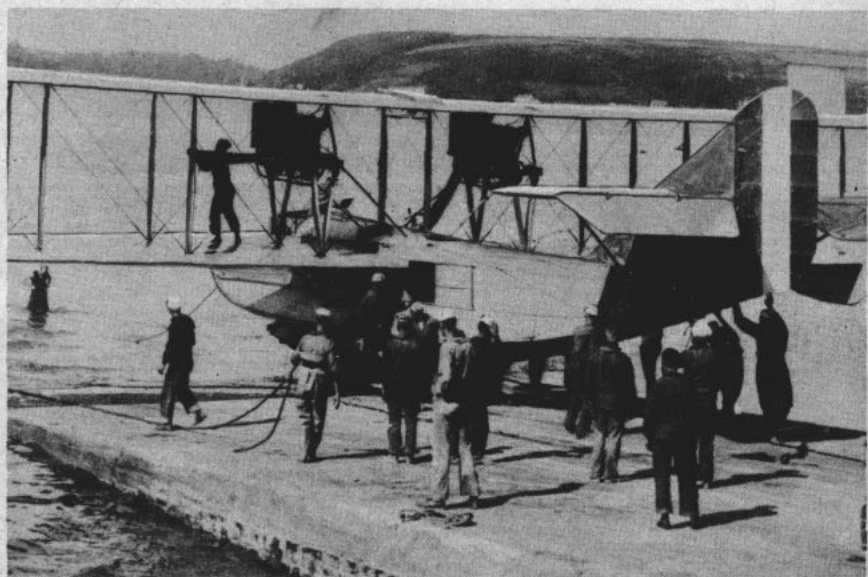
A valuable activity of naval aviation in World War I was its work with lighter-than-air craft. Kite balloon stations were erected to be of use to convoys. Blimps were used for patrol purposes, and while strictly a defense weapon, they performed well their assigned tasks.

When the first European struggle had ended, the U. S. Navy was forging ahead in naval aviation. As the echo of the last shot fired died away, our

naval air force consisted of 39,000 officers and men; 1,865 flying boats and seaplanes, 242 land planes, 15 dirigibles and 205 kite balloons:

Navy planes had dropped 100 tons of explosives upon enemy objects, and contributed tremendously toward victory.

Naval aviation had fought its first war. It had been a weak infant when the war had commenced, but the war's end found it a mature force, a leader in its field. From the seeds of this force sprouted the greatest naval aviation force in history, leading the way in both peace and war.



FLYING BOAT, Aghada, was based at Queenstown, Ireland, in 1918. Our naval air force had 1,865 flying boats and seaplanes at the close of the first war.

# STOUT SCOUT

**N**EXT THING you know the aviators will be wanting sub pay.

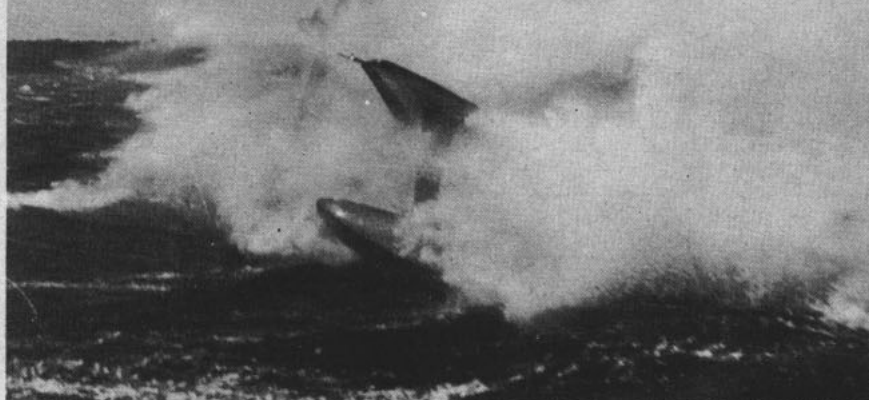
Maybe they should get it—at least, those who fly the Navy's newest version of the Seahawk, the SC-2, shown on this page in some rough water landings. That's the plane there—under all that green water.

The Curtis SC-2 was tested under severe conditions at the Naval Air Test Center, Patuxent, Md. Scout pilots, generally, would rather not operate in winds higher than 20 knots. But they deliberately waited for a day at Patuxent when the wind was up to 35 knots and five-foot waves were swelling up, with whitecaps.

The new Seahawk, single-place scout observation plane, took everything that day, and came up with only minor damage. The Navy termed the tests an eminent success.

The modifications built into the SC-2 adapt her to rough water work. The wing has been redesigned, giving a lower stalling speed, hence a lower landing speed which is a great advantage when smacking into waves.

The SC-2's float is larger and stronger than that of her predecessor, another rough water advantage, and the general performance of the plane has been stepped up by an improved engine.



**GREEN WATER** almost completely hides the Navy's latest version of the Curtiss Seahawk, known as the SC-2, as it lands in waves five feet high.

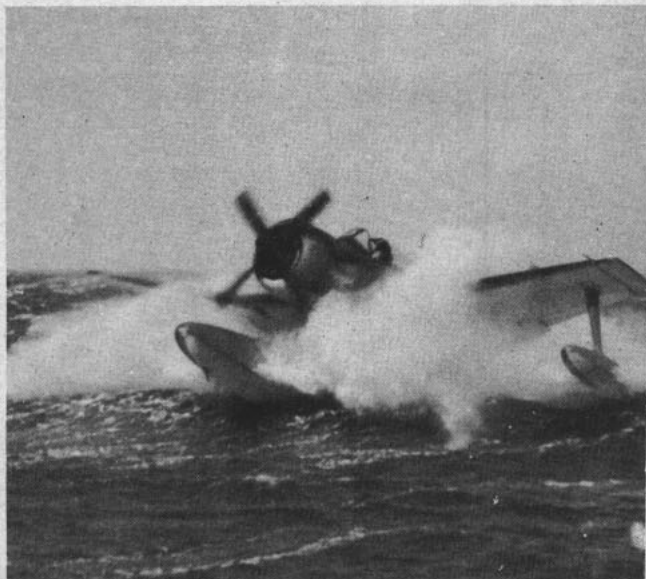
The new engine is a Wright Cyclone with a two-speed supercharger, developing a normal horsepower of 1,275 at 2,500 rpm—a little more for take-off.

Range, with auxiliary tanks, is 650 miles out and 650 back; the wingspan is 41 feet. Rockets on the wings give the new plane greater firepower.

Its usefulness in search and rescue has been increased by location of a permanent seat inside the fuselage. The SC-1 was equipped only with a canvas bunk. Entry to this rescue compartment has been improved by

addition of an access door aft to the wing root on the starboard side. Persons rescued by the SC-1 have to crawl up on the plane's back and descend through the pilot's compartment to get below.

The SC-2 is the Navy's best plane for its job, but it is not planned to procure the aircraft in large numbers. Most of the battleships and cruisers from which the plane might operate are currently resting in the inactive fleets. SC-2s on hand will not be sent to the Fleet, but will be retained for experiment and shore-based operation.



WING TIP under, the Navy's newest scout plane (left) taxis into position. It lands in very rough water (right).

# LETTERS TO THE EDITOR

## Good Conduct Medal

SIR: I have a few questions in regard to the awarding of the Good Conduct Medal. (1) Does a man have to complete an enlistment or be released to inactive duty before he can be recommended for the medal? (2) May ex-Reservists who completed less than three years in the Reserve, and who were discharged to re-enlist in the regular Navy combine time served in the two branches? (3) If so, where can they get information as to whether or not they're qualified?—R. J. S., SCLK, USN.

\* (1) No. Art. A-1046, BuPers Manual, states that COs may authorize the ribbon "upon fulfillment of the necessary requirements." (2) Personnel who were discharged from the Reserve and enlisted immediately in the regular Navy may combine active service in USNR with active service in USN to make three years' continuous active service for qualifying for the Good Conduct Medal. (3) If an individual feels that he meets the qualifications for the Good Conduct Medal, but a record of former service is not available, his CO should refer his case to BuPers for determination of eligibility.—ED.

## Watch Stripes

SIR: It is my belief that members of the hospital corps are in a special branch other than the seaman or artificer branch. In that case, is a watch stripe required in conjunction with the red cross a hospital corpsman wears?—R. H. W., PHM2, USN.

\* No. Hospital Corps ratings are included in the special branch. In accordance with Uniform Regs, 1947, only seamen and firemen wear branch marks (watch marks).—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.

## Travel Allowance

SIR: I shipped over in November 1945 for two years. When I am discharged will the Navy pay my transportation home?—W. I. R., AEM1, USN.

\* Yes. On a regular discharge a man is entitled to travel allowance either to the home address he had at the time he enlisted or re-enlisted, or to the place he was accepted for enlistment or re-enlistment, whichever he chooses. See Art. 7500-3(b) of U. S. Navy Travel Instructions.—ED.

## Minority Cruises

SIR: What were regulations regarding minority cruises in September 1945? Could an 18-year-old enlist for a minority cruise then?—L. K., EM2, USN.

\* During September 1945, the only terms of enlistment open to first enlistments were minority enlistments for 17-year-olds, and four year enlistments for all applicants between 18 and 31. An 18-year-old could not enlist for a minority cruise during September 1945.—ED.

## Full Bag Requirements

SIR: What are the latest requirements of a full bag for a CPO?—R. G. P., ACM, USN.

\* See Art. 7-50, Uniform Regulations, 1947.—ED.

## Reservists and Ship's Service

SIR: Are former Waves who joined the inactive Naval Reserve authorized to purchase from ship's service if they present their USNR identification cards?—A. R. K., ex-Wave.

\* While attending drills or performing training duty on stations, Reservists may be extended limited privileges of the ship's service store in accordance with Para. 301-b, Ship's Service Store, Regulations of 1 June 1947. Reservists, however, are not permitted to purchase articles on which Federal retailers' excise tax would apply if purchased from civilian-operated stores, or merchandise obtained with priority assistance.—ED.

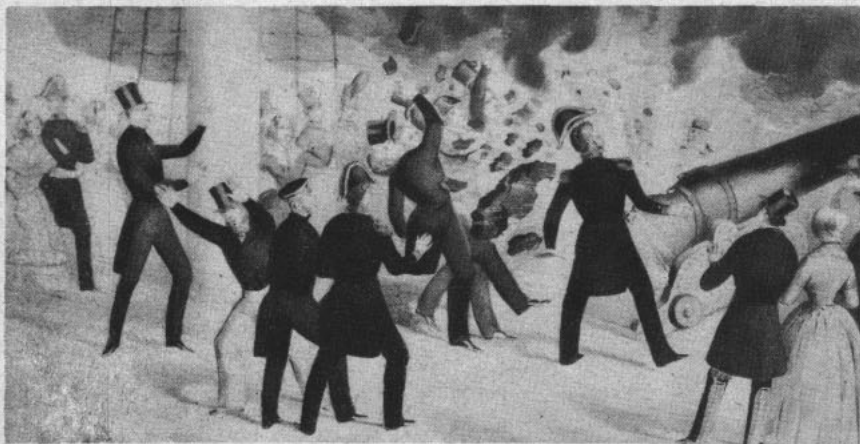
## First Steam Screw Vessel

SIR: What ship was the first steam screw vessel built by the Navy?—W. O. F., CY, USN.

\* USS Princeton, built in 1843, was the first steam screw vessel built by the Navy. In addition to steam power, she was rigged, spreading 14,413 square feet of canvas in plain sails. She was also the first war vessel designed to burn anthracite coal. Displacing 954 tons, she was 164 feet long and had a 30½-foot beam. Her armament consisted of two wrought iron 225-pounders and twelve 42-pound carronades, all of which could be used either side of the ship.

One of the long 225-pounders was a heavily re-enforced 12-inch gun weighing about 27,334 pounds. Made of the best American iron, it was called the "Peacemaker," and therein, as they say, lies a tale.

On 28 Feb 1844 the vessel sailed from Washington, D. C., on a pleasure and trial trip down the Potomac River. On board were President Tyler, his Cabinet and a distinguished party of civil and military officials. On the return trip one of the passengers asked that the "Peacemaker" be fired. The skipper, Capt. Robert F. Stockton, USN (later Commodore), dissented, as the gun had been exercised earlier in the day, but he was overruled. The gun was fired, and it burst, killing SecNav Thomas W. Gilmer; Abel P. Upshur, Secretary of State; Congressman Virgil Maxey, an army officer, a naval officer, and one of the President's servants. It injured many others, including Capt. Stockton. The "Peacemaker" burst at the breach and broke short under the trunnions. Half of the breach passed over the starboard bow, carrying away about 20 feet of the hammock rail and 12 hammocks. The other half, weighing about 2,000 pounds, fell in the port gangway. A court of inquiry exonerated Capt. Stockton, his officers, and crew of all blame in the matter.—ED.



BURSTING "Peacemaker" killed notables on board Princeton, first steam screw vessel.

## Family Allowance

SIR: (1) When was family allowance first paid to men in the first, second and third pay grades? (2) Is it possible for me to claim the difference between MAQ and family allowance for the time when the above grades were not eligible for family allowance?—R. L. W., CRM, USN.

• (1) Family allowance benefits were authorized for dependents of any enlisted man in the active military or naval service of the U. S. by Public Law 174, 78th Congress, approved 26 Oct 1943. (2) No. Inasmuch as the period of entitlement to family allowance cannot begin before the first day of the calendar month during which the required written application whereby retroactive benefits can now be is filed, there is no provision of law claimed.—ED.

## Counts for Pay Purposes

SIR: I am an enlisted man serving under a temporary commission. I have accepted a permanent commission as CWO. Will the time I served as a commissioned officer above the rank of CWO count as time served for pay purposes when I revert to CWO?—H. H. B., LT, USN.

• Yes. Service in enlisted status or as a warrant or commissioned officer counts as time served for pay purposes.—ED.

## Returned to Regular Duty

SIR: I served aboard USS LCI(L) 549 before the atom bomb tests. Could you give me any information as to where it is or what happened to it?—D. D. W., F1, USN.

• USS LCI (L) 549 served with Joint Task Force One but not as a target ship. Since the tests, she has returned to regular duty and at the present time is at Kwajalein.—ED.

## Precedence of Ratings

SIR: Is table A of "Instructions for the Navy Personnel Accounting System" (NavPers 15,642) a revised precedence of ratings?—H. A. K., CY, USN.

• No. The official list of precedence of ratings by pay grades is in Art. D-5102, BuPers Manual.—ED.

## Williamsburg An AGC

SIR: In reading the June 1947 issue of ALL HANDS, we noted a slight error on page 30. In the paragraph headed "What AG Means," you referred to the Presidential yacht as an AG, which indicates miscellaneous ships. We have checked and find that the existing publications indicate that the Presidential yacht, the Williamsburg, is an AGC.—G. T. M., Y2; A.E.W., SM3; L.F., SM1; J.W.S., SM2, USN.

• You're right. USS Williamsburg is designated AGC 369. It is the first Presidential Yacht to be classified AGC, preceding ones being ABs. The hull number of the Williamsburg was chosen to clearly distinguish her from other AGCs, which to date have no number higher than 18.—ED.

## Hospital Corps

SIR: (1) What rate does a graduate registered male nurse get when he joins the hospital corps? (1) Is it necessary for him to serve the necessary time in each pay grade before advancing? (3) Can COs waive time requirements for advancement?—P. F. C., HA1, USN.

• (1) If he has had no previous military service, he will be enlisted as AS (HA) for medical training. (2) Yes. (3) No, minimum service in pay grade requirements are prescribed for all COs to adhere to.—ED.

## GI Education

SIR: I am on a two-year cruise and was told that if I took flying lessons under the GI Bill of Rights, I would not be able to enter college after I left the Navy. Is that true or just scuttlebutt?—W. W. P., S1, USN.

• Scuttlebutt. Flying lessons do not necessarily end your eligibility for further schooling under the GI Bill. However, such lessons would reduce the amount of further schooling you might be entitled to, depending upon how much flying instruction you took. Civil readjustment officers on the staffs of district commandants, or local Veterans Administration facilities, can give you more exact information. Remember, too, that to be eligible for GI education or flight training while on active duty, you must be a veteran—that is, to qualify you must have been discharged from previous service during or after the period the point system was operating.—ED.

## Cotten Is in the South

SIR: What became of USS Cotten (DD 669)? It was my ship during the war and I would like to know where it is now located.—R. M., S1, USN.

• USS Cotten (DD 669) has been placed out of commission in reserve and is now located at Charleston, S. C.—ED.

## More Maximum Rolls

SIR: In regard to the maximum roll of USS Morris (ALL HANDS), June 1947, p. 29), I think my ship, USS Passaic (AN 87), can claim a greater roll.

On 13 Feb 1947 in the Aleutians our vessel was struck by a force, later believed to be a tidal wave, and rolled to port in the vicinity of 90 degrees. Our clinometer was only graduated to 70 degrees, but the indicator arm swung quite a ways over the 70-degree mark. After resting on her side for about 30 seconds, the ship righted herself and we were towed back to port.—F. M. C., LT, USNR.

SIR: I have in my possession a "Beam-Enders" certificate which certifies that I was serving on board USS Williams (DE 372) when she "beam ended" to 98 degrees on 29 Sept 1945 in a Pacific typhoon. This roll was determined by naval engineers at Guam by sighting with engineering instruments various parts of the ship's structure.—T. E. D., MM3, USN.

## AFCs to Become ATs and AOs

SIR: (1) How many AFCs are there left in the Navy? (2) What is BuPers planning to do with AFCs under the new rating structure? (3) We've heard scuttlebutt that they're going to send AFCs to a guided missile school. Is there anything to this?—W. A. S., AFC3, USN.

• (1) As of 1 June 1947, 294 AFCs of all pay grades were in the Navy. (2) At such time as the transition to the new rating structure is effected, on or about 1 Jan 1948, some AFCs will be changed to aviation electronics technician (AT) and some will be changed to aviation ordnanceman (AO). (3) No plans right now.—ED.

## APA 88 Decommissioned

SIR: I would like some information concerning USS Presido (APA 88). (1) Did she take part in the atom bomb tests and (2) has she been decommissioned? If so, where?—L. J. S., SM2, USNR (Inactive).

• (1) No. (2) She has been decommissioned and is in the 12th Naval District (San Francisco) awaiting disposal.—ED.

## Souvenir Books Published by Ships and Stations

In this section ALL HANDS each month prints 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.

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 San Francisco (CA 38). Address: CO, USS San Francisco (CA 38), c/o Commander Philadelphia Group, Atlantic Reserve Fleet, U. S. Naval Base, Philadelphia 12, Pa. Price \$3.75 (free to crew members).

• USS Chandeleur (AV 10). Address: Schwabacker-Frey Co., 735 Market St., San Francisco, Calif. Price \$5.50.

• USS Louisville (CA 28). Address: Dunlap Printing Co., Juniper and Cherry Sts., Philadelphia, Pa. Price \$3.

• USS Wichita (CA 45). Address: Commander Philadelphia Group, Atlantic Reserve Fleet, U. S. Naval Base, Philadelphia 12, Pa. Free to crew members.

• USS Lanier (APA 125). Address: Metropolitan Press Printing Co., Third at Vine, Seattle 1, Wash. Price: \$2 (no COD).

### Navy Cartoons Scarce

SIR: With pleasure we note the increased content of "Letters to the Editor." The column remains one of the best sources of hot dope available to naval personnel.

But what happened to the outstanding cartoons you used to run? Has some cantankerous old fogey taken over, who fails to recognize the lighter side of Navy life?—R. O., Y2, USNR.

• *Letters we get—several hundred a month. Cartoons we don't. Seems there are fewer cartoonists in Navy blue every time we look over the crop. ALL HANDS will continue to survey ship and station papers for the best in current Navy cartoons, but can promise results commensurate only with the number of cartoons Navy ship and station editors are able to coax out of their depleted staffs.*—ED.



USS Boxer—Carrier (CV 21) of Essex class.



USS Rexob—there wasn't that ship Little

### Like Guns and Snug

SIR: During my tour of duty in the Navy, I served aboard carriers as a gunner's mate. Since my discharge I have kept an eye peeled for news concerning ships I served on or heard about. In ALL HANDS, May 1947, p. 3, there was a story on recent maneuvers which included an account of the carriers Boxer and Rexob. I cannot recall hearing anything about carriers with these names.—I. W., ex-GM1, USN.

• *USS Boxer (CV 21) is a carrier of the ESSEX class, launched 14 Dec 1944 and commissioned 16 Apr 1945. She was built by the Newport News Shipbuilding Company, her keel being laid 13 Sept 1943. The "Rexob" was a mythical sister ship of the Boxer (as our story stated). In other words, she was the "little ship that wasn't there." If you wonder where she got her name, try spelling Boxer backwards.*—ED.

### Largest Air Station

SIR: I'm interested in getting some information on naval air stations. Can you tell me which is the largest and which handles the greatest amount of annual traffic?—R. J. B., AERM3, USN.

• *NAS, Pensacola, Fla., is the largest naval air station in both size and traffic.*—ED.

### No Change in Rate

SIR: I was discharged from USNR as SM2. Upon re-enlisting five months later, I was placed on active duty as S1 and attended aerographer's mate school. (1) Is there a chance to change my rate from S1AERM to S1SM or S1QM? (2) Is the QM rating open for advancement?—H. G. B., S1, USN.

• *No. Since you have attended a class A school and since there is a shortage of AERMs, a request to change your rate would not be approved by BuPers at this time.*—ED.

### Speed of Falling Planes

SIR: In ALL HANDS, June 1947, p. 35, you print a piece on use of model planes for supersonic tests. These models are carried to high altitudes by test planes and dropped, and in their downward flight you say they attain a speed of 600 miles-per-hour.

If high school memory serves me right, the speed of falling bodies doubles every second until a terminal velocity is reached and, although the exact figure is not recalled, I do not believe this terminal velocity is anywhere near 600 miles-per-hour. Since these model planes fall free, and are not powered, how can they possibly reach the speed you say they do?—C. S. K., CY, USN.

• *You're a little rusty on this subject, chief, but we had to look it up.*

*The theoretical value of gravitation is about 32.16 feet per second per second. That is, any free-falling object, whether it's a mattress or an anchor, will fall 16.8 feet during the first second after it is turned loose, 48.96 feet during the next second, and so on, the object falling in each succeeding second a distance equal to the distance fallen during the previous second plus 32.16 feet.*

*Terminal velocity does not enter into this theory at all. The object will continue to accelerate so long as it is falling free.*

*Terminal velocity comes into the picture when the problem is removed from the theoretical to the practical. Under normal conditions, wind resistance will tend to retard the falling object, and so a feather might have a terminal velocity of as little as, say 15 miles-per-hour, while a falling monkey wrench might build up to a speed of several hundred mph. It all depends upon the aerodynamic properties of the object.*

*We don't know what the aerodynamic properties of the falling model planes are. Presumably they're very similar to the properties of the experimental military planes they represent. At any rate, there is nothing in the laws of physics, theoretical or practical, that would prevent their reaching a terminal velocity as high as 600 mph., or whatever speed, practically speaking, they are designed to reach.*—ED.

### Six-Year Hitches

SIR: Can USN-SV men on a six-year enlistment be discharged if their contracts were signed when the men were minors, without the consent of their parents?—L. M. R., SOM2, USN; B. H. W., SOM2, USN; L. P. R., SOM2, USN; and E. J. N., SOM2, USN.

• *No. In order to enter legally into a contract for a six-year enlistment, it would be necessary that a minor be 18 years of age or over. Consent of parents or legal guardian is not required for enlistment of minors 18 and over. Minors enlisted without consent can be discharged only when a request is received from parents or guardian within 90 days after enlistment.*—ED.

### Discharge Alnavs

SIR: What Alnavs have been issued concerning the discharge of USN-1 and USN-SV personnel?—H. B. R., AETM2, USN.

• *There have been three Alnavs concerning the discharge of USN-1 and USN-SV personnel. They are—Alnavs 395-45 (NDB, July-Dec 1945), 436-46 (NDB, 15 Aug 1946) and 512-46 (NDB, 15 Sept 1946).*—ED.

### Extending Minority Cruise

SIR: Can a man extend his enlistment without the consent of his parents if he is under 21?—T. E. G., Y3, USN, and C. R. H., S1, USN.

• *Yes, An enlistment of a minor may be extended in the same manner as other enlistments.*—ED.

### Selecting Your Station

SIR: I have heard that it is possible to request duty in a theatre of your choice when re-enlisting, but have been unable to find any directives on the subject. I would like to know if such a request is possible.—D. J. W., Y3, USN.

• *It's not that simple, mate, but it's pretty good. See DuPers Circ. Ltr. 141-47 (NDB, 31 July), discussed on p. 42, this issue.*—ED.

### Travel Pay for Reservists

SIR: (1) Is travel pay authorized for Reservists who report to and from active duty in connection with the annual 14-day training period? (2) If so, what is the authority? (3) Is there any provision that denies Reservists travel pay if they receive flight pay while on their training cruise?—J. W. E., LTJG, USNR.

• *(1) Reservists ordered to training duty are entitled to reimbursement for travel performed on a mileage basis, provided their orders do not direct that government air travel be used. (2) Para. 9002, U. S. Navy Travel Instructions. (3) No.*—ED.



# CROSSROADS RESURVEY

SCIENCE is busy once more at Bikini Atoll.

Members of the Navy's Bikini Scientific Resurvey party have begun an exhaustive examination of the atoll, its lagoon and the sunken ships resting there in an attempt to answer important scientific questions.

The island was reoccupied just 355 days after the underwater atomic bomb blast of Test Baker sent a mile-high column of radioactive sea water crashing down on the Operation CROSSROADS' target fleet.

Already Bikini can boast the deepest hole ever drilled by man on a Pacific atoll. Core drillers working under the direction of the Navy and the U. S. Geological Survey have reached a depth of 1,346 feet in a project designed to settle questions about the origin of coral atolls.

Below the surface of Bikini lagoon, Navy divers walked up and down the flight deck of the gallant old carrier *Saratoga*. They reported that the 33,000-ton ship, sunk by the underwater explosion, is resting on nearly even keel. The top of her mast can be seen a few feet beneath the lagoon's surface.

The diving operations are being conducted from the submarine rescue vessel *USS Coucal* for a six-week period. After completing the examination of the *Saratoga*, the divers will move to the Jap battleship *Nagato*,

the battleship *Arkansas* and the submarine *Apagon*.

The divers reported the *Saratoga's* flight deck was covered with coral dust. Several objects picked up off the deck registered radioactivity. Waterproof Geiger counters were lowered into the water ahead of the divers while radiological safety monitors topside kept a careful watch on the meters. As an additional safety precaution, each diver carried three photographic film badges and a gauge which tabulates cumulatively the amount of radioactivity to which it has been exposed. The inch-thick lead soles worn by the divers gives additional protection against radiation.

The Bikini Scientific Resurvey Task Force is composed of the attack transport *Chilton*, flagship and laboratory vessel; the submarine rescue vessel *Coucal*, which joined up at Pearl Harbor, and *USS LCI(L) 615*, which met the task force in Bikini Lagoon.

Elaborate safety precautions were taken for the initial landing. Members of the landing party carried photo desimetry badges. These were collected at the *Chilton's* gangway when personnel returned to the ship and were rushed to the photo lab for development and examination. These badges contain unexposed photo film fitted in a cross-shaped piece of lead. They record the amount

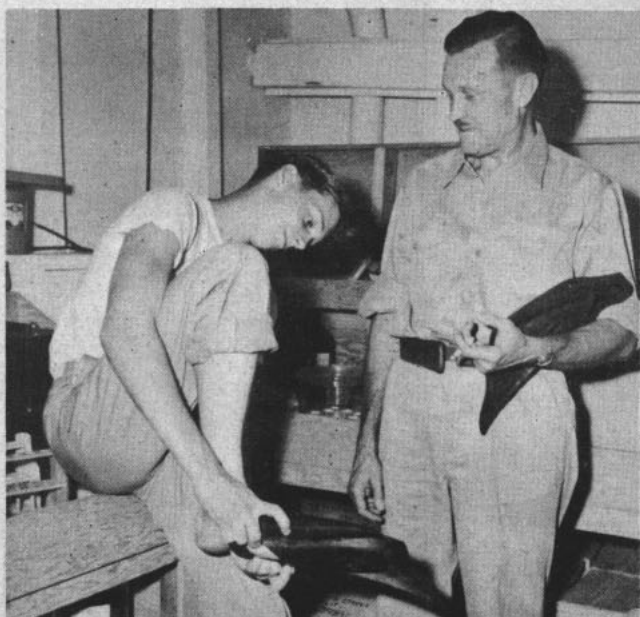
of beta and gamma ray exposure received by the person.

A careful examination of Bikini atoll indicated that it had been unoccupied by humans since the CROSSROADS' personnel departed in 1946. One significant discovery was made, however: fresh dog tracks in the sand.

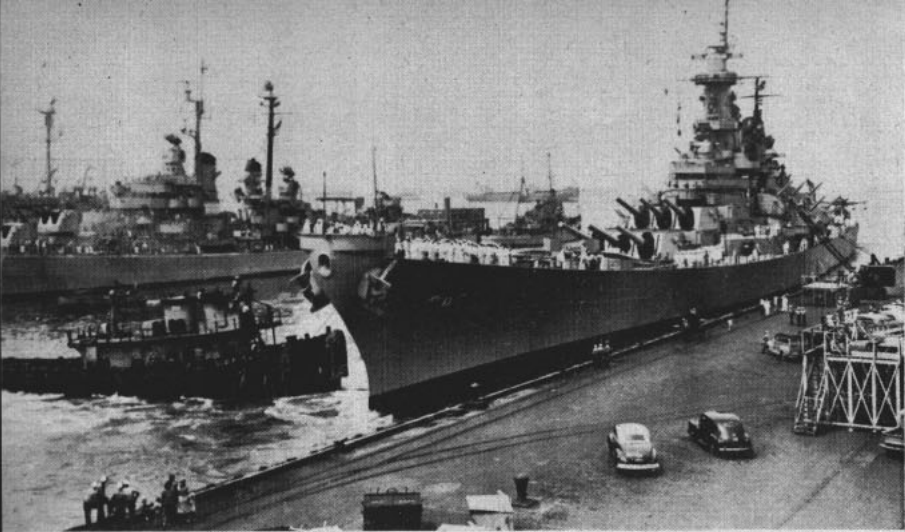
Investigation disclosed that the tracks were made by a wild dog, a bushy-tailed, black and white animal with the build of a terrier and the height of a springer spaniel. He was immediately named Pluto, short for plutonium (which, of course, is long for Pluto). Members of the party began a campaign to capture the dog and return him to the U. S. for study.

Wary of humans, the dog would dart off whenever approached, and it appeared for a time that capture of the "world's only living hot dog" would be impossible. Pluto finally succumbed to the temptation of hambone bait and was caged aboard the *Chilton* for her ride back to the U. S., where she will share scientific honors with the famous Bikini pig and goat.

Because of the importance of the resurvey project, the Joint Chiefs of Staff enlisted the assistance of outstanding figures in the field of science. These men, scientists and technicians, are participating in the operation.



FISH NET used at Bikini is examined by scientists (left). Father watches as son tries on swimming flippers' (right).



CREW MEMBERS of USS *Shenandoah* Athens, Greece. Below: Jeanne Maher shows cake at NAS, Willow Grove, Pa. Upper left: USS Shenandoah deck out to bring President Truman back from the Philippines. Below left: 13ND Waves at Seattle deck out yeomanette to eat cake, celebrate the arrival of Rear Admiral Thomas L. Sprague, Chief of Staff, and present the awards to the winners of the 1954-55



# TODAY'S NAVY

## FORMER JAP-HELD PACIFIC ISLANDS RUN BY NAVY UNDER TRUSTEESHIP

### Denfeld High Commissioner

The Navy's role in world affairs took on added importance as the result of two official acts of President Truman.

The President signed legislation by which the U. S. took over a United Nations trusteeship of conquered Japanese islands in the Central Pacific. He followed this with an executive order assigning administration of the islands to the Navy, with Admiral Louis E. Denfeld, USN, CincPac and CincPacFlt, as U. S. high commissioner to the trust territory.

Admiral Denfeld will continue as CincPac and CincPacFlt while serving as high commissioner.

The trusteeship agreement covers the Marianas, Marshalls and Carolines. The executive order terminates military government in the islands and sets up interim civil administration under the Navy, pending enactment of a permanent organic law.

Suggestions for such a law will be presented to Congress next year, the President said in a statement. He asked the State Department to prepare a permanent plan transferring administration to a civilian agency of the government "at the earliest practicable date."

Signing of the legislation marked the first time that the U. S. has become a trusteeship power. The League of Nations set up mandates for conquered territory after World War I, but this country did not become a mandate power. The trusteeship system, pro-

posed by the U. S., was approved by the United Nations Security Council last April.

In his statement, President Truman said that it is this government's intention to "carry out in full" the obligations toward the island natives and toward the United Nations as called for in the agreement between the U. S. and the Security Council.

While the Navy is given interim control of the islands, the executive order provides that the authority granted the U. S. to close any areas for security reasons shall be exercised jointly by SecNav and the Secretary of State.

### In Idyllic Italy

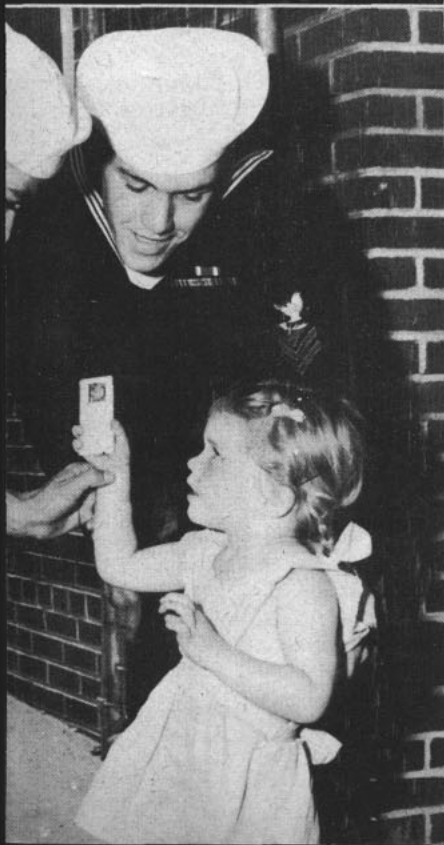
World travelers, the officers and men of USS *Huntington* (CL 107) have enjoyed a week's respite in idyllic Rapallo on the Italian Riviera.

Arriving at an opportune date, the *Huntington* took part in the annual religious celebration "Festa N.S. de Montallegro" (Our Lady of Montallegro), which took place 1-3 July.

The scenic Rapallo, which is surrounded by beautiful mountain terrain, opened its doors to the American sailors. Aside from entertainment ashore, the sailors enjoyed swimming, golf and tennis.

The destroyer *Hyman* also paid a short visit to the Italian Riviera. Arriving shortly after the *Huntington*, the *Hyman* anchored in the harbor of Santa Margherita, a small city adjacent to Rapallo.

visit the Parthenon (above) at  
vs her daddy's I.D. card to sentry  
55 *Missouri* shoves off for Brazil  
'an American conference. Center  
a member as a World War I  
r fifth anniversary. Lower left:  
of BuPers, (far left) presents  
7 All-Navy tennis tournament.



### LAST OCTOBER



Truculent Turtle (P2V) broke all records to fly 11,236 miles in 55 hrs. 15 min. Navy and MarCorps personnel permitted to wear civilian clothes off duty

ashore. Public demonstration of the Bat, first U.S. fully-automatic guided missile.

### OCTOBER 1947

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



BANNER marking the 1,000th safe landing on "baby carrier" is proudly exhibited by Marine 1st Lt. John W. Sullivan who piloted Corsair that did the trick.

### Directs Blood Program

Vice Admiral Ross T. McIntire, MC, USN (Ret), has been named director of the new National Blood Program of the American Red Cross.

Based upon the lessons learned in World War II, the Red Cross blood program contemplates collecting an estimated 3,700,000 free blood donations annually.

In this way the program will be enabled to fulfill its purpose to furnish blood, blood plasma and all of its derivatives to all the people of this country irrespective of race, creed, color or financial ability to pay. The only charge made to any patient will be a reasonable one by the physician or hospital for professional services in administering the material. The Red Cross will make no charge.

Following 30 years of active service, Vice Admiral McIntire was retired last April as Surgeon General of the U. S. Navy, a post he had held since 1938. He was White House physician to President Franklin D. Roosevelt from 1933 to 1945.

### 1,200 Safe Landings

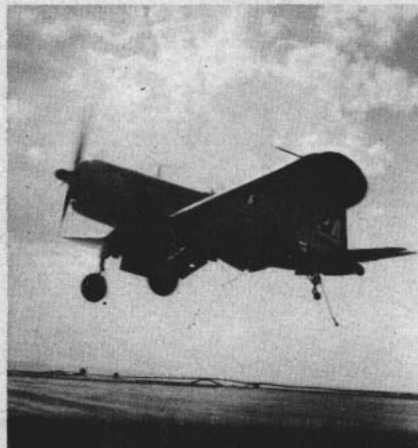
USS *Palau* (CVE 122) believes she has established a record for safety for aircraft landing on CVEs. *Palau's* pilots have set down more than 1,200 successive times with no accident except two minor barrier crashes.

Capt. Cameron Briggs, USN, *Palau's* CO, attributed the excellent record to

the alertness of all hands aboard and the close cooperation of the Navy and Marine Corps in flight operations.

The 1,000th landing aboard the *Palau*, made by 1st Lt. John W. Sullivan, USMC, of VMF 461, was celebrated in traditional fashion with a huge cake presented to the pilot.

The *Palau* is flagship of Rear Admiral R. F. Whitehead, USN, ComCarDiv 14. During a three weeks' operational and training cruise at Guantanamo Bay, the ship's crew was commended for efficiency in carrying out their duties under simulated emergency conditions.



SAFE and sound landing is made on USS *Palau* (CVE 122) by Corsair piloted by marine during recent operations.

### 'Keep Your Courage High'

A letter was addressed to all submariners by Vice Admiral Charles A. Lockwood Jr., USN, on the occasion of the famed submarine officer's release from active duty to await retirement. The letter read, in part:

"I find, in turning in my suit, that pulling up the roots put down in thirty-nine years of one's lifetime—most of it spent with submarines—is no simple matter. It definitely is one which cannot be done without a wrench at the heartstrings.

"I have always known you for a fine lot of stout-hearted officers and men, but certainly you surpassed my greatest expectations in World War II. Our Navy and Country now know what excellent weapons and tough-hulled submarines combined with the skill, resourcefulness and daring of their crews can do toward winning a war.

"Keep your weapons and your training at perfection level; keep your courage high and keep your faith in this, our Navy, and in our Nation. . ."

On the occasion of Vice Admiral Lockwood's release, James Forrestal as SecNav addressed this letter to him:

"It is with sincere regret that I learn of your retirement to inactive duty in the near future.

"We are all very proud of the record of our submarines during the past war, a record for which your untiring efforts and superior leadership are largely responsible. This fact, coupled with the knowledge that you have the respect and affection of each officer and man who served with you, will always be a source of great personal pride I am sure.

"I would like to express my appreciation for your loyal cooperation, and that of the Navy for your long illustrious record of service to your country, in the traditional—'Well done.'"

### Ingenuity Pays off

The ingenuity of eight Navy civilian employees has saved the Navy more than a million dollars. To these men the Navy Department Beneficial Suggestion Board awarded cash awards ranging from \$150 to \$1,250.

Among the suggestions put to use was a change in the testing procedure of certain types of spark plugs which resulted in using a large number of spark plugs that otherwise would have been rejected.

One civilian employee designed a reefing machine, consisting of a plow-type carriage mounted on two wheels and supporting a pneumatic chipping gun, to remove pitch from the seams in decks.

## New Research Plant

The development of naval gun and rocket propellants has received another booster shot.

The Navy Department has authorized the expenditure of about \$300,000 toward the construction and development of a pilot plant for such work at the Naval Powder Factory in Indian Head, Md.

BuOrd Chief, Vice Admiral G. F. Hussey, said that the construction of the plant does not mean that "large scale production" is planned. The objective of the new research plant will be to find new and experimental types of propellants with the possibility of future developments.

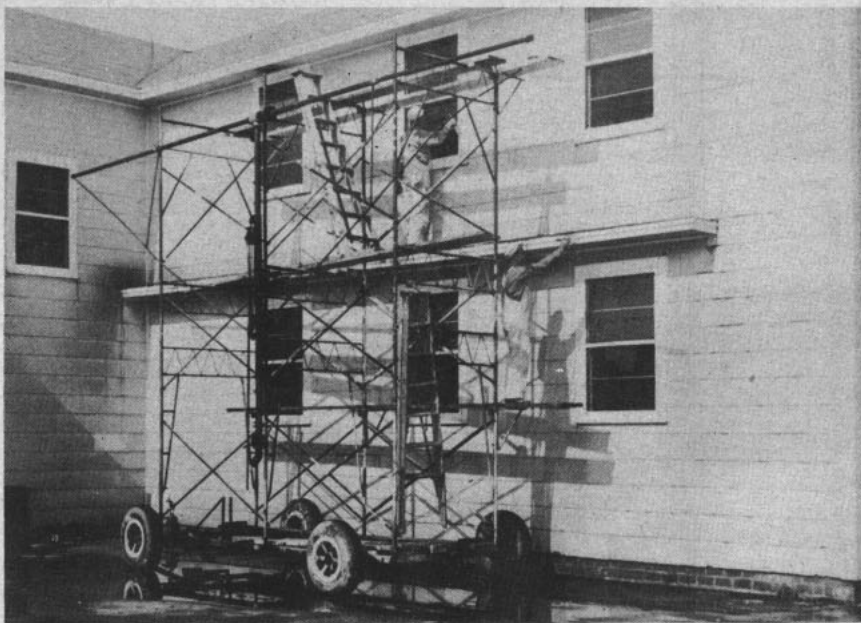
The Navy's Indian Head plant was first established in 1892 as an ordnance proving ground. Later, in 1900, on the same site, the Naval Powder Factory was founded.

During the war a \$125,000 structure was added to help alleviate the Fleet's pressing demands for smokeless powder. Because of large stocks of smokeless powder still on hand, and its reduced need by the Fleet, the manufacture of smokeless powder has been curtailed for the time being.

## Scrap Scaffolds Save Money

Mobile scaffolds built of scrap materials and costing only \$100 each have enabled the Naval Air Technical Training Center, Memphis, Tenn., to save about \$30,000 in one year.

The scaffolds were built of material from scrapped planes and other sources. They consist of a metal framework with cross boards and braces to hold them against the buildings. They roll on four scrapped



INGENUITY, scrapped material, time and effort developed this mobile scaffold, costing only \$100. First model worked so well that seven more were constructed.

wheels and are steered with a tow bar.

The scaffolds have been used for painting buildings and have been adapted for fighting fires. The temporary structures at the center require frequent painting.

The first scaffold worked so well that seven more were built. Several of them were built with full length landing gear strut assemblies, to provide sufficient height to straddle shrubbery

Four scaffolds have been equipped with an adjustable standpipe and perforated pipes to offer a protective sprinkler water curtain for fire-fighters.

## Relating to Atomic Energy

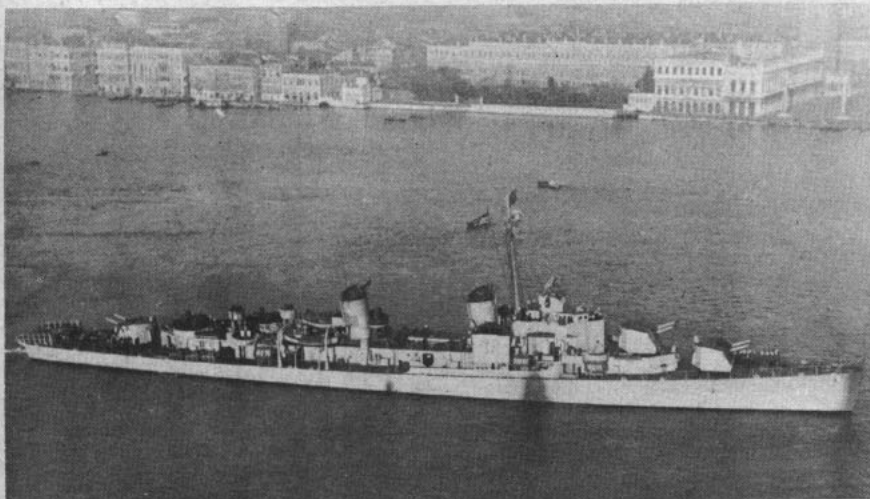
A Joint Army-Navy organization which will discharge all military service functions relating to atomic energy has been established.

This organization, called the Armed Forces Special Weapons Project, has assumed the responsibility of carrying on those military service functions of the Manhattan Project which were retained under control of the armed forces at the time the Manhattan Project was turned over to the Atomic Energy Commission.

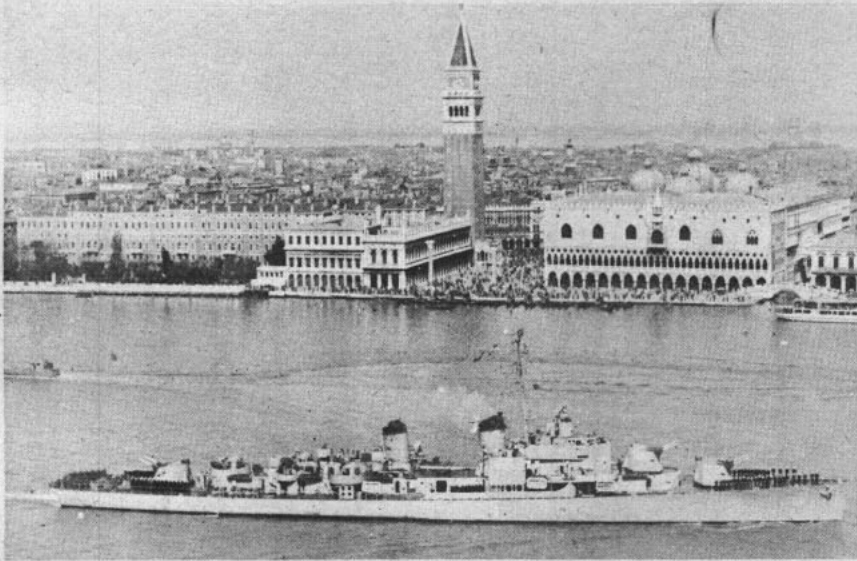
Included in the program of the Armed Forces Special Weapons Project is the training of special personnel and development of atomic weapons of all types. Coordinated with established agencies, the armed forces will join in the developing of radiological safety measures.

Principal workshop of the AFSWP will be at Sandia Base, Albuquerque, N. M. A close liaison with the Atomic Energy Commission will be maintained through the Military Liaison Committee.

The project is commanded by Maj. Gen. Leslie R. Groves. Gen. Groves' deputy is Rear Admiral William S. Parsons, Navy Director of Atomic Defense, for the Navy Department. Both Gen. Groves and Admiral Parsons are members of the Military Liaison Committee to the Atomic Energy Commission, Admiral Parsons having been a member since its inception in November 1946.



GADABOUT might be name for USS *Holder* (DD 819). In commission a little over a year, vessel logged more than 30,000 miles and visited nine foreign ports.



SEEING a good part of the Old World, is USS *Gainard* (DD 706), shown passing the Palace of the Doges, Venice, Italy. She also visited Crete, Egypt and Syria.

## Second Joint Operation

Supported by air and sea attacks, Midshipment and West Point Cadets stormed ashore from landing craft to capture strategic "enemy-held" positions in the Chesapeake Capes area last month. But it was only in practice—part of a joint training program.

Object of the amphibious exercises was to indoctrinate future Army and Navy officers in the principles of combat landings on enemy-held coasts, which would involve combinations of Army, Navy and Marine forces. Middies and Cadets were put through their paces in simulated landing operations. A total of 68 Navy combatant ships, exclusive of small landing craft, participated in the extensive training program.

These amphibious exercises, labeled "Operation Camid II," were the second of such annual joint Army-Navy training program to be conducted in the Chesapeake Capes area. Approximately 780 Midshipmen and 600 Cadets participated.

## World Traveler

During the late war, destroyers went everywhere—did everything. Today, in a semi-peaceful world, the same destroyers are still going everywhere—doing everything.

One such destroyer is USS *Gainard* (DD 706).

Commissioned in 1944, the *Gainard's* sightseeing tours of the world were limited to ducking and shooting down ancestral-worshiping Japs while on radar picket duty around Okinawa. For this feat and fighter direction ex-

ploits, the *Gainard* received the Navy Unit Commendation.

The peacetime itinerary of the *Gainard* looks like a cruise mapped out for a Cook's tour. After completing a gunnery workout in Cuban waters, she headed for the picturesque port, R. I.

Mediterranean via fashionable Newport. The ports which the *Gainard* hit in the Mediterranean read like hotel stickers covering a world traveler's baggage: Naples, Italy; Pola and Trieste in the northern Adriatic; the famous and historical city of Venice, Italy; Suda Bay, Crete; Latakia, Syria; and Alexandria, Egypt.

## The Human Element

Distinguished psychologists and sociologists, and top naval and military officers, have formed a Committee on Human Resources under the Joint Research and Development Board.

Dr. Vannevar Bush, chairman of the board, commented that the new committee is an experiment with strong possibilities for success. He said it is a recognition at the top level of the importance of the human element in national security.

The committee will concern itself with problems of psychology and psycho-physiology. It will study humans in relation to material and equipment; methods of determining qualifications of persons and of selecting personnel and putting them to good use; the psychology of resistance against attack, and the problems involved in handling large numbers of military personnel.

## U. S. Ships Welcomed

Warm messages of welcome were extended to U. S. ships which visited Suda Bay, Crete, under command of Vice Admiral Bernard H. Bieri, USN, Commander Naval Forces, Mediterranean. Some of the messages follow:

To the Admiral of the American Fleet in Suda Bay.

*The people of the community of Gavalohorion extend their greetings to the gallant American Navy in Cretan waters.*

President of the Community,  
Paputsdkis

To the Admiral of the American Fleet in Suda.

*With great joy the people of Heraclion extend their deepest and heartiest greetings to the glorious navy of the great democracy, our friend and ally.*

Governor of Heraclion,  
Nathenas

To B. H. Bieri, Vice Admiral, USN, Commander U. S. Naval Forces, Mediterranean, Suda, Crete.

*The society Ellamdra, which counts over one hundred thousand members, American citizens and Greeks, admirers of U. S. A. and organized for the purpose of fostering the development and consolidation of American-Greek friendship; having taken knowledge of your arrival at our country, extends to you its heartiest welcome.*

John Panagouloupoulos,  
Supreme President, Hellenic American activity, Ellamdra

To the Commander of the American Fleet in Suda.

*The Greek-American Society of Lasithiou County with great joy extend their heartiest greetings to the gallant Admiral and men of our glorious friend and ally, the Great Democracy.*

President,  
Michael Kozeres

To the Honorable American Admiral of the American Fleet in Suda.

*In the name of the citizens of Komopoleos Vamou, we greet the gallant American Navy in Cretan waters.*

President of the Community Vamou,  
Kastanias

## Flag Orders

Flag rank orders last month were as follows:

Rear Admiral William R. Munroe, USN, who has been under treatment at the Naval Hospital, Bethesda, is awaiting retirement.

Rear Admiral Freeland A. Daubin, USN, has been ordered to ComWesSea-Fron for duty. In a previous issue it was reported that Vice Admiral Al-

fred E. Montgomery, USN, had been ordered to relieve Rear Admiral Daubin as Com 17 with additional duty as ComAlasSeaFron and ComNorPac.

Rear Admiral Willard A. Kitts, 3d, USN, has been ordered to duty as Commander Training Command, Pacific Fléet, from duty as ComCruDiv 3. Rear Admiral Ernest E. Hermann, USN, has been ordered to duty as ComCruDiv 3 from duty in the office of CNO.

Rear Admiral Bertram J. Rodgers, USN, ComPhibGroup 1, has been assigned additional duty as ComTransRon 1.

Rear Admiral John J. Ballentine, USN, has reported for duty as ComCarDiv 1.

Rear Admiral Ernest H. Von Heimbürg, USN, has been ordered to duty under ComPhibLant, from duty as ComCruDiv 8. Rear Admiral Eliot H. Bryant, USN, has been ordered to duty as ComCruDiv 8, from duty as ComCruDiv 2.

Rear Admiral John R. Redman, USN, Deputy Commander Western Sea Frontier, has been assigned additional duty as Deputy Commander Pacific Reserve Fleet, relieving Rear Admiral Peter K. Fischler, USN, whose duty as Commander Training Command, Amphibious Forces, Pacific, were reported in a previous issue.

Rear Admiral John A. Snackenber, USN, who was Naval Attache and Naval Attache for Air, Greece, has been assigned duty as Chief of the Naval Group, U. S. Mission to Greece.

Rear Admiral Apollo Soucek, USN, has reported for duty as Commander Naval Air Test Center, Patuxent River, Md.

Rear Admiral Charles R. Brown, USN, who has been on duty at the Army Air Force College, Maxwell Field, has been ordered to the Naval War College, Newport, R. I.

Rear Admiral James D. Boyle, SC, USN (Ret) has been ordered to duty in the Material Division, Office of AstSecNav.

Commodore C. T. Dickeman, CEC, USN, has been ordered detached from duty and to be retired 1 October.

Commodore Thomas A. Durham, SC, USN, has been ordered detached from duty and to await retirement.

### Named GW Physician

George Washington University, Washington, D. C., has appointed Rear Admiral Luther Sheldon, Jr., MC., USN, (Ret.), as University physician. Rear Admiral Sheldon was appointed Commanding Assistant Surgeon in 1911. From 1944 to his retirement in 1946 he was District Medical Officer for Com 5.



BETTER FLIERS at less cost will result from Navy's use of SNJ 'Texan' (right) for early flight training stages. Old-type trainer (left) was called 'Yellow Peril.'

### MONOPLANE REPLACES 'YELLOW PERIL'

In the future, Navy planes will receive their initial flight training in a modern low-wing monoplane.

It is all because future naval pilots will receive their initial flight training in a modern low-wing monoplane. No longer will student pilots start their flying course in the "Yellow Perils" light biplanes. Instead they will begin with the SNJ "Texan," a training plane heretofore used as an intermediate or advanced trainer.

The use of the SNJ monoplane as a basic trainer was inaugurated last March at the Naval Air Training Bases, Corpus Christi, Tex., as an experimental primary flight syllabus with a class of 100 student aviators. This experiment proved to be highly successful, to the satisfaction of both student and teachers.

Flight training in light biplanes has been cast aside because of many disadvantages the students encounter in learning to fly them. Light biplanes have been so designated as to allow for the abundance of errors student pilots make. However, this causes numerous bad habits to be formed which must be unlearned before the beginner is capable of handling larger planes safely.

When using the SNJ "Texan" monoplane, the student will learn how to use controls and equipment that are also installed in combat aircrafts. Weighing approximately 6,000 pounds

when loaded, the SNJ "Texan" is double the weight of the biplane. Similar to combat planes, the SNJ "Texan" has retractable landing gear, flaps, controllable pitch propeller and radio equipment and is fully equipped for instrument flight.

Use of the SNJ "Texan" also has other advantages. Under the Navy's flight training program, much of the first 80 to 90 hours in the air is devoted to flying under simulated emergency conditions. During this period of flight, the student pilots' reactions to emergency situations become instinctive and spontaneous. These reactions are normal and safe in a biplane, but become extremely dangerous when applied in emergency conditions in heavier planes.

The false security which results from training in the light biplanes is avoided when flying in the SNJ "Texan." In learning from the beginning how to overcome emergency difficulties arising when flying the SNJ "Texan," the student pilots are better qualified to tackle modern operational aircraft.

Although use of the SNJ monoplane necessitates extended basic flight training, an early indoctrination in emergency flight conditions will give the Navy a better aviator in a shorter over-all length of time, and at less cost.

# THE BULLETIN BOARD

## Specific Ratings Listed In Which Naval Personnel May Enlist or Re-enlist

Lists of specific ratings in which certain naval personnel may enlist or re-enlist in the regular Navy were published to the recruiting service in Recruiting Service Orders 15 and 16-47, amending orders 11 and 12-47.

The directives list ratings in which eligible USNR and USN-I personnel may be enlisted or re-enlisted in the regular Navy under continuous service (within three months after discharge), and in which eligible USN, USNR and USN-I personnel may be enlisted or re-enlisted in the regular Navy under broken service (more than three months after discharge). Those with broken service must have been discharged on or after 15 Aug 1945.

The enlistments or reenlistments must be contracted on or before 31 Oct 1947.

Eligible USN personnel may, of course, continue to re-enlist in the regular Navy under continuous service in the same rating in which discharged, and so are not concerned with these provisions.

The ratings in which eligible personnel covered in paragraph 2, above, may enlist or re-enlist in the regular Navy (on or before 31 Oct 1947) are as follows:

• FC, RM, MM, MOMM, AEM, AMMI, RDM, SF, MMS, EM, ARM, AMM, Y, SK, SKD, SKV, PHOM, AMMC, AMMF, AMMP, AERM. Per-



He fills in the space with washable ink.

## Jewish High Holy Days Listed for All Commands

Commands were advised by BuPers Circ. Ltr. 123-47 (NDB, 15 July) that the Jewish High Holy Days of Rosh Hashanah (New Year) begin at sunset 14 September and continue until sunset 16 Sept 1947, and of Yom Kippur (Day of Atonement) at sunset 23 September until sunset 24 Sept 1947.

Leave should be granted, if practicable, to men of Jewish faith during these periods.

sonnel may be enlisted or re-enlisted in these ratings as follows: those discharged in pay grades 1, 1A or 2 may enlist or re-enlist in pay grade 3; those discharged in pay grades 3 or 4 may enlist or re-enlist in pay grade 4.

• MUS, AMMH, PR, AM. Personnel enlisting or re-enlisting in these ratings will be enlisted or reenlisted in pay grade 4.

• Radio technicians and electronic technician's mates may enlist or re-enlist as ETMs in the pay grade in which discharged.

Persons not eligible to enlist or re-enlist in the above ratings, persons who had no active naval service in World War II, and persons whose last discharge occurred prior to 15 Aug 1945—who are otherwise eligible for enlistment or re-enlistment—may enlist or re-enlist in no higher than pay grade 5, regardless of pay grade in which discharged. Those discharged in pay grades 6 or 7 may enlist in the pay grade in which discharged.

Details are available at recruiting stations and substations. Personnel on duty there will be pleased to explain them to interested persons.

## Gun Assignment Revised For MarCorps Personnel

Modification of the weapon assignment of marine personnel has been announced. Almar 71-47 declared field officers and above will be armed with the pistol; company officers and the first three pay grades will carry the carbine, and rifles are assigned to the last four pay grades.

Weapon allowances in post and station organization tables have been modified.

## Eligible Service Personnel May Vote in N. Y. State Elections by Absentee Ballot

Servicemen and women of New York State may vote, if eligible, by absentee ballot in the coming New York State elections.

The New York Division for Servicemen's Voting announced that applications for absentee ballots may be in the form of post cards prepared by it, or by the Federal government, or that application may be written out by the serviceman and will be accepted provided he states his name, home residence address by street and number, city, town and county, and the military address. The serviceman must, of course, be qualified as to age and residence to vote in New York State.

The application may be sent to the Division for Servicemen's Voting, Secretary of the State of New York, Albany 1, N. Y., or to the board of elections of the serviceman's home county of residence. Post card applications may be obtained from command voting officers.

Applications must be mailed to reach New York not later than 15 Oct 1947.

War ballots will be forwarded to servicemen by local boards of elections beginning 20 September. The ballots, in order to be counted, must be received by the Division for Servicemen's Voting not later than noon, 3 Nov 1947.

An oath form will be received by the serviceman with his ballot. This oath must be executed and witnessed by any commissioned officer or non-commissioned officer not below the rank of sergeant or petty officer third class.

When filled out, the ballot may be returned in the envelope provided with it, which requires no postage.

While there are no federal or state officers to be voted on in the 1947 New York election, there are a number of important offices to be filled, including supreme court justices. Two amendments of interest to servicemen are on the ballot. One provides for payment of New York State veterans' bonus and the other relates to absentee voting privileges.

Applications should not be mailed to the Navy Department or to BuPers.



## Rules Changed on Shipment Of Household Effects Upon Release From Active Duty

A Comptroller General's decision has made a change in the provisions governing shipment of household effects upon termination of active duty.

The decision makes it no longer permissible to have household effects shipped from home of record at time of release from active duty. Previously this was possible, provided that this expense was not greater than the cost required for shipping the effects from the last permanent duty station to the home of record.

As a result of the decision, household effects may now be shipped, at time of release from active duty, from any point to any point (except that they may not be shipped from home of record), with the provision that expense to the government will not exceed the cost which would be required for shipment from last permanent duty station to home of record.

BuSandA announced receipt of the decision, dated 13 June 1947, in Alstacon 231436 of June, stating that BuSandA Circ. Ltr. 20-4/L19 (ST) of 7 May 1947 was cancelled. Para. 29030, BuSandA Manual, is being modified.

## Electronics Training Applications Sought

Applications for training in electronics at the Naval School, Warrant Officers Electronics Engineering, NTC, Great Lakes, Ill., were called for in Navact 14-47 (NDB, 30 June). The Navact cancelled an earlier directive on the subject, Navact 4-47 (NDB, 15 February), but applications submitted under the earlier directive still will be considered insofar as they meet the changed requirements.

The new directive called for applications from non-aviation line officers of the rank of ensign and lieutenant (jg); USN temporary officers, except warrants, regardless of rank who have applied for and been accepted for permanent commission; and any chief radio electrician or radio electrician holding either temporary or permanent commission, provided he has not attended the school within the previous five years.

BuPers said applications are particularly desired from USN officers acquired under the terms of the transfer program (BuPers Circ. Ltr. 288-45) and who have electronics or communications background, or who desire to enter the electronics field.

Applicants must agree to serve three

## Birthday, Anniversary Greetings Broadcast To Relatives of Fleet, Overseas Personnel

Birthday greeting and anniversary felicitations broadcast over the radio to dads, mothers, wives or husbands living in certain areas, are now available to naval personnel serving in the Fleet or at overseas activities, thanks to a unique service arranged by the Pittsburgh Navy Recruiting Station.

Each week a 15-minute program, consisting solely of greetings to relatives of naval personnel, and the playing of their favorite songs, is broadcast to listeners in the following areas:

In Pennsylvania, the counties of Allegheny, Armstrong, Beaver, Bedford, Blair, Butler, Cambria, Cameron, Centre, Clarion, Clearfield, Fayette, Forest Elk, Fulton, Greene, Huntingdon, Indiana, Jefferson, Lawrence, Mercer, Mifflin, Somerset, Venango and Westmoreland.

In Ohio, the counties of Belmont, Carroll, Columbiana, Harrison, Jefferson, Mahoning, Monroe, Stark and Trumbull.

In West Virginia, the counties of Brooke, Hancock, Marshall, Monongalia, Ohio, Preston and Wetzel.

To insure the accurate broadcasting

of such greetings, personnel are requested to forward to the OinC, U. S. Navy Recruiting Station, Old Federal Building, 300 Smithfield St., Pittsburgh, Pa., the full name and address, including definite relationship, of any of the four relatives mentioned above to whom they desire to extend greetings over the radio station covering the area in which the relative lives. Included in the information should be the name of the relative's favorite song, and any special greeting the sender desires to have broadcast. All requests for broadcasts must be received at the Recruiting Station 30 days in advance.

You don't have to worry about a relative not listening to his radio. Prior to the broadcast, the Recruiting Station will write to each person requesting that person to listen to the station making the broadcast at the proper time and date.

In exchange for this service, the Pittsburgh Recruiting Station will appreciate it if each Navy man from the Pittsburgh area brings in a recruit the next time he is home on leave.

years in the Navy after completion of the course. Application must be forwarded via official channels to reach BuPers (Attn: Pers 4223) at least 60 days before the class convenes.

Classes will convene 1 Jan 1948 and each six months thereafter.

COs' endorsements must indicate availability of applicant, and his suitability for electronics duties.

## Release of Reservists Conforms With VA Ruling

Modified procedure for release from active duty of persons ordered to training duty from an inactive duty status, was announced in BuPers Circ. Ltr. 103-47 (NDB, 15 June).

The modification was issued because of a Veterans Administration ruling that, "Fifteen-day training duty periods for the purpose 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 establishment of the qualifying period [90 days' active duty] for such benefits under the act. A different conclusion would be required if the call to duty were for an indefinite period and the veteran served 30 days or more..."

BuPers Circ. Ltr. 301-46 (NDB,

31 Dec 1946) had included procedures for issue of addenda to the Notice of Separation, when persons were separated after training duty periods. The addenda show additional periods of active duty subsequent to the original Notice of Separation. The intent is to provide persons concerned with an affidavit upon which to base claims for additional entitlement to benefits under the GI Bill.

Because of the VA ruling, Circ. Ltr. 301-46 was modified by Circ. Ltr. 103-47.

Accordingly, under the new procedure, persons ordered to training duty for a period of less than 30 days and who serve on training duty, including travel time to and from such duty, less than 30 days, will be processed for release from training duty in accordance with BuPers Manual, Part H—(revised 1947), and no addenda will be issued.

Persons ordered to training duty for a period of 30 days or more, or who serve on training duty, including travel time, 30 days or more, may be entitled to additional benefits under the GI Bill, and will be processed in accordance with Circ. Ltr. 301-46. They will be issued addenda to the Notice of Separation stating their additional periods of active duty.

**'YOU CAN WEAR YOUR UNIFORM WITH PRIDE'**

In a message to the men of the Atlantic Fleet, Admiral W. H. P. Blandy, USN, Commander in Chief, Atlantic Fleet, gave a convincing answer to the question why we must have a strong Navy. Because of its timely interest, ALL HANDS is publishing the following excerpts from Admiral Blandy's message:

"World War II is over, except for the peace negotiations. But this is not yet a peaceful world. It is still a world in which aggressor nations can and do impose their wills upon nearby weaker neighbors. . . .

"The way to block such aggression is for peace-loving and non-aggressive nations like ours to help the weaker nations to resist, primarily by giving them financial aid, but backing it up by the possession of a strong fighting force, which is the argument aggressors understand best. This is clearly the course being followed now by the United States. And the fighting force must be able to act in any part of the world, not just at home. That's where the Navy comes in.

"You probably have heard of an American admiral named Mahan. What he wrote 50 years ago is still true today, though our weapons have greatly changed: the primary mission of the Navy is to control the sea—to gain its use for ourselves, and deny its use to the enemy. The need for using the sea for transportation is clear. Both in peace and in war, thousands of times as many men and tons of material move overseas by water as by air. To guarantee the use of this great highway for the great volume of our own traffic, and to keep the enemy off it, is the Navy's job. . . .

"The Navy sometimes has other jobs, such as striking land targets

either on the enemy coast or at considerable distances inland with our carrier air forces, or using everything we have in amphibious operations to put a landing force of Army or Marines ashore and help them in the initial fighting there. But the main mission of the Navy, no matter what we use to do the job—airplanes, subs, surface ships, Marines—is still what it always has been: control of the sea.

"To control the sea these days does not mean just fighting other navies. It is true that there are no large navies left in the world except England's and ours, and we certainly have no thought of fighting England. But let's look at Okinawa. There we suffered our greatest naval losses of any campaign in our history, even though we won. Hundreds of our ships were sunk or damaged—10,000 Navy men were killed or wounded—and not one of these losses was caused by a Jap naval ship. Most of them were inflicted by land-based kamikaze planes, some of them naval, but none operating from carriers at the time. Other casualties were caused by mines, and by shore batteries; and a very few by suicide attack boats, manned by the Jap Army.

"If we hadn't stayed in there and taken those casualties, the transports supplying the Army and Marines would have been sunk, and the fight ashore lost.

"Although we fervently hope not, some day we may have to repeat that Okinawa fight, somewhere else. So don't let anybody tell you there must be an opposing fleet, especially a surface fleet, to justify a strong Navy. Land-based air power and that deadly menace, the submarine, could keep us busy enough."

Increased range of land-based bombers, guided missiles and atomic age, have been interpreted by some people as making navies obsolete. Admiral Blandy said:

"As for strategic bombers, long range guided missiles, and atomic bombs, (unless the latter are successfully outlawed) each of these already has or will have its place in warfare, but they will not eliminate armies or navies. In the first place, ships and troops are less vulnerable to atomic bombs than cities, due to their ability to spread out. And even considering atomic attack on cities, mere bombardment, whether in older wars by artillery or in World War II

by explosive and incendiary bombs, has never alone brought an enemy to his knees. Usually there must be other factors also working to cause his surrender: for instance, the destruction of his merchant marine, by which he gets his essential raw materials for war industries, and fuel for his airplanes; and practically always, either an actual invasion, as in Germany in World War II, or the certainty that one was coming, as in Japan. These factors require sea and ground forces. . . .

"There is also the business of keeping our overseas allies supplied with the food, industrial materials and equipment they need, both to fight and to live; and the matter of bringing in things we need, such as certain metals, and coffee and sugar. . . .

"All the above activities call for using the sea for transportation. The sea will continue to be a much used highway for a long time yet. So, in spite of the new "push button" weapons, (many of which will be used by the Navy, too), and the increasing use of airborne weapons and fighting men, sea power, including as its primary striking force, sea-air power, will continue to be an essential part of our armed forces, for as long as you are concerned with the matter, and far into the distant future.

"You can be sure that the lineup of ships and aircraft in the Fleet is the result of deep thought by the best brains in the Navy Department, and is in agreement with plans made by the Joint Chiefs of Staff and approved by the President, within the limit of appropriations made by the Congress. There is not an unnecessary type of ship or aircraft in the Fleet. All are important. Thereafter you can consider yourself, no matter what force you are in, or what your assigned duties may be, as an important member of this Fleet.

"Knowing your Navy's importance to the national defense and world peace, and your own importance to the Navy, you can wear your uniform with pride. That pride should be increased by the knowledge that thousands of fine men before you have been proud to wear it, from the days of John Paul Jones and Stephen Decatur to those of Bill Halsey and Pete Mitscher; and some of the finest have died in it. I hope that won't happen to you. It is not likely to happen, if our country keeps a big enough Navy, and if you keep it efficient."



"See, the outfield isn't so bad!"

## Deadline Set for Awarding Presidential Testimonial For Honorable War Service

The Presidential Testimonial will not be issued for service on and after 1 Jan 1947, according to a decision of the Joint Army-Navy Personnel Board announced in BuPers Circ. Ltr. 115-47 (NDB, 30 June). Service to quality for the testimonial must have been honorable and must have occurred between 16 Sept. 1940 and 31 Dec 1946, inclusive.

The testimonial will continue to be awarded to those persons who have not received it, under the following provisions:

Ships and stations were directed to issue the testimonial to persons currently on active duty and who qualify as to service requirements. COs may procure a supply of the testimonials from district publication and printing offices.

Persons who have been separated, and who have not received a testimonial, may apply to the COs of certain activities and present, either in person or by mail, a notice of separation or certificate of satisfactory service (Army personnel may submit a certificate of service or certificate of discharge).

Army—Forts, headquarters, general hospitals, separation centers and points, airfields, air bases, ports of embarkation, recruiting offices.

Navy—Separation activities, district headquarters and river commands, recruiting offices, air stations.

Marine Corps—Headquarters, Marine Corps Reserve districts; all commanding officers and recruiting stations.

Coast Guard—Offices of the commanders, Coast Guard districts.

## MarCorps Seeks Applicants For Auto Mechanic Course

Applications for training in the automotive mechanics course at the Motor Transport School, Camp Lejeune, N. C., are being accepted from qualified Marine Corps personnel, it was announced by Almar 61-47.

Personnel who meet qualifications for assignment to the course, outlined in Letter of Instructions 1387, are urged to apply immediately, as trained motor maintenance men are needed.

The directive stated that upon graduation applicants will be returned to their respective commands, if requested by their COs. Exception to this will be those who are presently serving overseas and who would ordinarily be due for rotation.

## POSTGRADUATE TRAINING COURSES LISTED

BuPers has called for applications from officers for postgraduate training in a variety of courses expected to convene in 1948. BuPers Circ. Ltr. 107-47 (NDB, 15 June) lists courses planned and states details as to curriculum and eligibility, and deadline for applications.

Signed agreements not to resign during the courses, and to serve three years after completion of the studies, is required. Boards will select students for the courses on the basis of previous school record, service record and endorsements. No other letters of recommendation are desired.

The list of courses, applications for most of which are due during the next several months, include the following (all courses to be taught at the Postgraduate School at the Naval Academy, except as indicated; see the circular letter for details):

- Aerological Engineering—2 years, outstanding students may be given a third year in meteorological development and exploitation at a civilian institution.

- Applied Aerology—1 year.

- Aeronautical Engineering—3 years, for aviators; third year at M.I.T., CalTech, R.P.I., U. of Michigan or Purdue.

- Aeronautical Engineering (Armament)—3 years, for aviators; third year at a civilian university.

- Civil Engineering—2 years, at R.P.I.

- Applied Communications—1 year.

- Electronics Engineering—3 years; sonar group third year at U.C.L.A., winter term third year at a commercial laboratory.

- Law—3 years at George Washington U., Georgetown and Catholic University.

- Naval Administration—5 months at Stanford.

- Naval Construction and Engineering—3 years, at M.I.T.

- Naval Engineering—3 years; small groups will be selected during first year to study engineering curriculum in petroleum, metallurgy, chemistry, gas turbines and jet propulsion, nuclear power and fire fighting and fire protection at civilian institutions.

- Applied Naval Engineering—1½ years.

- Naval Intelligence—1-2 years, at Intelligence School, Anacostia, D. C.; study of intelligence and a foreign language and area.

- Ordnance Engineering—3 years; grouped into specialties during first year, thence to various universities.

- Ordnance Engineering (Aviation)—3 years, for aviators; second and third years at a civilian university.

- Personnel Administration and Training—15 months, at Stanford, Northwestern and Ohio State.

- Radiological Safety Engineering—undetermined length; details of course not yet established.

- Textile Engineering—2 years; at Lowell Textile Institute, Lowell, Mass. (for supply officers).

- Business Administration—2 years at Harvard and Stanford (supply and AEDO officers).

- Advanced Management—13 weeks, at Harvard (senior EDO officers).

- Management and Industrial Engineering—1 year, at R.P.I.

- Advanced Science—3 years; a small group will be chosen during first year from aeronautical, electronics, naval and ordnance engineering groups for further specialization in scientific fields at civilian universities.

- Chaplains—1 year, at various seminaries.

## Parcels from Overseas No Longer Custom Free

Gift parcels sent home by military personnel overseas are no longer exempt from custom duty. Alnav 167-47 (NDB, 31 July) announced that Navy personnel serving outside the continental U. S. (except Alaska, Hawaii, and Puerto Rico), who wish to send home heretofore custom free gifts, must comply with governing postal laws.

Parcel post shipments not exceeding \$100 must be accompanied by a custom declaration giving an accurate description and value of the contents. Shipments exceeding \$100 must be accompanied by consular certification or invoice as specified by U. S. Postal Laws and Regulations, 1940.

Effective immediately these provisions are applicable to ships and stations located outside the continental U. S.

## List Includes Cancelled Letters, Alnavs, Navacts

Ship and station administrative and personnel offices may note BuPers Circ. Ltr. 134-47 (NDB, 31 July). The letter lists cancelled BuPers numbered and unnumbered circular letters, and cancelled Alnavs and Navacts originated by BuPers.

# Reenlistment Includes Chance to Pick Next Duty Station

Here's a new circular letter that explains itself. BuPers Circ. Ltr. 141-47 (NDB, 31 July) is of prime interest to men whose enlistments are about to expire. It reads as follows:

"Now that the fighting war has been over for almost two years, and the Navy is more closely approaching its normal peacetime operating schedules, the Chief of Naval Personnel desires to place into effect certain measures which will give to a man, upon re-enlisting, considerably more opportunity and latitude than he now has in obtaining the type and location of duty which he desires.

"Broadly speaking it is desired:

"(a) To permit a man to re-enlist under continuous service aboard any ship in commission (or at any naval activity) which he may select.

"(b) To allow a man who re-enlists on board a ship in commission to remain in that ship for a stated minimum period before he can be considered eligible for transfer, except at his own request.

"(c) To more adequately safeguard a man who has completed a tour of duty beyond the seas from being returned involuntarily to that form of duty within certain time limits.

"In other words, the Chief of Naval Personnel believes that any man, upon re-enlisting, should have the privilege not only of expressing his preference for the ship or station where he will commence his new enlistment, but that every possible consideration should be given to granting his preference."

Here's how it works.

- *Re-enlistment at previous perma-*

*nent duty station within 24 hours from date of discharge:*

If on board a ship, the man will not be transferred for six months following the date of his re-enlistment, unless he agrees to such transfer.

If at a shore station, the man will, if he desires, be retained on board for the completion of his normal tour of shore duty or for a minimum period of six months, whichever occurs earlier.

- *Re-enlistment after 24 hours and within 30 days after discharge:*

A man may re-enlist on board any ship to which he presents himself. If the ship has a vacancy in allowance for a man of his rating, he will not be eligible for transfer (unless he agrees to transfer) for a period of four months following the date of re-enlistment.

If such man desires to take his re-enlistment leave, the following procedure will govern:

In the case of a ship in U. S. coastal waters, and where the man's leave address is on the same side of the Mississippi River as his ship (or within 1,000 miles from the ship if the ship is in a Gulf port), he will be returned to the ship upon expiration of leave. If the leave address is beyond the limits specified here, he will be ordered to report to the receiving station nearest his leave address upon completion of leave, for BuPers assignment.

In the case of a ship outside U. S. coastal waters, or a ship scheduled to leave the U. S. in the near future, the commanding officer will determine whether to retain the man in his ship or require him to report, upon expiration of leave, to the receiving station nearest his leave address, for BuPers assignment. This determination will be made on the basis of needs of the ship and cost to the government in time and money if the man returns to the ship after leave. The above distance limits will not be exceeded.

If the ship has no vacancy in allowance in the man's rating, the man may be accepted for re-enlistment and one of these two courses may be followed:

If he does not desire re-enlistment leave his presence will be reported to the administrative commander, who will consider his enlistment in that ship as an indication that the man prefers duty in that type of ship. Except under exceptional circum-

stances, the man will be assigned duty in that type, although not necessarily aboard the specific ship on which he re-enlisted.

The man may be granted any re-enlistment leave to which he is entitled and ordered to report to the receiving station nearest his leave address, for BuPers assignment.

A man may re-enlist aboard any shore station at which he presents himself. If he does not desire re-enlistment leave, he will be retained on board and reported to BuPers for further assignment. The report to BuPers will indicate the type and location of duty desired by the man. If re-enlistment leave is desired it will be granted, with orders to report to the receiving station nearest the leave address, for BuPers assignment.

- *Re-enlistment after 30 days and within three months after discharge:*

A man may re-enlist on board any ship to which he presents himself. His presence will be reported to the

## HOW DID IT START?

### Salutes

The knights of old raised their visors when meeting a member of the same order or of another friendly order. This act of chivalry and respect is believed to be the basis for the hand salute as it is practiced by military men throughout the world today.

Even in the earliest days of organized units, the junior would uncover in meeting or addressing his senior. In 1796, Lord St. Vincent put an order into effect that all officers would remove their hats when receiving orders from their superiors, "and not to touch their hats with an air of negligence." As time

went on the men would just touch their hats. If a man was uncovered he would touch a lock of his hair.

The British Navy copied the hand salute from its Army; in time it was passed on to the U. S. Navy.

Members of the British and French armies salute with the palm of the hand outwards. It is believed this practice originated in the old days to show that they had nothing hidden in their hands.

Men of the military forces are paying due respect to the uniform of a companion in arms when they salute one another.



"Oh, no . . . no—on your feet!"

administrative commander. If he is reassigned, he will be given duty in another ship of the type on board which he enlisted, or duty in a ship of another type within the same fleet.

A man may re-enlist on board any shore station to which he presents himself. He may indicate type of duty desired. He will be reported to BuPers and retained aboard pending further assignment.

Those are the general provisions. They are effective only within the limits of certain special provisions, which follow:

Persons eligible for re-enlistment under this circular letter are those discharged from the regular Navy with honorable discharge, general discharge or under honorable conditions discharge, by reason of expiration of enlistment or convenience of the government.

Persons presenting discharge certificates of a type other than those referred to above may not be re-enlisted without specific authority of the Bureau in each case.

Persons eligible may be re-enlisted in USN aboard any ship or station provided re-enlistment is effected within three months from date of discharge from USN, and provided the ship or station (excluding Navy Recruiting Stations) is equipped with berthing and messing facilities required for applicants, and facilities for conducting required physical examinations are available. Ships and stations not so equipped will try to arrange transport of applicants to nearby naval facilities which are so equipped.

Men discharged after completing sufficient service for transfer to the Fleet Reserve, if otherwise eligible, shall not be re-enlisted unless they first execute a signed statement waiving their rights to apply for Fleet Reserve transfer until they complete two years of service under the re-enlistment contract.

Re-enlistment must be accomplished within three months from date of discharge from USN (continuous service). A man discharged on 7 September may re-enlist on any date up to and including 7 December, and be considered as re-enlisting within three months.

Persons re-enlisting under this circular letter, who have served 18 months outside the continental limits of the U. S. (except in Hawaii and the Canal Zone) within the past two years, are not eligible for assignment to an outlying base or to a ship on foreign station or a ship scheduled to

## HEADS OR TAILS? CAN'T WIN WITH JETS

Mules are very dependable. Just stay away from the stern and you'll be o.k.

Likewise with airplanes, except it's the bow you must avoid.

That is, until recently. A Flight Safety Bulletin now warns of the dangers of the jet airplane, which, it seems, poses a security problem both fore and aft.

The high-velocity, extremely hot exhaust from the tail of a jet plane can cause serious burns or hurl a man a good distance, the Bulletin warns.

You're not safe out front, either. The intake scoops set up such a suction there is danger of being drawn against the intake and held there until

someone can get around and shut the darn thing off.

The Bulletin points out that plane handlers, especially on carrier decks, must be alert to the danger areas offered by jet aircraft, and recommends

The Bulletin also warns that a jet must cool down at least a half-hour before mechanics attempt to work on the tail piece, and that no part of the plane should be worked on during or immediately after engine operation.

One more caution. Hang onto your hat around jets. Hats, eyeglasses, rags, tools, loose clothing, even false teeth, sucked into a jet engine, and . . . well, you just have to tear the whole thing down.

depart within the next three months for a regular tour of duty on a foreign station (except Hawaii and the Canal Zone) for a period of six months subsequent to re-enlistment, unless they request such duty.

Navy recruiting stations will continue, of course, to effect enlistments and re-enlistments in accord with directives of the Recruiting Service.

Persons who have been separated from the regular Navy longer than three months (broken service) will be re-enlisted at regular Navy recruiting stations *only*.

Persons applying for enlistment or re-enlistment in USN after discharge from UNSR or USN-1 will not be enlisted or re-enlisted in USN under authority of this letter. They will be referred to a recruiting station.

The letter concludes: "No system so broad in scope will work in every instance. The exigencies of the service, unexpected changes in operating schedules, and so on will unquestionably bring about instances where departures from the requirements of this letter must be made. These exceptions will be negligible in number if all hands do their utmost to meet, in good faith, the conditions outlined herein."

### 98 Pass Examinations For Advancement to 1A

Men who passed the latest examinations for advancement to pay grade 1A ratings were listed in BuPers Circ. Ltr. 126-47. Of 161 men who completed examinations, 98 passed with marks of 2.5 or better.

The letter listed 70 men who passed, and gave authority for their advancement to pay grade 1A, if ad-

vancement had not already been effected under authority of separate letter previously issued by the Bureau. Twenty-eight additional men who passed were listed separately, but were not advanced because of budgetary restrictions and lack of vacancies in overall Navy allowances in their rates.

The 28 who were not advanced may, if circumstances permit, be advanced prior to 15 Jan 1948. This list will be cancelled on that date.

### 19 Selected to Attend Industrial College Course

Nineteen naval officers have been selected to attend the 1947-48 course at the Industrial College of the Armed Forces, Washington, D. C. The 10 months' course begins 2 Sept 1947.

The Industrial College formerly was known as the Army Industrial College. It provides inter-service training in aspects of mobilization of the national economy, procurement planning, economic warfare and the economic war potential of foreign nations.

USN officers selected for the next session include:

- Line—Captains Malen Durski, Warren E. Gladding, Tyrrell D. Jacobs, Robert E. Jasperson and Levi J. Knight, and Commanders George K. Hudson and Charles E. Pond.

- Aviation—Captain Malcolm M. Cloukey and Commanders Barton E. Day, Jay Y. Lichtenwalner, Lee W. Mather, Sanford L. Mead and Luke H. Miller.

- Staff—Commanders Henry T. Gannon, MC; R. C. Jensen, CEC; Maxwell R. Mowry, SC; Charles F. Palmer, SC; Robert I. Phillips, DC, and Chauncey C. Williams, SC.

## Officer Personnel Act Explained by BuPers Analysis

General provisions of the Officer Personnel Act of 1947 (Public Law 381, 80th Congress) were discussed in an analysis by BuPers. It was emphasized that the discussion was for the purpose of general interpretation, and was not to be construed as a legal interpretation of the act. For the complete BuPers analysis, see the Navy Department Bulletin issue of 15 August. Titles I through IV of the act regulate the permanent and temporary promotion of officers of the line and staff of the Navy and Marine Corps. It is a system of promotion by selection to fill vacancies in the line and in the Marine Corps, with fixed distribution prescribed in percentages for the various grades. Staff corps officers will be promoted on an equitable basis in step with their line running mates.

The act provides for temporary promotion of Reserve officers on active duty with the regular Navy, but its provisions do not apply to the promotion of Reserve officers assigned to active duty for training, or ordered to active duty in connection with organizing, administering, recruiting, instructing, training or drilling the Naval Reserve, or ordered to temporary active duty for the purpose of prosecuting special work.

Generally speaking, basic provisions of the act relating to distribution in grades, selection, promotion, retirement and discharge of line officers of the Navy are applicable,

as under previous law, to officers of corresponding grades of the Marine Corps. Limited duty officers, as described for the Navy in an accompanying article, are provided for the Marine Corps under identical conditions as provided for the line of the Navy. With certain exceptions, provisions of the act relating to EDO officers of the line of the Navy are applicable to supply-duty-only officers of corresponding grades of the Marine Corps.

The Navy has been operating under temporary promotion laws since 1941. To get the new system into operation the act prescribes the following steps:

- Establish the lineal position of all line officers in the order of seniority existing on the date of the act. This will preserve the existing relative precedence of regular, Reserve and temporary officers on active duty, as of that date. For permanent appointments and future promotional purposes officers serving under "spot" appointments will be listed in the position they would occupy without spot appointment.

- Assign line running mates to all corresponding staff corps officers on active duty, and establish their lineal positions according to the seniority of their running mates.

- Apply the authorized distribution to the number of permanently commissioned line officers, exclusive of EDO, AEDO and SDO officers on

active duty, to determine the authorized number of permanent commissions in each grade.

Issue permanent commissions to permanent officers on the basis of this distribution for the line, and to permanent staff officers according to the permanent appointments of their line running mates, subject to the allowed numbers prescribed for staff corps flag officers, captains of the Medical Service Corps, and commanders and lieutenant commanders of the Nurse Corps. EDO, AEDO and SDO officers will receive permanent commissions depending upon their precedence with respect to unrestricted line officers, subject to the limitation of the authorized number of rear admirals. No officer may receive a permanent or temporary commission in a grade higher than that in which serving on the date of approval of this act. Permanently commissioned Reserve officers on active duty will be eligible for a permanent commission in the Reserve in the same grade to which the permanent regular officer next junior is appointed.

- Apply the authorized distribution to the total number of unrestricted line officers on the active list, including Reserve, temporary and regular officers, to determine the total number of all such officers who may be serving in each grade under permanent or temporary appointments, and issue temporary commissions as necessary to fill the grades. Apply distribution where prescribed for staff corps, and issue temporary commissions to staff officers on the basis of line running mates, and distribution where applicable, and to EDO, AEDO and SDO officers on the basis of their lineal position.

In making the computations to determine the total number allowed in each grade under permanent and temporary commissions combined, if SecNav finds that a lesser number than the computed number will meet the needs of the service in a grade, the lesser number shall be the authorized number, and the authorized number in any lower grade may be increased accordingly. In the initial redistribution it is expected that it will be necessary to revert several hundred of the present temporary captains to the grade of commander. No reversion in other ranks is expected to be required.

### NAVY STUDIES ANIMAL LIFE IN FAR NORTH

In the future, sailors on duty in the Arctic regions will be better acclimatized.

Why?

Because the Navy is studying animal life!

The studying of animal life doesn't register very nautically with most sailors, but the results of the animal research program recently inaugurated by the Navy will have its influence upon the way sailors will live in the Arctic.

Seven civilian scientists from Swarthmore College, Swarthmore, Penn., and Cornell University, Ithaca, N. Y., have gone to Barrow, Alaska, to begin the Navy's biological research program.

Their objective will be to gain knowledge of the biological acclimatization and adaptation needed by humans in the Arctic. This information they hope to discover by studying the metabolism of warm and cold-blooded animals that live within the Arctic Circle. Also to be studied will be the expenditure and economy of animal heat and the physiological basis of orientation of Arctic birds during migration.

The study will continue for a year to permit the scientists to follow their studies through the transition from summer to winter and from winter to summer, and to reveal the stresses imposed upon Arctic life by climate and profound and rapid seasonal changes.

No qualifying examinations are required for permanent or temporary appointments received under this initial redistribution.

After the above redistribution is accomplished, all promotions will be by selection, the eligibility requirements and selection board procedure being the same, whether for temporary or permanent promotion. So long as temporary promotions are permitted under the act, selection boards for permanent promotions will not be convened.

The act provides a transition period to enable the Navy to stabilize gradually its permanent commissioned strength. This period will terminate when the number of permanently commissioned officers of the line of the regular Navy equals 95 per cent of that authorized by law, but not later than 1 Jan 1957. During the transition period, Reserve and temporary officers are authorized on active duty to meet officer requirements above the actual number of regular officers on active duty, and temporary promotions, by selection, are authorized on a strictly regulated basis during this period.

For the regular officer, selection for temporary promotion and failure of selection for temporary promotion will have permanent effect. A regular officer serving in a grade under a temporary appointment will be permanently commissioned in that grade without further selection when the distribution, as applicable, applied to the number of regular officers on active duty would place him in that grade.

For example, a regular line officer whose permanent grade on the date of the act was lieutenant and whose temporary grade was commander, might, as a result of the redistribution, receive a permanent commission as a lieutenant commander and a temporary commission as commander. As soon as the distribution percentages applied to regular officers would place him in the permanent grade of commander, he would be permanently commissioned in that grade without further selection. If selected for temporary promotion, and temporarily promoted to captain, he would later be permanently commissioned as a captain when the distribution of regular officers permitted, without further selection. But if he failed of selection for temporary promotion to captain twice or more, he would be retired upon the completion of 26 years of commissioned

service. Failure twice or more of selection in any lower ranks would likewise subject an officer to forced retirement, but under varying details, as provided in the act (see below).

A Reserve or temporary officer on active duty reaching a promotion point will be temporarily promoted if recommended by the selection board as qualified for continued active duty. It is not required that such officers be recommended as best fitted for promotion to the next higher grade. Reserve and temporary officers not recommended for promotion are not retired or discharged, and may be retained on active duty with their consent.

Under stabilized conditions it is expected that the rate of forced attrition at each promotion point between lieutenant (jg) and captain will be about 20 per cent. However, since most officers are now well ahead of schedule in regard to total normal commissioned service for their grades, forced attrition rates in the immediate future will be low, and terms

of normal service in grade may be exceeded until normal terms of total commissioned service are approached.

Briefly, the act provides the following rules on involuntary separations and retirements.

- Lieutenants (jg) and lieutenants, except lieutenants of the Nurse Corps, failing twice of selection to the next higher grade are discharged with severance pay at the rate of two months' active duty pay for each year of commissioned service, the total not to exceed two years' pay. Under the Nurse Corps Law, lieutenants of that corps retire at age 50, regardless of failure of selection.

- Lieutenant commanders, except nurses, who have failed twice or more of selection and have completed 20 years of commissioned service will be retired with two-and-a-half per cent of base pay and longevity for each year of service creditable for pay purposes. Lieutenant commanders of the Nurse Corps retire at age 55 regardless of failure of selection.

- Commanders, except those of the

## CARTOONS TEACH FOREIGN LANGUAGES

The latest method in language teaching is through the use of comic strip characters.

This can be vouched for by the



CARTOONS were used aboard USS *Randolph* to teach midshipmen foreign languages during cruise to Europe.

midshipmen who visited Goteborg, Sweden, and Oslo, Norway, this summer.

Under way toward the Scandinavian countries, Captain D. Ward Hargigan, USN, commanding officer of USS *Randolph*, inaugurated a course in Swedish for the touring midshipmen with Lieutenant (junior grade) A. William Oxholm, USNR, as instructor.

What made this language course popular was the teaching method. A comic strip character called "Swabby" was originated by Lew Schwartz, SPX2, USN, of New Bedford, Mass. His first photographic slides were entitled, "Swabby Visits Sweden." The cartoons illustrated the phrases that Lieutenant Oxholm deemed important for the men to know. With the success of Swabby's Swedish visit, another cartoon strip entitled "Swabby Visits Norway" was produced.

With the aid of helicopter guard mail, the "Swabby's" language slides were made available to other ships.

Because they did not have facilities to show slides, four destroyers going to Copenhagen, Denmark, missed the adventures of "Swabby." However, taking matters into their own hands, they were aided in their language study by the use of Danish language and phrase books.

Medical Service Corps, who fail twice or more of selection and have completed 26 years' commissioned service will be retired with two-and-a-half per cent of base pay and longevity for each year of service creditable for pay purposes. Commanders of the Medical Service Corps will not be retired for failure of selection until they complete 30 years of commissioned service. Commanders of the Nurse Corps retire at age 55.

- Captains who complete 30 years of commissioned service and who have failed twice or more of selection, and all other captains not on the promotion list upon completion of 31 years of commissioned service, will be retired with two-and-a-half per cent of base pay plus longevity for each year of service creditable for pay purposes, not to exceed 75 per cent. However, captains with 29 or more years of commissioned service as of 30 June 1948 will not be retired solely by reason of completing 31 years of commissioned service until they shall have twice failed of selection by boards convened under the act, and if line officers, under the 1938 law which has been suspended since 1942. Captains who have lost numbers or precedence will not be retired by reason of completing 31 years of commissioned service until they have completed five years' service in the grade of captain. Not to exceed 10 SDO, 5 AEDO, 10 EDO, 22 SC, 22 MC, 12 DM, 7 CEC and 25 CHC captains, if selected, may be continued on active duty for 35 years' commissioned service, with reconsideration each year.

- Rear admirals designated for retirement by a board to create vacancies, and rear admirals failing twice of selection for continuing on active duty will be retired with two-and-a-half per cent of active duty pay for each year of service creditable for pay purposes, not to exceed 75 per cent.

- Limited duty officers failing twice of selection will have the option of being discharged or retired as provided for other officers, or of reverting to warrant officer status to complete 30 years' service. Limited duty officers will be retired upon the completion of 30 years of active naval service.

- Regular officers of the grade of lieutenant commander or above who have transferred to the regular Navy who fail twice or more of selection will be involuntarily retired when the next junior regular officer com-

### **Limited Duty Officers Authorized by New Act**

The Officer Personnel Act of 1947 (discussed on this page) provides for a new category of officer, the limited duty officer.

The President is authorized to permanently appoint commissioned warrant officers, warrant officers, CPOs and first class POs of the regular Navy to commissioned grades up to commander in the line, the Supply Corps and the Civil Engineer Corps, for the performance of limited duty only in the technical fields indicated by their warrants or ratings.

For two years after the date of approval of the act the President may make original appointments of limited duty officers in the grade of commander and below of personnel whose permanent status is commissioned warrant officer, warrant officer, CPO or PO1 of the regular Navy; but no person shall be eligible for an original appointment in a grade above ensign unless he shall have completed Navy service as follows: for commander, 28 years; lieutenant commander, 22 years; lieutenant, 16 years; lieutenant (jg), 13 years.

After the two-year period, all original appointments will be made only in the grade of ensign, from among personnel with at least 10 years' naval service.

The total number of limited duty officers authorized in the line at present strength will be about 1,100.

pletes the necessary service for promotion. Such officers will receive a minimum of 50 per cent of active duty pay as retired pay, however, if they have less than 20 years' commissioned service.

- If a selection board reports that the records and reports of an eligible officer with less than 20 years' service indicate unsatisfactory performance of duty in his present grade and indicate that he would not satisfactorily perform the duties of the next higher grade, such officer will be discharged from the Navy on 30 June of the fiscal year in which so reported with two months' pay for each year of service, the total not to exceed two years' pay.

Discussions of the promotion bill appeared in ALL HANDS, August 1947, p. 12, and April 1947, p. 54.

### **Swimming Qualifications Will Become Permanent Entry in Service Record**

Swimming qualifications of all enlisted personnel will become a permanent entry in service records.

Announced in BuPers Circ. Ltr. 136-47 (NDB, 31 July), the entry will be made on page 4A-4B (Rev. 3-46) of the enlisted service record. Even though the duplicate page has already been forwarded to BuPers, the entry must be made on the remaining original copy.

Minimum requirements for classification of swimmers are:

**Third Class:** Enter the water, feet first, from a minimum height of five feet, and swim 50 yards.

**Second Class:** Prerequisite — successful completion of test for swimmer third class, and:

- Enter the water, feet first, from a minimum height of 10 feet and remain afloat for 10 minutes. During this time the man must swim 100 yards and use each of three strokes for a minimum distance of 25 yards.

**First Class:** Prerequisite—successful completion of test for swimmer second class, and:

- While in the water, approach a man of approximately his own size, demonstrate "break or release," get him in a carry position, and tow him 25 yards.

- Enter water, feet first, and swim under water for 25 yards. Swimmer is to break the surface for breathing twice during this distance, at intervals of approximately 25 feet.

- Remove trousers in water and inflate for support.

- Swim 220 yards, using any stroke or strokes desired.

### **'Old Sailors Never Die'**

Old acquaintances were renewed when USS *Shenandoah* (AD 26) paid a visit to the Greek port of Piraeus.

Two former CPOs, now residents of Greece, came aboard the *Shenandoah* to pay their respect to the captain and the crew. They were Andrew Copassaki, ex-CBM, and \*Theodore Constant, ex-CCS.

Copassaki began his naval career in 1893, and was retired in 1924. For heroic action during World War I, he received the Navy Cross.

Most interesting part of the visit of the former Navy men was when Constant met one of his old shipmates. The *Shenandoah's* chief master-at-arms, Stephen E. Kitchenka, CM, USN, served with Constant in the Philippines during the early 1900s.



# 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. 158—Last in a series of announcements listing names of officers selected for transfer to USN (see p. 44).

No. 159—Terminates temporary appointments of certain naval aviators on active list of MarCorps or MarCorps Reserve.

No. 160—Outlines provisions for computing length of enlistment in cases of early discharges occurring more than three months prior to expiration of enlistment.

No. 161—Gives rules for passports and attire for travel in Egypt.

No. 162—Changes regulations for Navy personnel claims.

No. 163—Announces immediate action to further reduce officer strength of Navy to meet budgetary restrictions (see p. 20).

No. 164—Announces President's signing of 1948 Naval Appropriation Act (see p. 21).

No. 165—Gives provision of Public Law 128 (80th Congress), which terminates mustering out pay for persons enlisting on or after 1 July 1947.

No. 166—Outlines provisions of executive order relating to allowances for quarters and subsistence to enlisted personnel and per diem allowances for naval personnel on duty outside CLUSA.

No. 167—Lists customs provisions now affecting overseas personnel, ashore and afloat (see p. 38).

No. 168—Seventeenth in series listing temporary and Reserve officers transferred to regular MarCorps.

No. 169—Announces that National Security Act of 1947 now is law, making fully effective once more Arts. 94 and 95, U. S. Navy Regulations, 1920 (see p. 50).

No. 170—Modifies Alnav 24-47, which listed ratings closed to further advancement (see p. 38).

No. 171—Calls attention to fact that no clasps have been authorized for World War II Victory Medal, in

## NROTC NOMINATIONS DEADLINE 1 NOVEMBER

Enlisted men of the Navy and Marine Corps will get a chance again this year to shoot for a four-year college education in the naval officers' training program. A competitive examination to select candidates for the Naval Reserve Officers Training Corps will be held 13 Dec 1947. The Naval Aviation College Program will not be open to applicants this year.

Procedure for nominating qualified enlisted candidates of the Navy and Marine Corps was announced in BuPers Circ. Ltr. 127-47 (NDB, 15 July). The letter also describes the program fully.

Nominations must be received in BuPers not later than 1 Nov 1947.

Any enlisted man who thinks he may be eligible may start the ball rolling by consulting his ship's office to determine if he is qualified. Questions of scholastic eligibility may be taken up with the educational services officer of any command.

Selected applicants will enter U. S. colleges and universities beginning with the fall term of 1948. They will get four-year college educations, tuition, books and normal fees paid, plus monthly retainer pay at the rate of \$600 per year.

The program is the application of the Holloway Plan which uses the nation's colleges and universities to supplement the Naval Academy in producing career officers for the Navy and Marine Corps, and to provide a continuous supply of well-trained officers of the Reserve components.

Under the Holloway plan, enlisted men may, depending upon their choice and qualifications, enter either of two phases of the program: the Naval Reserve Officers Training Corps or the Naval Aviation College

answer to numerous requests for such clasps.

### Navacts

No. 16—Requests applications for 15-week course in photographic interpretation, RecSta, Washington, D. C.  
No. 172—Corrects Alnav 166-47.

No. 173—Amends requirements for fitness reports for captains and commanders who command units afloat or individual ships, or operating commands which are shore based at home or overseas.

No. 174—Announces passage of the Officer Personnel Act of 1947 (see p. 44).

Program. The Aviation Program, however, will not be open to applicants this year.

The NROTC program offers four years of college at one of the 52 colleges and universities in which NROTC units are established. The Navy provides tuition, normal fees, books, necessary uniforms and retainer pay of \$50 per month during the candidate training period.

While in college the student may take any course leading to a baccalaureate or higher degree, but must include courses in naval science and certain minimum requirements in mathematics, physics and English. Students wear the uniform only when drilling or in other naval activities. They are required to make two summer cruises and to take one summer period of aviation indoctrination, each of six to eight weeks' duration.

Upon graduation, they must accept a commission as ensign, U. S. Navy, or second lieutenant, U. S. Marine Corps, if offered. After 15 months to two years of active duty, they are given a chance to elect a career in the regular Navy.

If they do not choose, or are not selected for a career in the regular Navy or Marine Corps, they are required to accept a commission in the Naval or Marine Corps Reserve, and not to resign such commission prior to the sixth anniversary of receiving their first commission as ensign or second lieutenant. Except at their own request, Reserve officers are not called to active duty during a war or national emergency.

To qualify for NROTC the applicant must:

- Be recommended by his CO as possessing the necessary officer-like qualities and fulfilling the specific requirements for the program.

- Be a male citizen of the U. S.
- Be not more than 21 years of age on 1 July 1948.

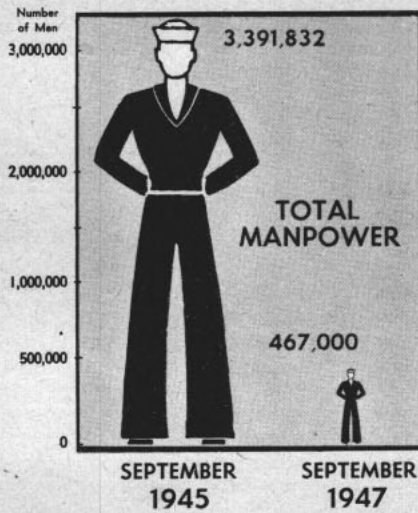
- Be unmarried and agree to remain unmarried until commissioned.

- Be a high school graduate or possess the equivalent educational background acceptable for admittance to an accredited college or university.

- Fulfill physical requirements and enlistment requirements as outlined in BuPers Circ. Ltr. 127-47.

Nominations must be submitted to BuPers (Attn: Pers 363), and must reach BuPers not later than 1 November. Dispatch nominations will not be considered.

NAVY REDUCED FROM 1,300 TO 306 SHIPS



Two years ago, 2 Sept 1945, when Japanese officials bowed stiffly and signed the surrender documents aboard USS *Missouri*, the Navy had reached its greatest strength in history.

At the end of the war the Navy had nearly 1,300 combatant ships, and with auxiliaries but excluding small landing craft—totalled nearly 11,000 vessels. Today, our peacetime Navy musters a strength of 285 combatant ships in full operation and 21 in reduced status, 293 auxiliaries, 55 mine vessels, 74 patrol vessels and 152 landing craft.

On VJ-Day there were 3,066,758 men and 325,074 officers in the Navy. Today two years later, the Navy has demobilized to about 425,000 men and

46,000 officers, and for the current fiscal year will average 395,000 men and 42,000 officers.

In planes the Navy has gone from 41,272 on VJ-Day to approximately 15,000 of all types today of which 2,500 are fleet combatant aircraft.

Although the Navy has been greatly reduced since cessation of hostilities, it is still the largest and best-prepared Navy in the world. Scientific research, and the development of new planes and new type of ordnance are constantly being exploited toward the progress of a better American Navy.

VJ-Day found Tokyo Bay packed with U. S. Navy ships. Showing their powerful striking power to the defeated Japs were 177 combatant Navy ships and a supporting force of 72 auxiliaries, 27 mine vessels, and 75 landing craft, together with 17 combatant British vessels and one hospital ship.

The muster list of victorious ships in Tokyo Bay on VJ-Day included the following ships:

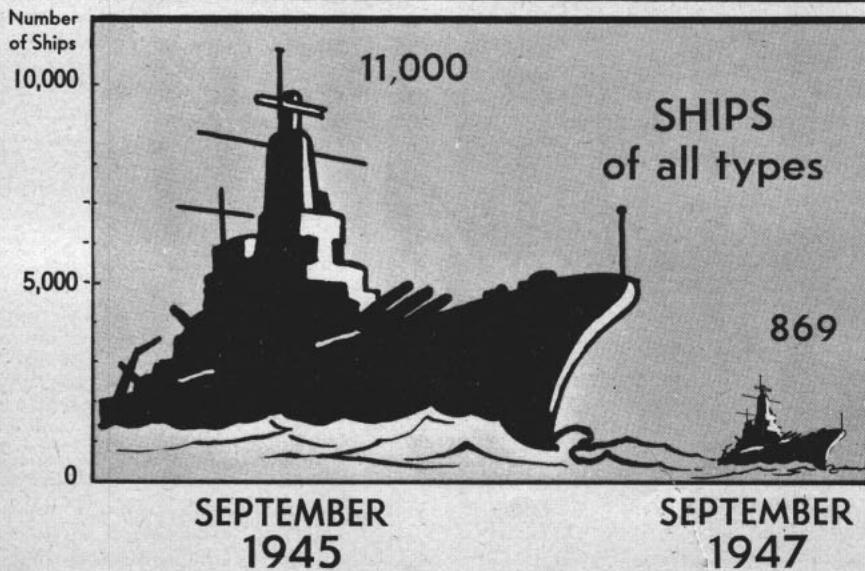
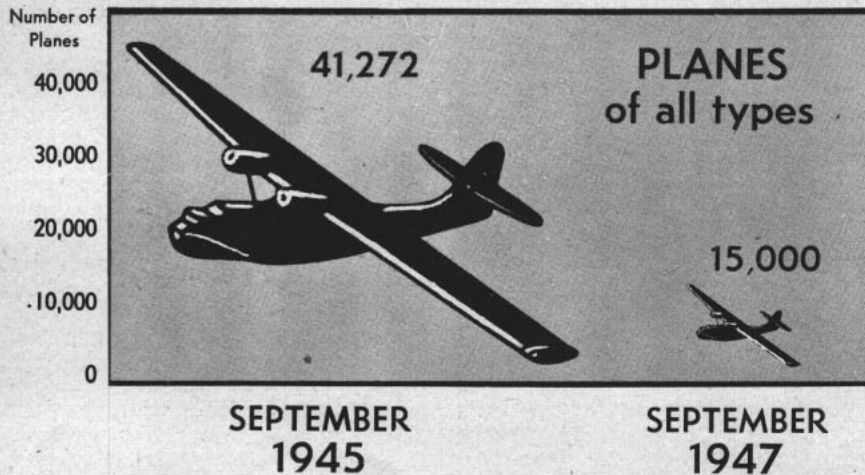
- Battleships: *Idaho, Mississippi, New Mexico, West Virginia, Colorado, Missouri, Iowa, South Dakota, Wisconsin, Alabama, Indiana, and North Carolina.*

- Aircraft carriers: *Intrepid, Antietam, Bennington, Ticonderoga, Yorktown, Shangri La, Bon Homme Richard, Lexington, Hancock, Randolph, Wasp, Cabot, Cowpens, Independence, Belleau Wood, Monterey and Bataan.*

- Escort aircraft carriers: *Gilbert Islands, Makin Island, Thetis Bay, Roi, Munda and Hollandia.*

- Cruisers: *Quincy, Chicago, Boston, St. Paul, Vicksburg, Detroit, Pasadena, Springfield, Wilkes-Barre, Amsterdam, Atlanta, Dayton, Oklahoma City, Topeka, Duluth, Oakland, Tucson, Flint, San Diego and San Juan.*

- Destroyers: *Taylor, Nicholas, O'Bannan, Buchanan, Lansdowne, Lardner, Stevenson, Gillespie, Kalk, Stockton, Twining, Stockham, Wedderburn, Sutherland, Cogswell, Caperton, Ingersoll, Knapp, Frank Knox, Cushing, Colahan, Uhlmann, Benham, Nicholson, Wilkes, Woodworth, Terry, Bristol, Hopewell, Ross, Yarnall, C. K. Bronson, Cotten, John Rodgers, Harrison, McKee, Murray, Ringgold, Schroeder, Dashiell, English, C. S. Sperry, Ault, Waldron, J. W. Weeks, Hank, Gatling, Healy, Halsey Powell, Duncan, Rogers, Barton, Walke, O'Brien, Lowry, Allen M. Sumner, Wallace L. Lind, Erben, Walker, Hale, Black, Bullard, Chauncey, Benner, Rowe, Smalley, Stoddard, Watts, Wren, R. K. Huntington, Myles C. Fox, Hawkins, Chevalier, Perkins, Franks, Thorn, Dortch, Ingraham, De Haven, Mansfield, Lyman K. Swenson, Collett, Maddox, Blue, Brush, Taussig, Samuel N. Moore,*



Higbee, Norman Scott, Wadleigh, and Heerman.

• Destroyer escorts: *Bangust, Joseph E. Connolly, Crowley, Deede, William C. Miller, Donaldson, Waterman, Mitchell, Dionne, Leray Wilson, Griswold, Lyman, Weaver, Reynolds, Canfield, Willmarth, Lake, Hilbert, Kyne, Lamons, Elden, Carlson, Cabana, and McClelland.*

• Tankers: *Taluğa, Ashtabula, Caca-pon, Nantahala, Chipola, Sabine, Patuxent, Caliente, Housatonic, Kennebago, Cache, Pamanset, Kaslaskia, Tappahan-rock, Aucilla, Escalante, Neshanic, Cimar-ron, Neosho, Kankakee, Marias, Platte, Neches, Chickaskia, Schuykill, Tomahawk, Merrimack, Mascoma, Escambia, Chicopee, Manatee, Caney, Atascosa, Sebec and Tamalpais.*

• Fast transports: *Barr, Sims, Reeves, Pavlic, Runels, H. A. Bass, Wantuck, Gos-selin, W. J. Pattison and Begor.*

• Transports: *Gerrard, Meriwether, Lanier, Mellette, Braxton and Grimes.*

## WAY BACK WHEN Launching Ships

The ceremony for launching ships dates as far back as 2100 B.C. These ceremonies have always had a religious significance.

The Tahitians at one time used human blood as a propitiation to the gods of the elements, while the Greeks and Romans used water as a sign of purification.

For centuries the Chinese have followed their custom of holding elaborate launching ceremonies, and even today all their largejunks carry a shrine in respect to the Mother of the Dragon.

It wasn't until the early part of the 19th century that women and those other than the clergy and high officials were permitted to take part in the ceremonies. At this time Queen Victoria inaugurated the religious part of the ceremony as it is now used in the launching of British warships.

The first woman to sponsor a ship of the U. S. Navy was a Miss Watson of Philadelphia. She christened the *Germantown*, a ship of war, on 22 Oct 1846.

Whenever there is a launching ceremony going on, Navy or otherwise, there is always a man stationed in the ways to break a bottle of champagne on the vessel in case the sponsor should miss or the bottle fail to break. Reason for this is the superstition that if the vessel isn't christened properly it will always be dogged with bad luck.



• Cargo ships: *Alcyone, Thuban and Waukesha.*

• Ammunition ships: *Lassen, Shasta, Maupna Loa, Wrangell, Vesuvius, Mazama, Firedrake and Akutan.*

• Fast minesweepers: *Hopkins, Ellyson, Hambleton, Gherardi, Jeffers, Maccomb and Fitch.*

• Seaplane tenders: *Cumberland Sound, Hamlin, Gardiners Bay, Swisin and Mackinac.*

• Minesweepers: *Revenge, Token, Tu-mult, Pochard, Requisite and Sage.*

• Hospital ships: *Tranquility, Benevo-lence and Rescue.*

• Twelve (YMS) motor minesweep-ers.

• Fleet tugs: *Chawasha, Molala, We-natchee and Moctobi.*

• Destroyer tender: *Piedmont.*

• Submarine tender: *Proteus.*

• Submarine rescue vessel: *Greenlet.*

• Repair ship: *Delta.*

• Repair ship (landing craft): *Patro-clus.*

• Provision storeship: *Aldebaran.*

• Miscellaneous auxiliary: *Argonne.*

• Minelayers: *Gwin and Frazer.*

• Auxiliary minelayer: *Picket.*

• Landing ships (vehicle): *Ozark and Monitor.*

• Landing ships (dock): *Shadwell, San Marco and Catamount.*

• Five (LST) landing ships, tank.

• Thirteen (LSM) landing ships, medium.

• Thirty-one LCS(L)3, landing craft, support.

• Twenty-one (LCI) landing craft, infantry.

## Gingrich Selected to Head Atomic Security Division

Rear Admiral John E. Gingrich, USN, ACNO (Naval Reserve), has been selected by the U. S. Atomic Energy Commission to head its newly created division of security and intelligence.

All security and intelligence phases of the commission's program will be combined under Admiral Gingrich, who will work closely with the Central Intelligence Group and with other security and intelligence agencies of the government. Included among his security responsibilities will be the physical security of installations, the control of classified information, the developments and operation of clearance procedures and coordination with the FBI.

The commission announced that its decision to establish a combined security and intelligence division was based on security studies made over a period of five months, and on an overall intelligence study made by Rear Admiral Sidney W. Souers, USNR, special consultant to the commission.



## Here's How We Do It

It has become fashionable in U. S. magazines for the publisher to run a piece in each issue in which he lets the reader know how clever he (the publisher) is to get the book out on time.

This is such a piece.

ALL HANDS, as its readers know, sits in an ivory tower in Washington rather far from the world of the working Navy, and from this eminence and with the peculiar courage of those who don't know any better, issues from time to time the word.

Well, ALL HANDS may sit in Washington but its news channels stretch like the tentacles of an . . . uh, let's say octopus . . . all around the world. Wherever goes a unit of the Fleet, there, very likely, goes a correspondent who takes it upon himself occasionally to drop us a line.

Sometimes he is the skipper of a tin can; sometimes a remote base recreation officer with a new idea; most often he is one of the Navy's ENC's (enlisted naval correspondents) who, in a community of travelers, must be the most traveled of all.

## Our Eyes and Ears

Sixty-five ENC's of the Atlantic and Pacific Fleets are the eyes and the ears of ALL HANDS. When this magazine finds out what's going on in the Mediterranean or the Sulu Sea, 10-to-1 there's an ENC in the woodpile.

A bow, then, to the ENC's and the pubinfo jaygees, and another bow to those volunteer correspondents, the DD skippers and the base recreation officers. They're the men who're keeping ALL HANDS salty . . . nearly as salty as its readers.

# COMPLETE TEXT OF UNIFICATION ACT

The National Security Act of 1947 coordinating the armed forces of the nation is quoted in full as follows:

[Public Law 253—80th Congress]  
[Chapter 343—1st Session]  
[S. 758]

## AN ACT

To promote the national security by providing for a Secretary of Defense; for a National Military Establishment; for a Department of the Army, a Department of the Navy, and a Department of the Air Force; and for the coordination of the activities of the National Military Establishment with other departments and agencies of the Government concerned with the national security.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

### Short Title

That this Act may be cited as the "National Security Act of 1947".

### Declaration of Policy

SEC. 2. In enacting this legislation, it is the intent of Congress to provide a comprehensive program for the future security of the United States; to provide for the establishment of integrated policies and procedures for the departments, agencies, and functions of the Government relating to the national security; to provide three military departments for the operation and administration of the Army, the Navy (including naval avia-

tion and the United States Marine Corps), and the Air Force, with their assigned combat and service components; to provide for their authoritative coordination and unified direction under civilian control but not to merge them; to provide for the effective strategic direction of the armed forces and for their operation under unified control and for their integration into an efficient team of land, naval, and air forces.

## Title I—Coordination for National Security

### National Security Council

SEC. 101. (a) There is hereby established a council to be known as the National Security Council (hereinafter in this section referred to as the "Council").

The President of the United States shall preside over meetings of the Council: *Provided*, That in his absence he may designate a member of the Council to preside in his place.

The function of the Council shall be to advise the President with respect to the integration of domestic, foreign, and military policies relating to the national security so as to enable the military services and the other departments and agencies of the Government to cooperate more effectively in matters involving the national security.

The Council shall be composed of the President; the Secretary of State; the Secretary of Defense, appointed under section 202; the Secretary of the Army, referred to in section 205; the Secretary of the Navy; the Secretary of the Air Force, appointed under section 207; the Chairman of the National Security Re-

sources Board, appointed under section 103; and such of the following named officers as the President may designate from time to time: The Secretaries of the executive departments, the Chairman of the Munitions Board appointed under section 213, and the Chairman of the Research and Development Board appointed under section 214; but no such additional member shall be designated until the advice and consent of the Senate has been given to his appointment to the office the holding of which authorizes his designation as a member of the Council.

(b) In addition to performing such other functions as the President may direct, for the purpose of more effectively coordinating the policies and functions of the departments and agencies of the Government relating to the national security, it shall, subject to the direction of the President, be the duty of the Council—

(1) to assess and appraise the objectives, commitments, and risks of the United States in relation to our actual and potential military power, in the interest of national security, for the purpose of making recommendations to the President in connection therewith; and

(2) to consider policies on matters of common interest to the departments and agencies of the Government concerned with the national security, and to make recommendations to the President in connection therewith.

(c) The Council shall have a staff to be headed by a civilian executive secretary who shall be appointed by the President, and who shall receive compensation at the rate of \$10,000 a year. The executive secretary, subject to the direction of the Council, is hereby authorized, subject to the civil-service laws and the Classification Act of 1923, as amended, to appoint and fix the compensation of such personnel as may be necessary to perform such duties as may be prescribed by the Council in connection with the performance of its functions.

(d) The Council shall, from time to time, make such recommendations, and such other reports to the President as it deems appropriate or as the President may require.

### Central Intelligence Agency

SEC. 102. (a) There is hereby established under the National Security Council a Central Intelligence Agency with a Director of Central Intelligence, who shall be the head thereof. The Director shall be appointed by the President, by and with the advice and consent of the Senate, from among the commissioned officers of the armed services or from among individuals in civilian life. The Director shall receive compensation at the rate of \$14,000 a year.

(b) (1) If a commissioned officer of the armed services is appointed as Director then—

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Title I—Coordination for National Security	Sec. 211. Joint Chiefs of Staff.
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Sec. 103. National Security Resources Board.	Sec. 214. Research and Development Board.
Title II—The National Military Establishment	Title III—Miscellaneous
Sec. 201. National Military Establishment.	Sec. 301. Compensation of Secretaries.
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Sec. 206. Department of the Navy.	Sec. 306. Transfer of funds.
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Sec. 208. United States Air Force.	Sec. 308. Definitions.
Sec. 209. Effective date of transfers.	Sec. 309. Separability.
	Sec. 310. Effective date.
	Sec. 311. Succession to the Presidency.

(A) in the performance of his duties as Director, he shall be subject to no supervision, control, restriction, or prohibition (military or otherwise) other than would be operative with respect to him if he were a civilian in no way connected with the Department of the Army, the Department of the Navy, the Department of the Air Force, or the armed services or any component thereof; and

(B) he shall not possess or exercise any supervision, control, powers, or functions (other than such as he possesses, or is authorized or directed to exercise, as Director) with respect to the armed services or any component thereof, the Department of the Army, the Department of the Navy, or the Department of the Air Force, or any branch, bureau, unit or division thereof, or with respect to any of the personnel (military or civilian) of any of the foregoing.

(2) Except as provided in paragraph (1), the appointment to the office of Director of a commissioned officer of the armed services, and his acceptance of and service in such office, shall in no way affect any status, office, rank, or grade he may occupy or hold in the armed services, or any emolument, perquisite, right, privilege, or benefit incident to or arising out of any such status, office, rank, or grade. Any such commissioned officer shall, while serving in the office of Director, receive the military pay and allowances (active or retired, as the case may be) payable to a commissioned officer of his grade and length of service and shall be paid, from any funds available to defray the expenses of the Agency, annual compensation at a rate equal to the amount by which \$14,000 exceeds the amount of his annual military pay and allowances.

(c) Notwithstanding the provisions of section 6 of the Act of August 24, 1912 (37 Stat. 555), or the provisions of any other law, the Director of Central Intelligence may, in his discretion, terminate the employment of any officer or employee of the Agency whenever he shall deem such termination necessary or advisable in the interests of the United States, but such termination shall not affect the right of such officer or employee to seek or accept employment in any other department or agency of the Government if declared eligible for such employment by the United States Civil Service Commission.

(d) For the purpose of coordinating the intelligence activities of the several Government departments and agencies in the interest of national security, it shall be the duty of the Agency, under the direction of the National Security Council—

(1) to advise the National Security Council in matters concerning such intelligence activities of the Government departments and agencies as relate to national security;

(2) to make recommendations to the National Security Council for the coordination of such intelligence activities of the departments and agencies of the Government as relate to the national security;

(3) to correlate and evaluate intelli-

gence relating to the national security, and provide for the appropriate dissemination of such intelligence within the Government using where appropriate existing agencies and facilities: *Provided*, That the Agency shall have no police, subpoena, law-enforcement powers, or internal-security functions: *Provided further*, That the departments and other agencies of the Government shall continue to collect, evaluate, correlate, and disseminate departmental intelligence: *And provided further*, That the Director of Central Intelligence shall be responsible for protecting intelligence sources and methods from unauthorized disclosure;

(4) to perform, for the benefit of the existing intelligence agencies, such additional services of common concern as the National Security Council determines can be more efficiently accomplished centrally;

(5) to perform such other functions and duties related to intelligence affecting the national security as the National Security Council may from time to time direct.

(e) To the extent recommended by the National Security Council and approved by the President, such intelligence of the departments and agencies of the Government, except as hereinafter provided, relating to the national security shall be open to the inspection of the Director of Central Intelligence, and such intelligence as relates to the national security and is possessed by such departments and other agencies of the Government, except as hereinafter provided, shall be made available to the Director of Central Intelligence for correlation, evaluation, and dissemination: *Provided, however*, That upon the written request of the Director of Central Intelligence, the Director of the Federal Bureau of Investigation shall make available to the Director of Central Intelligence such information for correlation, evaluation, and dissemination as may be essential to the national security.

(f) Effective when the Director first appointed under subsection (a) has taken office—

(1) the National Intelligence Authority (11 Fed. Reg. 1337, 1339, February 5, 1946) shall cease to exist; and

(2) the personnel, property, and records of the Central Intelligence Group are transferred to the Central Intelligence Agency, and such Group shall cease to exist. Any unexpended balances of appropriations, allocations, or other funds available or authorized to be made available for such Group shall be available and shall be authorized to be made available in like manner for expenditure by the Agency.

#### National Security Resources Board

SEC. 103. (a) There is hereby established a National Security Resources Board (hereinafter in this section referred to as the "Board") to be composed of the Chairman of the Board and such heads or representatives of the various executive departments and independent agencies as may from time to time be designated by the President to be mem-

bers of the Board. The Chairman of the Board shall be appointed from civilian life by the President, by and with the advice and consent of the Senate, and shall receive compensation at the rate of \$14,000 a year.

(b) The Chairman of the Board, subject to the direction of the President, is authorized, subject to the civil-service laws and the Classification Act of 1923, as amended, to appoint and fix the compensation of such personnel as may be necessary to assist the Board in carrying out its functions.

(c) It shall be the function of the Board to advise the President concerning the coordination of military, industrial, and civilian mobilization, including—

(1) policies concerning industrial and civilian mobilization in order to assure the most effective mobilization and maximum utilization of the Nation's manpower in the event of war;

(2) programs for the effective use in time of war of the Nation's natural and industrial resources for military and civilian needs, for the maintenance and stabilization of the civilian economy in time of war, and for the adjustment of such economy to war needs and conditions;

(3) policies for unifying, in time of war, the activities of Federal agencies and departments engaged in or concerned with production, procurement, distribution, or transportation of military or civilian supplies, materials, and products;

(4) the relationship between potential supplies of, and potential requirements for, manpower, resources, and productive facilities in time of war;

(5) policies for establishing adequate reserves of strategic and critical material, and for the conservation of these reserves;

(6) the strategic relocation of industries, services, government, and economic activities, the continuous operation of which is essential to the Nation's security.

(d) In performing its functions, the Board shall utilize to the maximum extent the facilities and resources of the departments and agencies of the Government.

## Title II—The National Military Establishment

### Establishment of the National Military Establishment

SEC. 201. (a) There is hereby established the National Military Establishment, and the Secretary of Defense shall be the head thereof.

(b) The National Military Establishment shall consist of the Department of the Army, the Department of the Navy, and the Department of the Air Forces, together with all other agencies created under title II of this Act.

### Secretary of Defense

SEC. 202. (a) There shall be a Secretary of Defense, who shall be appointed from civilian life by the President, by and with the advice and consent of the

Senate: *Provided*, That a person who has within ten years been on active duty as a commissioned officer in a Regular component of the armed services shall not be eligible for appointment as Secretary of Defense. The Secretary of Defense shall be the principal assistant to the President in all matters relating to the national security. Under the direction of the President and subject to the provisions of this Act he shall perform the following duties:

(1) Establish general policies and programs for the National Military Establishment and for all the departments and agencies therein;

(2) Exercise general direction, authority, and control over such departments and agencies;

(3) Take appropriate steps to eliminate unnecessary duplication or overlapping in the fields of procurement, supply, transportation, storage, health, and research;

(4) Supervise and coordinate the preparation of the budget estimates of the departments and agencies comprising the National Military Establishment; formulate and determine the budget estimates for submittal to the Bureau of the Budget; and supervise the budget programs of such departments and agencies under the applicable appropriation Act: *Provided*, That nothing herein contained shall prevent the Secretary of the Army, the Secretary of the Navy, or the Secretary of the Air Force from presenting to the President or to the Director of the Budget, after first so informing the Secretary of Defense, any report or recommendation relating to his department which he may deem necessary: *And provided further*, That the Department of the Army, the Department of the Navy, and the Department of the Air Force shall be administered as individual executive departments by their respective Secretaries and all powers and duties relating to such departments not specifically conferred upon the Secretary of Defense by this Act shall be retained by each of their respective Secretaries.

(b) The Secretary of Defense shall submit annual written reports to the President and the Congress covering expenditures, work, and accomplishments of the National Military Establishment, together with such recommendations as he shall deem appropriate.

(c) The Secretary of Defense shall cause a seal of office to be made for the National Military Establishment, of such design as the President shall approve, and judicial notice shall be taken thereof.

#### Military Assistants to the Secretary

SEC. 203. Officers of the armed services may be detailed to duty as assistants and personal aides to the Secretary of Defense, but he shall not establish a military staff.

#### Civilian Personnel

SEC. 204. (a) The Secretary of Defense shall be authorized to appoint from civilian life not to exceed three special assistants to advise and assist him in the performance of his duties. Each such

special assistant shall receive compensation at the rate of \$10,000 a year.

(b) The Secretary of Defense is authorized, subject to the civil-service laws and the Classification Act of 1923, as amended, to appoint and fix the compensation of such other civilian personnel as may be necessary for the performance of the functions of the National Military Establishment other than those of the Departments of the Army, Navy, and Air Force.

#### Department of the Army

SEC. 205. (a) The Department of War shall hereafter be designated the Department of the Army, and the title of the Secretary of War shall be changed to Secretary of the Army. Changes shall be made in the titles of other officers and activities of the Department of the Army as the Secretary of the Army may determine.

(b) All laws, orders, regulations, and other actions relating to the Department of War or to any officer or activity whose title is changed under this section shall, insofar as they are not inconsistent with the provisions of this Act, be deemed to relate to the Department of the Army within the National Military Establishment or to such officer or activity designated by his or its new title.

(c) The term "Department of the Army" as used in this Act shall be construed to mean the Department of the Army at the seat of government and all field headquarters, forces, reserve components, installations, activities, and functions under the control or supervision of the Department of the Army.

(d) The Secretary of the Army shall cause a seal of office to be made for the Department of the Army, of such design as the President may approve, and judicial notice shall be taken thereof.

(e) In general the United States Army, within the Department of the Army, shall include land combat and service forces and such aviation and water transport as may be organic therein. It shall be organized, trained, and equipped primarily for prompt and sustained combat incident to operations on land. It shall be responsible for the preparation of land forces necessary for the effective prosecution of war except as otherwise assigned and, in accordance with integrated joint mobilization plans, for the expansion of peacetime components of the Army to meet the needs of war.

#### Department of the Navy

SEC. 206. (a) The term "Department of the Navy" as used in this Act shall be construed to mean the Department of the Navy at the seat of government; the headquarters, United States Marine Corps; the entire operating forces of the United States Navy, including naval aviation, and of the United States Marine Corps, including the reserve components of such forces; all field activities, headquarters, forces, bases, installations, activities, and functions under the control or supervision of the Department of the Navy; and the United States Coast Guard when operating as a part of the Navy pursuant to law.

(b) In general the United States Navy, within the Department of the Navy, shall include naval combat and services forces and such aviation as may be organic therein. It shall be organized, trained, and equipped primarily for prompt and sustained combat incident to operations at sea. It shall be responsible for the preparation of naval forces necessary for the effective prosecution of war except as otherwise assigned, and, in accordance with integrated joint mobilization plans, for the expansion of the peacetime components of the Navy to meet the needs of war.

All naval aviation shall be integrated with the naval service as part thereof within the Department of the Navy. Naval aviation shall consist of combat and service and training forces, and shall include land-based naval aviation, air transport essential for naval operations, all air weapons and air techniques involved in the operations and activities of the United States Navy, and the entire remainder of the aeronautical organization of the United States Navy, together with the personnel necessary therefor.

The Navy shall be generally responsible for naval reconnaissance, antisubmarine warfare, and protection of shipping.

The Navy shall develop aircraft, weapons, tactics, technique, organization and equipment of naval combat and service elements; matters of joint concern as to these functions shall be coordinated between the Army, the Air Force, and the Navy.

(c) The United States Marine Corps, within the Department of the Navy, shall include land combat and service forces and such aviation as may be organic therein. The Marine Corps shall be organized, trained, and equipped to provide fleet marine forces of combined arms, together with supporting air components, for service with the fleet in the seizure or defense of advanced naval bases and for the conduct of such land operations as may be essential to the prosecution of a naval campaign. It shall be the duty of the Marine Corps to develop, in coordination with the Army and the Air Force, those phases of amphibious operations which pertain to the tactics, technique, and equipment employed by landing forces. In addition, the Marine Corps shall provide detachments and organizations for service on armed vessels of the Navy, shall provide security detachments for the protection of naval property at naval stations and bases, and shall perform such other duties as the President may direct: *Provided*, That such additional duties shall not detract from or interfere with the operations for which the Marine Corps is primarily organized. The Marine Corps shall be responsible, in accordance with integrated joint mobilization plans, for the expansion of peacetime components of the Marine Corps to meet the needs of war.

#### Department of the Air Force

SEC. 207. (a) Within the National Military Establishment there is hereby established an executive department to be known as the Department of the Air

Force, and a Secretary of the Air Force, who shall be the head thereof. The Secretary of the Air Force shall be appointed from civilian life by the President, by and with the advice and consent of the Senate.

(b) Section 158 of the Revised Statutes is amended to include the Department of the Air Force and the provisions of so much of title IV of the Revised Statutes as now or hereafter amended as is not inconsistent with this Act shall be applicable to the Department of the Air Force.

(c) The term "Department of the Air Force" as used in this Act shall be construed to mean the Department of the Air Force at the seat of government and all field headquarters, forces, reserve components, installations, activities, and functions under the control or supervision of the Department of the Air Force.

(d) There shall be in the Department of the Air Force an Under Secretary of the Air Force and two Assistant Secretaries of the Air Force, who shall be appointed from civilian life by the President by and with the advice and consent of the Senate.

(e) The several officers of the Department of the Air Force shall perform such functions as the Secretary of the Air Force may prescribe.

(f) So much of the functions of the Secretary of the Army and of the Department of the Army, including those of any officer of such Department, as are assigned to or under the control of the Commanding General, Army Air Forces, or as are deemed by the Secretary of Defense to be necessary or desirable for the operations of the Department of the Air Force or the United States Air Force, shall be transferred to and vested in the Secretary of the Air Force and the Department of the Air Force: *Provided*, That the National Guard Bureau shall, in addition to the functions and duties performed by it for the Department of the Army, be charged with similar functions and duties for the Department of the Air Force, and shall be the channel of communication between the Department of the Air Force and the several States on all matters pertaining to the Air National Guard: *And provided further*, That, in order to permit an orderly transfer, the Secretary of Defense may, during the transfer period hereinafter prescribed, direct that the Department of the Army shall continue for appropriate periods to exercise any of such functions, insofar as they relate to the Department of the Air Force, or the United States Air Force or their property and personnel. Such of the property, personnel, and records of the Department of the Army used in the exercise of functions transferred under this subsection as the Secretary of Defense shall determine shall be transferred or assigned to the Department of the Air Force.

(g) The Secretary of the Air Force shall cause a seal of office to be made for the Department of the Air Force, of such device as the President shall approve, and judicial notice shall be taken thereof.

## United States Air Force

SEC. 208. (a) The United States Air Force is hereby established under the Department of the Air Force. The Army Air Forces, the Air Corps, United States Army, and the General Headquarters Air Force (Air Force Combat Command), shall be transferred to the United States Air Force.

(b) There shall be a Chief of Staff, United States Air Force, who shall be appointed by the President, by and with the advice and consent of the Senate, for a term of four years from among the officers of general rank, who are assigned to or commissioned in the United States Air Force. Under the direction of the Secretary of the Air Force, the Chief of Staff, United States Air Force, shall exercise command over the United States Air Force and shall be charged with the duty of carrying into execution all lawful orders and directions which may be transmitted to him. The functions of the Commanding General, General Headquarters Air Force (Air Force Combat Command), and of the Chief of the Air Corps and of the Commanding General, Army Air Forces, shall be transferred to the Chief of Staff, United States Air Force. When such transfer becomes effective, the offices of the Chief of the Air Corps, United States Army, and Assistants to the Chief of the Air Corps, United States Army, provided for by the Act of June 4, 1920, as amended (41 Stat. 768), and Commanding General, General Headquarters Air Force, provided for by section 5 of the Act of June 16, 1936 (49 Stat. 1525), shall cease to exist. While holding office as Chief of Staff, United States Air Force, the incumbent shall hold a grade and receive allowances equivalent to those prescribed by law for the Chief of Staff, United States Army. The Chief of Staff, United States Army, the Chief of Naval Operations, and the Chief of Staff, United States Air Force shall take rank among themselves according to their relative dates of appointment as such, and shall each take rank above all other officers on the active list of the Army, Navy, and Air Force: *Provided*, That nothing in this Act shall have the effect of changing the relative rank of the present Chief of Staff, United States Army, and the present Chief of Naval Operations.

(c) All commissioned officers, warrant officers, and enlisted men, commissioned, holding warrants, or enlisted, in the Air Corps, United States Army, or the Army Air Forces, shall be transferred in branch to the United States Air Force. All other commissioned officers, warrant officers, and enlisted men, who are commissioned, hold warrants, or are enlisted, in any component of the Army of the United States and who are under the authority or command of the Commanding General, Army Air Forces, shall be continued under the authority or command of the Chief of Staff, United States Air Force, and under the jurisdiction of the Department of the Air Force. Personnel whose status is affected by this subsection shall retain their existing commissions, warrants, or enlisted status in existing com-

ponents of the armed forces unless otherwise altered or terminated in accordance with existing law; and they shall not be deemed to have been appointed to a new or different office or grade, or to have vacated their permanent or temporary appointments in an existing component of the armed forces, solely by virtue of any change in status under this subsection. No such change in status shall alter or prejudice the status of any individual so assigned, so as to deprive him of any right, benefit, or privilege to which he may be entitled under existing law.

(d) Except as otherwise directed by the Secretary of the Air Force, all property, records, installations, agencies, activities, projects, and civilian personnel under the jurisdiction, control, authority, or command of the Commanding General, Army Air Forces, shall be continued to the same extent under the jurisdiction, control, authority, or command, respectively, of the Chief of Staff, United States Air Force, in the Department of the Air Force.

(e) For a period of two years from the date of enactment of this Act, personnel (both military and civilian), property, records, installations, agencies, activities, and projects may be transferred between the Department of the Army and the Department of the Air Force by direction of the Secretary of Defense.

(f) In general the United States Air Force shall include aviation forces both combat and service not otherwise assigned. It shall be organized, trained, and equipped primarily for prompt and sustained offensive and defensive air operations. The Air Forces shall be responsible for the preparation of the air forces necessary for the effective prosecution of war except as otherwise assigned and, in accordance with integrated joint mobilization plans, for the expansion of the peacetime components of the Air Force to meet the needs of war.

### Effective Date of Transfers

SEC. 209. Each transfer, assignment, or change in status under section 207 or section 208 shall take effect upon such date or dates as may be prescribed by the Secretary of Defense.

### War Council

SEC. 210. There shall be within the National Military Establishment a War Council composed of the Secretary of Defense, as Chairman, who shall have power of decision; the Secretary of the Army; the Secretary of the Navy; the Secretary of the Air Force; the Chief of Staff, United States Army; the Chief of Naval Operations; and the Chief of Staff, United States Air Force. The War Council shall advise the Secretary of Defense on matters of broad policy relating to the armed forces, and shall consider and report on such other matters as the Secretary of Defense may direct.

### Joint Chiefs of Staff

SEC. 211. (a) There is hereby established within the National Military Establishment the Joint Chiefs of Staff, which shall consist of the Chief of Staff, United States Army; the Chief of Naval

Operations; the Chief of Staff, United States Air Force; and the Chief of Staff to the Commander in Chief, if there be one.

(b) Subject to the authority and direction of the President and the Secretary of Defense, it shall be the duty of the Joint Chiefs of Staff—

(1) to prepare strategic plans and to provide for the strategic direction of the military forces;

(2) to prepare joint logistic plans and to assign to the military services logistic responsibilities in accordance with such plans;

(3) to establish unified commands in strategic areas when such unified commands are in the interest of national security;

(4) to formulate policies for joint training of the military forces;

(5) to formulate policies for coordinating the education of members of the military forces;

(6) to review major material and personnel requirements of the military forces, in accordance with strategic and logistic plans; and

(7) to provide United States representation on the Military Staff Committee of the United Nations in accordance with the provisions of the Charter of the United Nations.

(c) The Joint Chiefs of Staff shall act as the principal military advisers to the President and the Secretary of Defense and shall perform such other duties as the President and the Secretary of Defense may direct or as may be prescribed by law.

#### Joint Staff

SEC. 212. There shall be, under the Joint Chiefs of Staff, a Joint Staff to consist of not to exceed one hundred officers and to be composed of approximately equal numbers of officers from each of the three armed services. The Joint Staff, operating under a Director thereof appointed by the Joint Chiefs of Staff, shall perform such duties as may be directed by the Joint Chiefs of Staff. The Director shall be an officer junior in grade to all members of the Joint Chiefs of Staff.

#### Munitions Board

SEC. 213. (a) There is hereby established in the National Military Establishment a Munitions Board (hereinafter in this section referred to as the "Board").

(b) The Board shall be composed of a Chairman, who shall be the head thereof, and an Under Secretary or Assistant Secretary from each of the three military departments, to be designated in each case by the Secretaries of their respective departments. The Chairman shall be appointed from civilian life by the President, by and with the advice and consent of the Senate, and shall receive compensation at the rate of \$14,000 a year.

(c) It shall be the duty of the Board under the direction of the Secretary of Defense and in support of strategic and logistic plans prepared by the Joint Chiefs of Staff—

(1) to coordinate the appropriate activities within the National Military Establishment with regard to industrial

matters, including the procurement, production, and distribution plans of the departments and agencies comprising the Establishment;

(2) to plan for the military aspects of industrial mobilization;

(3) to recommend assignment of procurement responsibilities among the several military services and to plan for standardization of specifications and for the greatest practicable allocation of purchase authority of technical equipment and common use items on the basis of single procurement;

(4) to prepare estimates of potential production, procurement, and personnel for use in evaluation of the logistic feasibility of strategic operations;

(5) to determine relative priorities of the various segments of the military procurement programs;

(6) to supervise such subordinate agencies as are or may be created to consider the subjects falling within the scope of the Board's responsibilities;

(7) to make recommendations to re-group, combine, or dissolve existing interservice agencies operating in the fields of procurement, production, and distribution in such manner as to promote efficiency and economy.

(8) to maintain liaison with other departments and agencies for the proper correlation of military requirements with the civilian economy, particularly in regard to the procurement or disposition of strategic and critical material and the maintenance of adequate reserves of such material, and to make recommendations as to policies in connection therewith;

(9) to assemble and review material and personnel requirements presented by the Joint Chiefs of Staff and those presented by the production, procurement, and distribution agencies assigned to meet military needs, and to make recommendations thereon to the Secretary of Defense; and

(10) to perform such other duties as the Secretary of Defense may direct.

(d) When the Chairman of the Board first appointed has taken office, the Joint Army and Navy Munitions Board shall cease to exist and all its records and personnel shall be transferred to the Munitions Board.

(e) The Secretary of Defense shall provide the Board with such personnel and facilities as the Secretary may determine to be required by the Board for the performance of its functions.

#### Research and Development Board

SEC. 214. (a) There is hereby established in the National Military Establishment a Research and Development Board (hereinafter in this section referred to as the "Board"). The Board shall be composed of a Chairman, who shall be the head thereof, and two representatives from each of the Departments of the Army, Navy, and Air Force, to be designated by the Secretaries of their respective Departments. The Chairman shall be appointed from civilian life by the President, by and with the advice and consent of the Senate, and shall receive compensation at the rate of \$14,000 a year. The purpose of the Board shall be

to advise the Secretary of Defense as to the status of scientific research relative to the national security, and to assist him in assuring adequate provision for research and development on scientific problems relating to the national security.

(b) It shall be the duty of the Board, under the direction of the Secretary of Defense—

(1) to prepare a complete and integrated program of research and development for military purposes;

(2) to advise with regard to trends in scientific research relating to national security and the measures necessary to assure continued and increasing progress;

(3) to recommend measures of coordination of research and development among the military departments, and allocation among them of responsibilities for specific programs of joint interest;

(4) to formulate policy for the National Military Establishment in connection with research and development matters involving agencies outside the National Military Establishment;

(5) to consider the interaction of research and development and strategy and to advise the Joint Chiefs of Staff in connection therewith; and

(6) to perform such other duties as the Secretary of Defense may direct.

(c) When the Chairman of the Board first appointed has taken office, the Joint Research and Development Board shall cease to exist and all its records and personnel shall be transferred to the Research and Development Board.

(d) The Secretary of Defense shall provide the Board with such personnel and facilities as the Secretary may determine to be required by the Board for the performance of its functions.

#### Title III—Miscellaneous

##### Compensation of Secretaries

SEC. 301. (a) The Secretary of Defense shall receive the compensation prescribed by law for heads of executive departments.

(b) The Secretary of the Army, the Secretary of the Navy, and the Secretary of the Air Force shall each receive the compensation prescribed by law for heads of executive departments.

##### Under Secretaries and Assistant Secretaries

SEC. 302. The Under Secretaries and Assistant Secretaries of the Army, the Navy, and the Air Force shall each receive compensation at the rate of \$10,000 a year and shall perform such duties as the Secretaries of their respective departments may prescribe.

##### Advisory Committees and Personnel

SEC. 303. (a) The Secretary of Defense, the Chairman of the National Security Resources Board, and the Director of Central Intelligence are authorized to appoint such advisory committees and to employ, consistent with other provisions of this Act, such part-time advisory personnel as they may deem necessary in carrying out their respective functions and the functions of agencies under their control. Persons holding other offices or



positions under the United States for which they receive compensation while serving as members of such committees shall receive no additional compensation for such service. Other members of such committees and other part-time advisory personnel so employed may serve without compensation or may receive compensation at a rate not to exceed \$35 for each day of service, as determined by the appointing authority.

(b) Service of an individual as a member of any such advisory committee, or in any other part-time capacity for a department or agency hereunder, shall not be considered as service bringing such individual within the provisions of section 109 or 113 of the Criminal Code (U. S. C., 1940 edition, title 18, secs. 198 and 203), or section 19 (e) of the Contract Settlement Act of 1944, unless the act of such individual, which by such section is made unlawful when performed by an individual referred to in such section, is with respect to any particular matter which directly involves a department or agency which such person is advising or in which such department or agency is directly interested.

#### Status of Transferred Civilian Personnel

SEC. 304. All transfers of civilian personnel under this Act shall be without change in classification or compensation, but the head of any department or agency to which such a transfer is made is authorized to make such changes in the titles and designations and prescribe such changes in the duties of such personnel commensurate with their classification as he may deem necessary and appropriate.

#### Saving Provisions

SEC. 305. (a) All laws, orders, regulations, and other actions applicable with respect to any function, activity, personnel, property, records, or other thing transferred under this Act, or with respect to any officer, department, or agency, from which such transfer is made, shall, except to the extent rescinded, modified, superseded, terminated, or made inapplicable by or under authority of law, have the same effect as if such transfer had not been made; but, after any such transfer, any such law, order, regulation, or other action which vested functions in or otherwise related to any officer, department, or agency from which such transfer was made shall, insofar as applicable with respect to the function, activity, personnel, property, records or other things transferred and to the extent not inconsistent with other provisions of this Act, be deemed to have vested such function in or relate to which the transfer was made.

(b) No suit, action, or other proceeding lawfully commenced by or against the head of any department or agency or other officer of the United States, in his official capacity or in relation to the discharge of his official duties, shall abate by reason of the taking effect of any transfer or change in title under the provisions of this Act; and, in the case of any such transfer, such suit, action, or other proceeding may be maintained by

or against the successor of such head or other officer under the transfer, but only if the court shall allow the same to be maintained on motion or supplemental petition filed within twelve months after such transfer takes effect, showing a necessity for the survival of such suit, action, or other proceeding to obtain settlement of the questions involved.

(c) Notwithstanding the provisions of the second paragraph of section 5 of title I of the First War Powers Act, 1941, the existing organization of the War Department under the provisions of Executive Order Numbered 9082 of February 28, 1942, as modified by Executive Order Numbered 9722 of May 13, 1946, and the existing organization of the Department of the Navy under the provisions of Executive Order Numbered 9635 of September 29, 1945, including the assignment of functions to organizational units within the War and Navy Departments, may, to the extent determined by the Secretary of Defense, continue in force for two years following the date of enactment of this Act except to the extent modified by the provisions of this Act or under the authority of law.

#### Transfer of Funds

SEC. 306. All unexpended balances of appropriations, all allocations, nonappropriated funds, or other funds available or hereafter made available for use by or on behalf of the Army Air Forces or officers thereof, shall be transferred to the Department of the Air Force for use in connection with the exercise of its functions. Such other unexpended balances of appropriations, allocations, nonappropriated funds, or other funds available or hereafter made available for use by the Department of War or the Department of the Army in exercise of functions transferred to the Department of the Air Force under this Act, as the Secretary of Defense shall determine, shall be transferred to the Department of the Air Force for use in connection with the exercise of its functions. Unexpended balances transferred under this section may be used for the purposes for which the appropriations, allocations, or other funds were originally made available, or for new expenditures occasioned by the enactment of this Act. The transfers herein authorized may be made with or without warrant action as may be appropriate from time to time from any appropriation covered by this section to any other such appropriation or to such new accounts established on the books of the Treasury as may be determined to be necessary to carry into effect provisions of this Act.

#### Authorization for Appropriations

SEC. 307. There are hereby authorized to be appropriated such sums as may be necessary and appropriate to carry out the provisions and purposes of this Act.

#### Definitions

SEC. 308. (a) As used in this Act, the term "function" includes functions, powers, and duties.

(b) As used in this Act, the term "budget program" refers to recommenda-

tions as to the apportionment, to the allocation and to the review of allotments of appropriated funds.

#### Separability

SEC. 309. If any provision of this Act or the application thereof to any person or circumstances is held invalid, the validity of the remainder of the Act and of the application of such provision to other persons and circumstances shall not be affected thereby.

#### Effective Date

SEC. 310. (a) The first sentence of section 202 (a) and sections 1, 2, 307, 308, 309, and 310 shall take effect immediately upon the enactment of this Act.

(b) Except as provided in subsection (a), the provisions of this Act shall take effect on whichever of the following days is the earlier: The day after the day upon which the Secretary of Defense first appointed takes office, or the sixtieth day after the date of the enactment of this Act.

#### Succession to the Presidency

SEC. 311. Paragraph (1) of subsection (d) of section 1 of the Act entitled "An Act to provide for the performance of the duties of the office of President in case of the removal, resignation, death, or inability both of the President and Vice-President", approved July 18, 1947, is amended by striking out "Secretary of War" and inserting in lieu thereof "Secretary of Defense", and by striking out "Secretary of the Navy".

Approved July 26, 1947.

### WHAT'S IN A NAME?

#### Paymasters

Navy paymasters used to be called pursers, among other things.

The name purser was derived from the word bursar. This was the name of the keeper of the cash, or the one who paid out the money.

Civilians were appointed pursers for only one cruise at a time. The pursers were not paid a salary, but reaped considerable profit by exacting a commission on the total amount of their expenditures.

It wasn't until 1842 that the title of paymaster and purser was created by the British Navy. Previous to this time, and as far back as the 14th century the men who paid the crew were called "clerks" or "bursars."

In 1854 Congress passed a law that pursers with at least 12 years service would rank with commanders, and those with less than 12 years would rank with lieutenants.

In 1860 a law was enacted that pursers in the United States Navy should be known as "paymasters," and in 1917 they were designated as supply officers.



# DECORATIONS & CITATIONS



USS Gato (SS 212)

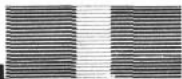
## GATO WINS PUC FOR OUTSTANDING RECORD

USS Gato (SS 212) has been awarded the Presidential Unit Citation for her outstanding combat record on war patrols in Solomon Islands, Bismarck, New Guinea and Truk areas from January 1943 to April 1944.

Using tenacious tactics in the face of strong surface and air opposition, the Gato penetrated enemy waters to track and close her targets, striking with swift fury and withdrawing safely to renew her search for Japanese shipping and combatant vessels. By torpedo and gun fire, she sank 13 Japanese ships and damaged five.

Subjected to severe countermeasures as she executed six special missions, the Gato made daylight reconnaissance patrols, conducted navigational surveys, approached dangerously near enemy-held beaches and frequently operated within known range of Japanese shore batteries, completing every assignment and emerging safe from each encounter with the enemy.

COs of USS Gato during the period for which the citation was awarded were LCDR Robert J. Foley, USN, of Jamaica, N. Y., and LCDR Richard M. Farrell, USN, of Rawson, Ohio.



NAVY CROSS

### First award:

★ ADAM, Thomas B., Lt., USNR, Detroit, Mich.: As pilot of a torpedo plane in TorpRon 11, attached to USS *Hornet*, Lt. Adam participated in action against the Japanese during the battle off Samar on 25 Oct 1944. Although he was faced by intense and accurate anti-aircraft fire, he pressed home an attack and scored two direct bomb hits on a Japanese battleship. He contributed materially to the success of the mission.

★ ARBES, James D., Comdr. (then Lt. Comdr.), USN, New Ulm, Minn.: As squadron leader and pilot of a dive-bomber in Air Group 8, attached to USS *Bunker Hill*, Comdr. Arbes took part in an attack against the Japanese in the First Battle of the Philippine Sea on 20 June 1944. He led his 12-plane strike group at extreme combat radii and through intense fire to come within point blank range of his targets in well coordinated attacks and contributed to the scoring of several damaging hits on an enemy carrier, cruiser and battleship. Even though his plane sustained damage from anti-aircraft fire, he continued his

run and scored a direct hit on an enemy carrier.

★ BLAIR, Leon N., Capt., USN, Cape Cod, Mass.: As commander of a coordinated attack group of submarines operating in Japanese waters of the Marianas Islands and in the China Sea, from 16 May to 1 July 1944, Capt. Blair showed outstanding administrative ability. He coordinated the submarines under his command into an effective attack force and contributed materially to the success of the force in sinking eight enemy ships and in damaging two others despite severe countermeasures.

★ BUSH, Billy, Lt. (then Lt. (jg)), USNR, Coeur D'Alene, Idaho: As pilot of a plane in Air Group 2, attached to USS *Hornet*, Lt. Bush flew his plane in action in the First Battle of the Philippine Sea on 20 June 1944. Carrying out a dive-bombing attack in the face of severe anti-aircraft fire, he scored a direct hit to assist in destroying a large carrier and, with his fuel supply exhausted during the return to base, executed a water landing near his carrier.

★ COCHRAN, Ernest H., Lt. (jg) (then Ens.), USNR, Milwaukee, Wis.: As pilot of one of six torpedo planes in CompRon 8, attached to USS *Petrol Bay*, Lt. (jg) Cochran flew in action against the Japanese near the Philippines 25 Oct 1944. When our carrier forces were under attack in the San Bernardino Straits, he

plunged on an enemy heavy cruiser and pressed home a torpedo attack in the face of anti-aircraft fire from the main batteries of the Japanese ship.

★ DUNCAN, George C., Lt. Comdr., USN, Arlington, Va.: As pilot of a fighter plane in FitRon 15, attached to USS *Essex*, Lt. Comdr. Duncan participated in action against the Japanese in the battle for Leyte Gulf on 25 Oct 1944. In spite of enemy anti-aircraft fire, he carried out an attack against major units of the Japanese fleet, scoring a direct hit to assist in sinking an enemy carrier and contributing to the success of the mission.

★ DURIO, Jack N., Lt., USNR, Los Cruces, N. M.: As pilot and division leader in BomRon 9, attached to USS *Yorktown*, Lt. Durio took part in action against the Japanese in the East China Sea on 7 Apr 1945. In spite of intense fire and a low cloud cover which obscured the target, he led his four-plane division in a low altitude glide-bombing attack against units of the enemy fleet, including a battleship, a cruiser and screening destroyers. He personally scored a direct hit on the starboard quarter of the cruiser and contributed to its sinking.

★ FLEMING, Patrick D., Lt. Comdr. (then Lt.), USN, Jamestown, R. I.: As pilot of a fighter plane and division leader in BomFitRon 80, attached to USS *Hancock*, Lt. Comdr. Fleming flew in operations against the Japanese in the Pacific war area on 16 Feb 1945. As a leader of a division of planes conducting a fighter sweep against enemy forces, he personally destroyed five enemy aircraft in the air, in spite of heavy anti-aircraft fire.

★ FRY, Leslie J., Lt., USNR, Corpus Christi, Tex.: As pilot and section leader



Lt. Adam



Comdr. Arbes



Capt. Blair



Lt. Bush



Lt. Comdr. Duncan

Lt. Durio



Lt. Comdr. Fleming

Lt. Fry

in BomRon 9, attached to USS *Yorktown*, Lt. Fry flew in action against the Japanese in the East China Sea on 7 Apr 1945. In spite of intense fire and a low cloud cover which obscured the target, he led his section in a low altitude glide-bombing attack against major enemy units, including a battleship, cruiser and screening destroyers, personally scoring direct hits on the port side of the cruiser and contributing to its sinking.

★ **GAIENNIE**, George W., Lt. (then Ens.), USNR, Shreveport, La.: As pilot of a torpedo plane in CompRon 81, attached to USS *Natoma Bay*, Lt. Gaiennie participated in action against the Japanese during the Battle off Samar on 25 Oct 1944. When our carrier forces under attack, he carried out an unsupported torpedo attack and scored a direct hit on a heavy cruiser which contributed directly to its sinking. Volunteering to go on the last strike of the day, he attacked a light cruiser through withering anti-aircraft fire, scoring a straddle and inflicting extensive damage.

★ **HANAWALT**, Winthrop R., Lt. (jg), USNR, La Verne, Calif.: As pilot of a dive bomber in BomRon 9, attached to USS *Yorktown*, Lt. (jg) Hanawalt took part in action against the Japanese in the East China Sea on 7 April 1945. Although the anti-aircraft fire was intense and the cloud cover so low that the target was obscured, he pressed home an attack against an enemy task group, consisting of a battleship, a cruiser, and screening destroyers, scoring a direct hit amidship on the cruiser and aiding in disrupting the gunfire of the vessel sufficiently to enable other planes to sink the vessel.

★ **HISER**, Wilbur F., Lt. Comdr., USNR, Manhattan, Kans.: As pilot of a torpedo plane in CompRon 81, attached to USS *Natoma Bay*, Lt. Comdr. Hiser flew in action against the Japanese during the Battle off Samar on 25 Oct 1944. When our carrier forces were under attack, he carried out an unsupported torpedo attack in company with two other planes against a group of enemy heavy cruisers.

Although the anti-aircraft fire was intense, he assisted in the infliction of serious damage on the leading cruiser at a time when the enemy ships were shelling our escort carriers.

★ **JOLLY**, Howard D., Lt. (jg), USNR, Santa Barbara, Calif.: As pilot of a torpedo plane in TorpRon 15, attached to USS *Essex*, Lt. (jg) Jolly flew his plane in action against the Japanese in the Battle for Leyte Gulf on 25 Oct 1944. Despite airborne opposition and intense and accurate anti-aircraft fire, he pressed home his attack to close range and obtained a damaging torpedo hit on a large battleship.

★ **MCCUDDIN**, Leo B., Lt., USNR, Grand Canyon, Ariz.: As a pilot of a fighter plane in FitRon 20, attached to USS *Lexington*, Lt. McCuddin flew in action against the Japanese in the Battle for Leyte Gulf on 25 Oct 1944. Shifting his point of aim from an enemy cruiser to an enemy battleship during a dive, he continued his attack and, despite heavy fire, scored a direct bomb hit, seriously damaging the battleship.

★ **OMARK**, Warren R., Lt. (then Lt. (jg)), USNR, Long Island, N. Y.: As pilot of a torpedo plane, Lt. Warren flew in action against the Japanese in forward Pacific areas, on 20 June 1944. When separated from other planes in his division, he executed a singlehanded attack on an enemy aircraft carrier task group. Although forced to fly through heavy fire from a protecting enemy battleship to complete the run on his target, he launched his torpedo at low altitude and close range, inflicting a direct hit on a large carrier and contributing to its sinking. Quickly retiring from the area, he directed a steady stream of fire from his turret and tunnel guns upon the pursuing enemy planes, driving them off and escaping to safety before his fuel was exhausted.

★ **PLOSS**, Richard S., Lt. (then Lt. (jg)), USNR, Lynbrook, N. Y.: As pilot of a dive bomber in BomRon 9, attached to USS *Yorktown*, Lt. Ploss flew in action



Lt. (jg) Jolly

Lt. McCuddin



Lt. Ploss

Lt. (jg) Reardon

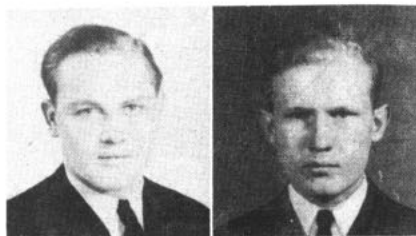
against the Japanese in the East China Sea on 7 Apr 1945. Although his plane was damaged from enemy fire and the cloud cover was so low that it obscured the target, he executed a shallow-angle, glide-bombing attack on an enemy cruiser, scoring direct hits amidship and contributed materially to its destruction.

★ **REARDON**, William L., Lt. (jg) (then Ens.), USNR, Warwick, R. I.: As pilot of a dive bomber in BomRon 14, attached to USS *Wasp*, Lt. (jg) Reardon participated in action against the Japanese in the Battle for Leyte Gulf on 26 Oct 1944. Despite the threat of enemy fighters, he pressed home an attack against units of the enemy fleet and, diving to low altitude through fire that damaged his plane, scored a direct hit on an enemy battleship.

★ **REISERER**, Russell L., Lt. Comdr. (then Lt.), USNR, Rochester, N. Y.: As pilot of a fighter plane in FitRon 2, attached to USS *Hornet*, Lt. Comdr. Reiserer flew his plane in action against the Japanese in the First Battle of the Philippine Sea on 10 June 1944. With his ammunition partly exhausted upon completion of an assigned mission in the vicinity of the Marianas Islands, he intercepted a force of 50 aircraft and shot down four dive-bombers and, with a single gun, destroyed a fifth, thereby assisting materially in insuring the safety of our fleet from heavy air attack.

★ **SCHUEURER**, Ralph E., Lt. (then Lt. (jg)), USNR, Stockton, Calif.: As a pilot in Air Group 2, attached to USS *Hornet*, Lt. Scheurer flew in action against the Japanese in the First Battle of the Philippine Sea on 20 June 1944. Carrying out a dive-bombing attack in the face of heavy fire, he scored a direct hit to assist in destroying a large enemy carrier and, despite damage to his plane during pull-out and retirement, piloted his plane toward base until forced to execute a water landing.

★ **STEAR**, David S., Lt. (then Lt. (jg)), USNR, Punxsutawney, Pa.: As pilot of a plane in Air Group 2, attached to USS



Lt. Gaiennie

Lt. (jg) Gilfert



Lt. (jg) Hanawalt

Lt. Comdr. Hiser

## ★ DECORATIONS

### Navy Cross (Cont.)

**Hornet**, Lt. Stear participated in action against the Japanese in the First Battle of the Philippine Sea on 20 June 1944. Carrying out a dive-bombing attack in the face of enemy fire which wounded his division leader, he scored a direct hit to assist in the destruction of a large enemy carrier and, taking the lead, guided his leader's damaged craft back to base in darkness.

★ **STREAN**, Bernard M., Comdr., USN, Palo Alto, Calif.: As leader of FitRon 1, attached to USS *Yorktown*, Comdr. Strean participated in action against major units of the Japanese fleet during the First Battle of the Philippine Sea on 20 June 1944. In the face of most hazardous conditions, he led his squadron in the first attack on the enemy fleet and personally scored a direct hit on an aircraft carrier.

★ **TIEDMAN**, Carl, Comdr. (then Lt. Comdr.), USN, Sioux City, Iowa: As CO of USS *Guavina*, Comdr. Tiedman participated in a war patrol of that vessel in Japanese-controlled waters of the Pacific from 6 Apr to 28 May 1944. Maneuvering his vessel through strong enemy escort screens, he launched repeated torpedo attacks to sink four enemy freighters despite severe enemy counter-measures.

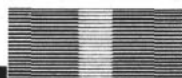
★ **TIMBERLAKE**, Lewis R., Jr., Lt. (jg), USNR, Florence, Ala.: As pilot of a torpedo bomber in TorpRon 15, attached to USS *Essex*, Lt. Timberlake flew in action against the Japanese fleet during the Battle for Leyte Gulf, 25 Oct 1944. Despite airborne opposition an intense anti-aircraft fire, he pressed home his torpedo attack to score a direct hit on an enemy carrier, thereby contributing to its eventual sinking.

★ **WOODSON**, William H., Lt. (then Lt. (jg)), USN, Cape May, N. J.: As a pilot in Air Group 1, attached to USS *Yorktown*, Lt. Woodson flew in action against major units of the Japanese fleet during



Comdr. Tiedman Lt. (jg) Timberlake

the First Battle of the Philippine Sea on 20 June 1944. Flying at extreme range from base to participate in a strike on an enemy carrier, he fought his plane against intercepting aircraft, and, going in low despite the fire, launched a dive-bombing attack which resulted in the scoring of three direct and two probable hits on an enemy warship. With his fuel exhausted, he succeeded in making a safe water landing at night and was later rescued by a friendly destroyer.



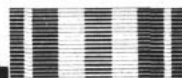
DISTINGUISHED SERVICE MEDAL

### Gold star in lieu of fourth award:

★ **BLANDY**, William H. P., ADM (then VADM), USN, Washington, D. C.: As CJTF 1, Admiral Blandy directed Operation CROSSROADS from 11 Jan to 1 Nov 1946. He displayed sound judgment, broad vision and initiative in organizing, planning and directing the activities which included the atomic bomb tests at Bikini Atoll. His leadership and high standards of performance inspired the confidence and loyalty of his task force, which included civilians as well as military and naval personnel. Successful in completing an operation of vast scope and of great importance to the future defense of the U. S., he rendered distinctive service to the Navy and to his country.



Admiral Blandy



SILVER STAR MEDAL

### Gold star in lieu of second award:

★ **BELL**, David B., Comdr., USN, Washington, D. C.: CO, USS *Pargo*, during a war patrol of that vessel, from 3 Sept to 7 Oct 1944.

★ **COX**, George E., Lt. Comdr., USNR, Watertown, N. Y.: CO, MTB 135, New

Guinea, and coast of New Britain, from May to December 1943.

★ **RABENSTEIN**, Howard P., Lt., USNR, Geneva, Ohio: CO of a fire support unit, Pacific Ocean areas, 21 July 1944.

★ **VENTER**, Julian D., Comdr., USNR, Branford, Conn.: Damage control officer, USS *Kalinin Bay*, Battle off Samar, 25 Oct 1944.

### First award:

★ **BAUER**, Rudolph C., Capt., (then Comdr.), USN, Beverly Hills, Calif.: While serving on board USS *Kalinin Bay*, Battle off Samar, 25 Oct 1944.

★ **BETZEL**, Albert F., Lt. Comdr., USN, Washington, D. C.: Diving officer, USS *Aspro*, fifth war patrol, from 10 Sept to 25 Oct 1944.

★ **BROWNE**, Robert L., Lt. (jg), USNR, South Pasadena, Calif. (posthumously): Pilot in BomRon 10, USS *Intrepid*, East China Sea, 7 Apr 1945.

★ **BRUMBAUGH**, Richard H., Lt. (jg), USNR, Benton, Ill.: Pilot in BomRon 10, USS *Intrepid*, East China Sea, 7 Apr 1945.

★ **CAMPBELL**, Donald D., Lt., USNR, New London, Conn.: Communications officer, USS *Sangamon*, Southwest Pacific areas, from 12 Oct to 3 Nov 1944.

★ **CONN**, John P., Comdr., USN, Los Angeles, Calif.: CO, BomRon 84, USS *Bunker Hill*, Tokyo Area, 16 and 17 Feb 1945.

★ **CRUTCHER**, William R., Comdr., USNR, Scranton, Pa.: Assistant approach officer, USS *Apogon*, second war patrol, 15 Jan to 5 Mar 1944.

★ **EMERY**, Charles F., Jr., Lt. (jg), USNR, Colorado Springs, Colo.: Member of UDT in assault of enemy held island, Pacific area, 17 to 21 July 1944.

★ **FIVES**, Francis M., Lt. (then Lt. (jg)), USNR, Scranton, Pa.: Torpedo data computer operator, USS *Pampanito*, third war patrol, from 17 Aug to 28 Sept 1944.

★ **FLESSNER**, Conrad J., Lt., USN, Iselin, N. J.: Torpedo data computer operator, USS *Bowfin*, seventh war patrol, from 25 Jan to 25 Mar 1945.

★ **FRAZIER**, Eugene E., CHCARP, USNR, San Andrea, Calif.: Member of UDT, Pacific Ocean areas, July 1944.

★ **GAGNON**, James, Lt. (jg), USNR, Los Angeles, Calif.: Pilot in TorpRon 8, USS *Bunker Hill*, Philippine Sea, 20 June 1944.

★ **GODFREY**, William J., Jr., Lt., USNR, Manitowac, Wis.: Diving officer, USS *Pogy*, fifth war patrol, from 15 Jan to 8 Mar 1944.

★ **GUGLIOTTA**, Guy F., Comdr., USN, Hammonton, N. J.: Assistant approach officer, USS *Halibut*, tenth war patrol, from 8 Oct to 1 Dec 1944.

★ **HAGIE**, Bradford F., Lt. (jg), USNR, Washington, D. C.: Pilot in FitRon 16, USS *Lexington*, Philippine Sea, 19 June 1944.

★ **HINCHEY**, John J., Lt. Comdr. (then Lt.), USN, Omaha, Neb.: Diving officer, USS *Halibut*, tenth war patrol, from 8 Dec to 1 Dec 1944.

★ **HOGG**, Edward H., Lt., USNR, New Orleans, La.: Assistant approach officer, USS *Pargo*, seventh war patrol, from 19 Jan to 13 Mar 1945.



Lt. Comdr. Reiserer Lt. Scheurer



Lt. Stear Comdr. Strean

★ ISON, Robert L., Lt. Comdr., USNR, Atlanta, Ga.: Assistant approach officer, navigator, and executive officer, USS *Bergall*, second war patrol, from 2 to 23 Dec 1944.

★ JOHNSON, Stephen L., Lt. Comdr. (then Lt.), USN, Lafayette, Ind.: Torpedo data computer operator, USS *Shad*, sixth war patrol, from 28 Sept to 24 Nov 1943.

★ KING, Chauncey B., Jr., Lt., USN, San Francisco, Calif.: Assistant damage control officer, USS *Santa Fe*, Shikoku, Japan, 19 Mar 1945.

★ KOWALCHYK, Peter, Ens., USN, Troy, N. Y.: While serving aboard USS *Camberra*, Pacific areas, 21 to 27 Oct 1944.

★ MOORE, James S., Lt. Comdr., USNR, Milwaukee, Wis.: Navigator and OD, aboard USS *Sangamon*, Southwest Pacific, from 12 Oct to 3 Nov 1944.

★ MURPHY, Welter P., Jr., Lt. Comdr. (then Lt.), USN, Groton, Conn.: Assistant approach officer, USS *Sailfish*, 12th war patrol, from 26 Sept to 11 Dec 1944.

★ PASELER, William T., Lt. (then Ens.), USN, New London, Conn.: Diving officer, USS *Darter*, fourth war patrol, from 1 Sept to 24 Oct 1944.

★ PRATT, William V., II, Comdr., USN, Washington, D. C.: CO, USS *Grayson*, in enemy waters, 13 to 17 Oct 1944.

★ SCHNEPP, James D., Lt. Comdr. (then Lt.), USN, Bloomington, Ill.: Torpedo data computer operator, USS *Guardfish*, eighth war patrol, 15 July to 31 July 1944.

★ SHAFFER, Mile J., Lt. (jg) (then Ens.), USNR, Downs, Iowa.: Pilot in FitRon 44, USS *Langlely*, Leyte Gulf, 25 Oct 1944.

★ SHEPARD, Andrew G., Capt., USN, Rochester, N. Y.: CO, USS *Cleveland*, in action against enemy forces in Pacific areas, from 19 June to 9 Aug 1944.

★ SHANNON, Lafe C., Lt. (then Lt. (jg)), USNR, Minneapolis, Minn.: Pilot and section leader in FitRon 20, USS *Enterprise*, Battle of Leyte Gulf, 24 Oct 1944.

★ SIMPSON, Rodger W., Commodore (then Capt.), USN, San Francisco, Calif.: CO of a destroyer squadron, Bismarck Archipelago, from 14 to 25 Feb 1944.

★ THOMPSON, Leslie, Lt. (jg), USN, Mangum, Okla.: Fire control officer, USS *Jallao*, first war patrol, from 9 Oct to 10 Dec 1944.

★ DEVOS, Paul L., Capt. (then Comdr.), USN, Chevy Chase, Md.: CO, USS *Murray*, vicinity of Okinawa Shima, from 17 to 27 Mar 1945.

★ WELCH, Edward G., Lt. (jg) (then Ens.), USNR, Oakland, Calif.: Communications officer and plotting officer, USS *Bergall*, second war patrol, from 2 to 23 Dec 1944.

★ WHETTON, James A., Comdr. (then Lt. Comdr.), USNR, Somerville, Mass.: Engineer officer, USS *Kalinin Bay*, Battle for Leyte Gulf, 25 Oct 1944.

★ WILLIAMS, Henry P., Lt. Comdr. (then Lt.), USNR, Ft. Lauderdale, Fla.: While serving aboard LCI (L) 449, Marshall Islands, 12 Feb 1944.

★ WOLVERTON, Royal A., Capt. (then Comdr.), USN, Washington, D. C.: CO, USS *Murphy*, Normandy, France, 6 June 1944 and Cherbourg, 25 June 1944.

## U. S. NAVY HELPS SCOTS HONOR JONES

A contingent of three U. S. naval officers and 12 midshipmen from the Midshipmen Practice Squadron participated in the John Paul Jones' 200th birthday anniversary celebrations in Scotland.

Like John Paul Jones, the officers and midshipmen were of Scottish ancestry. Arriving in Scotland, they were met at the Timwald Downs Aerodrome near Dumfries by RAF officers and civic dignitaries of the Stewartry after a flight from Portsmouth, England.

A three-day bi-centenary celebration began with the arrival of the American naval party. To their surprise they learned that John Paul Jones, once termed a "splendid renegade" in the land of his birth, has now become almost as great a national hero in Scotland as in the United States.

In a welcoming address Provost Fyfe of the Burgh of Dumfries said that "not only Scotland and Britain but all the civilized world have cause to be grateful to the Galloway lad who gave the United States such a wonderful tradition."

Turning to the U. S. Navy representatives, the provost continued, "If your Navy had not cherished the spirit inculcated by John Paul Jones,

it is not an exaggeration to say that liberty would have vanished from the earth."

Visiting various points of interest, the officers and midshipmen saw at Kirkbean the cottage in which the famous skipper of the *Bon Homme Richard* was born. They also saw the John Paul Jones baptismal font which was presented to the local church by U. S. Navy personnel who served in Britain during World War II.

The principal commemorative ceremonies took place in the Royal Burgh of Kirkcudbright which was brightly bedecked with U. S. and British flags. Here the Americans participated in a parade and presented the people of Kirkcudbright with a duplicate of a medal struck for John Paul Jones by the French government.

John Kennedy, Provost of Kirkcudbright, presented Commander Robert A. MacPherson, officer-in-charge of the U. S. Navy party, with a resolution inscribed on vellum from the Kirkcudbright city council. The resolution conveyed greetings to the officers and men of the U. S. Navy at home and abroad and on the high seas "in recognition of the bonds of friendship and of the mutual interest which link the destinies of the British Commonwealth of Nations and the United States of America."



### LEGION OF MERIT

#### Gold star in lieu of second award:

★ COWDREY, Roy T., Capt., USN, Coronado, Calif.: Force maintenance officer, on staff of Commander Service Squadron, South Pacific Force, 26 Aug 1943 to 15 June 1944.

★ JOHNSON, George W., Rear Admiral, USN, Coronado, Calif.: ComDesDiv 61, escort unit commander and administrative commander, DesRons 30 and 27, Atlantic Ocean, outbreak of hostilities to August 1944.

#### First award:

★ ANDERSON, Ray D., Lt. Comdr, USNR, Raleigh, N. C.: CO, LCI, in action in Mediterranean, from April 1943 to May 1945.

★ BAHM, George H., Capt., USN, San Francisco, Calif.: CO, USS *Dixie*, forward Pacific areas, December 1941 to April 1943.

★ BAKER, Charles A., Capt., USN, Washington, D. C.: CO, USS *Texas*, Iwo Jima, Ryukyus, 16 Feb to 7 Mar 1945, Okinawa, Volcano Islands, 25 Mar to 30 Apr 1945.

★ CHADWICK, James H., Capt., USN, San Francisco, Calif.: Fleet material officer, staff of CinLant, December 1940 to November 1944.

★ EDMUNDS, Charles D., Capt., USN, Vallejo, Calif.: CO, submarine base, Pearl Harbor, ComSubRon 6, from 11 Jan to 8 Sept 1943.

★ FULLER, Harold D., Comdr. (then Lt. Comdr.), USN, Madison, Wis.: CO, USS *Kalk*, in action against enemy forces vicinity of Dutch New Guinea, 1944.

★ HALL, Frederick S., Capt. (then Comdr.), USN, Fredonis, N. Y.: CO of screen in Task Group 22.3, action against German submarine, French West Africa, 4 June 1944.

★ HOLLINGSWORTH, John C., Comdr., USN, Groton, Conn. (posthumously): CO, USS *Scamp*, seventh war patrol, Japanese waters, 3 Mar to 2 Apr 1944.

★ HOYT, Joseph B., Jr., Capt. (then Lt. Comdr.), USNR, Hyattsville, Md.: CO, landing ship group, West Loch Harbor, Oahu, T. H., 21 May 1944.

★ JACKSON, William B., Jr., Capt., USN, Arlington, Va.: Chief of staff, Commander Service Squadrons, South Pacific, 7 Jan 1943 to 17 Mar 1944.

★ MACK, Andrew R., Capt., USN, Derry, N. H.: CO, advanced naval base sectional drydock, South Pacific area, from 10 May 1943 to 15 June 1944.

★ NICHOLSON, Willard A., Comdr., then

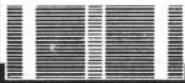
## ★ DECORATIONS

### Legion of Merit (Cont.)

Lt. Comdr.), USNR, Miami, Fla.: CO, Mine Force, 5th Fleet, East China Sea and Tsugaru Straits, 5 July to 20 Oct 1945.

★ OGDEN, Samuel B., Capt., USN, Southport, Conn.: Task unit commander under Commander, Third Fleet, Pacific areas, 24 Aug 1944 to 26 Jan 1945.

★ PALMER, Khem, W., Capt., USN, Union City, Tenn.: Ammunitions officer ComServRon 10, Central and Western Pacific areas, 17 Aug 1944 to 1 June 1945.



### DISTINGUISHED FLYING CROSS

#### Gold star in lieu of third award:

★ HEDRICK, Roger R., Comdr. (then Lt. Comdr.), USN, National City Calif.: CO FitRon 84, USS Bunker Hill, Toyko area, 16 to 17 Feb 1945.

#### Gold star in lieu of second award:

★ BISHOP, Norman A., Lt. (jg) (then Ens.), USNR, Montpelier, Vt.: Pilot of a carrier-based fighter plane, Okinawa Gunto, April 1945.

★ CARMODY, Martin D., Lt. Comdr. (then Lt.), USNR, Indiana Harbor, Ind.: Pilot and flight leader in BomRon 8, USS *Bunker Hill*, vicinity New Guinea, Carolines, Marianas, Bonins, Philippines, Formosa and Ryukyus, from 30 Mar to 20 Oct 1944.

★ COOPER, Alvin G., Lt. (jg); USNR, Middleton, Ohio: Pilot in FitRon 24, USS *Santee*, Ryukyu Islands, from 12 May to 14 June 1945.

★ DEAN, William A., Comdr., USN, Coronado, Calif.: Pilot and squadron leader, Air Group 2, USS *Hornet*, First Battle of the Philippine Sea, 19 June 1944.

★ HAMBLIN, Louis R., Lt. (jg), USNR, Ft. Bridger, Wyo.: Pilot in FitRon 80, USS *Hancock*, Tokyo area, 16 Feb 1945.

★ HOLLADAY, Robert W., Lt. (jg), USNR, Ruleville, Miss.: Pilot in BomRon 84, USS *Bunker Hill*, in action against enemy forces, 17 Feb 1945.

★ MCNINCH, Dwight O., Lt., USNR, Columbia, S. C.: Pilot of an escort fighter plane, CompRon 83, USS *Sargent Bay*, Volcano Islands, Ryukyu Islands, from 16 Feb to 8 June 1945.

★ MOORE, William J., Lt. Comdr. (then Lt.), USNR, Fresno, Calif.: Pilot in TorpRon 2, USS *Hornet*, Philippine Islands, 21 Sept 1944.

★ RIGG, James F., Comdr (then Lt. Comdr.), USN, Norfolk, Va.: Pilot in FitRon 15, USS *Essex*, Leyte Gulf, 25 Oct 1944.

★ SLONE, William J., Lt., USN, Alexandria, Ind.: Pilot of a torpedo bomber, CompRon 68, USS *Fanshaw Bay*, Battle for Leyte Gulf, 25 Oct 1944.

#### First award:

★ ABERNATHY, Alva N., Lt., USNR, Dallas, Tex.: Pilot and section leader in FitRon 44, USS *Langley*, Battle for Leyte Gulf, 24 Oct 1944.

★ BALLARD, Donald W., Lt. (jg), USN,

Spokane, Wash.: CO of a Navy Liberator, on photographic missions, Southern Japan, from 17 July to 14 Aug 1945.

★ BARSELL, Theodore A., Lt. (then Ens.), USNR, Hartford, N. C.: Pilot of a torpedo plane, USS *Ommney Bay*, Battle for Leyte Gulf, 25 and 26 Oct 1944.

★ BINNING, Edward G., Lt. Comdr., USNR, Nashville, Tenn.: Plane commander in PatBomRon 118, vicinity of Korea, 13 May 1945.

★ BLACKWELL, Frank H., Lt. (jg), USNR, Petersburg, Va.: Pilot in FitRon 37, USS *Sangamon*, Battle for Leyte Gulf, 27 Oct 1944.

★ BROOKS, Eldon E., Lt. (jg), USNR, Carmel, Calif.: Pilot in BomFitRon 10, USS *Intrepid*, Okinawa, Tokuno, Ryukyu Islands, from 12 Apr to 6 Aug 1944.

★ BROWN, Carl A., Jr., Lt. Comdr., USN, Texarkana, Tex.: Division leader in FitRon 27, USS *Princeton*, Marianas Islands, from 11 to 19 June 1944.

★ BRYCE, James A., Lt., USNR, Altus, Okla.: Pilot in FitRon 22, USS *Cowpens*, in action against Japanese forces, 21 Jan 1945.

★ BUCARO, Richard, Lt. (jg) (then Ens.) USNR, Springfield, Ohio: Pilot in CompRom 97, USS *Shikey Bay*, Ryukyu Islands, from 13 Apr to 22 June 1945.

★ COOLEGE, Aurelian, Lt. Comdr. (then Lt.), USNR, Atlanta, Ga.: Pilot of a Liberator, PatBomRon 105, during antisubmarine patrols, Bay of Biscay, 8 July 1944.

★ COUGHLAN, William C., Lt. (then Lt. (jg)), USNR, Poughkeepsie, N. Y.: Fighter pilot in CompRon 3, USS *Kalinin Bay*, Battle off Samar, 25 Oct 1944.

★ COX, Joseph B., Lt. (jg) (then Ens.), USNR, Plymouth, N. C.: While serving in CompRon 94, USS *Shamrock Bay*, Ryukyu Islands, 10 May 1945.

★ COYER, Frank, Jr., Lt., USNR, Champaign, Ill.: Pilot in FitRon 23, USS *Princeton*, Bismark Archipelago, from 1 to 19 Nov 1943.

★ DEAR, John W., Jr., Lt. (then Lt. (jg)), USNR, Meridian, Miss.: Pilot of a plane in Air Group 2, USS *Hornet*, Bonin Islands, 24 June 1944.

★ ERWIN, Howard G., Lt. USNR, Hartford City, Ind.: Pilot of a dive bomber in BomRon 11, USS *Hornet*, Battle off Samar, 25 Oct 1944.

★ FALKNER, Raymond E., Lt. (jg), USNR, Van Nuys, Calif.: Pilot in CompRon 75, USS *Ommoney Bay*, Battle off Samar, 25 Oct 1944.

★ FOREHAND, Raymond, Lt. (jg), USNR, Enterprise, Ala.: Pilot in CompRon 83, USS *Sargent Bay*, Volcano and Ryukyu Islands, from 17 Feb to 22 Apr 1945.

★ FOSTER, Albert D., Lt. Comdr. (then Lt.), USNR, Waltham, Mass.: Air coordinator of a group of 8 torpedo bombers and 8 fighters, in CompRon 85, USS *Lunga Point*, Iwo Jima, Volcano Islands.

★ GARBER, John A., Lt. Comdr. (then Lt.), USNR, Los Angeles, Calif.: For aerial operations against enemy forces, forward areas, Central Pacific, from 28 Jan to 20 Apr 1945.

★ GERNER, William L., Lt., USNR, Dallas, Tex.: Section leader of a group of planes, in FitRon 8, USS *Bunker Hill*, Tokyo, 25 Feb 1945.

★ GIEBLER, Clifford L., Jr., Lt. (jg),

USNR, New York, N. Y.: Pilot in CompRon 97, USS *Shikey Bay*, Ryukyu Islands, from 9 Apr. to 16 June 1945.

★ GRAU, Leroy H., Lt., USNR, St. Louis, Mo.: Pilot in TorpRon 11, USS *Hornet*, Formosa, 21 Jan 1945.

★ GREENBAUM, Leon J., Lt. (jg) (then Ens.) USNR, Baltimore, Md.: While serving PatBomRon 111, in action against enemy forces, Borneo, Celebes, Halaya, Indochina areas, from 23 Apr to 16 July 1945.

★ GREGORY, John S., Ens., USNR, Milwaukee, Wis.: Pilot of escort fighter plane in CompRon 83, USS *Sargent Bay*, Ryukyu Islands, from 19 Apr to 17 June 1945.

★ GRAY, John F., Lt. Comdr. (then Lt.), USNR, Coronado, Calif.: Flight leader and executive officer FitRon 66, in operations against enemy forces at Palau Island, 30 and 31 Mar 1944.

★ GRIFFIN, Richard J., Lt. Comdr. (then Lt.), USNR, Philadelphia, Pa.: Pilot in FitRon 2, USS *Hornet*, Marianas Islands, from 12 to 19 June 1944.

★ GUY, Jack O., Lt. (jg), USNR, Atlanta, Ga.: Pilot in TorpRon 51, USS *San*

### 141 Honored by Navy for Work in Atom Bomb Tests

One hundred and forty-one military and civilian Navy personnel attached to Joint Task Force 1 have been awarded medals, letters of commendation and letters of appreciation by the Navy Department for outstanding service performed during the atomic bomb tests at Bikini Atoll.

One hundred and twenty-four Navy officers and men, one U. S. Coast Guard officer, one British officer and 15 civilians were cited for their performance of duty in scientific and technical undertakings during the planning, operational and post-operational phases of Operation CROSSROADS from 11 Jan to 1 Nov 1946.

Included in the awards presented are Distinguished Service Medal—Admiral William H. P. Blandy, USN (see p. 00); Legion of Merit—Rear Admiral William S. Parsons, USN; Captain George M. Lyon, MC, USN; Rear Admiral John A. Snackenber, USN; Captain Frederick L. Ashworth, USN (second award); Captain Bernard E. Manseau, USN (second award); Captain Charles H. Lyman, II, USN (second award); Rear Admiral Thorval A. Solberg, USN (third award); Rear Admiral Frank G. Fahrion, USN (third award); Rear Admiral Clifton A. F. Sprague, USN (fourth award); Distinguished Flying Cross—Lieutenant William H. Williams, Jr., USN (posthumously); Captain Herbert D. Riley, USN.

## QUIZ ANSWERS

### Answers to Quiz on Page 7

- (b) Shown taking off is the Lockheed Constitution.
- (a) World's largest transport, it carries 180 passengers.
- (a) He is operating an air manifold in a submarine.
- (c) Although subject man is a MM, the job is usually performed by a MOMM.
- (b) USS *Atlanta* (CL 104) is of the Cleveland class.
- (a) The main battery of USS *Atlanta* consists of 12 6-inch guns. Souvenir Books

land-based plane in PatBomRon 118, in action against Japanese in Truk and Korea, 28 Apr, May 7 and 27 June 1945.

★ LUPU, Thomas J., Lt. (jg), USNR, New Orleans, La.: Pilot of a torpedo plane in CompRon 68, USS *Fanshaw Bay*, Battle off Samar, 25 Oct 1944.

★ MARSH, John R., Lt., USNR, Long Beach, Calif.: Pilot of a torpedo plane in TorpRon 23, USS *Princeton*, Simpson Harbor, Rabaul, 5 Nov 1943.

★ MARTIN, William H., Ens., USNR, Irvington, N. J.: Pilot of a fighter plane in FitRon 19, USS *Lexington*, Philippine Islands area, from 21 to 24 Oct 1944.

★ MATZ, Rudolph W., Lt. (jg), USN, Newark, Ohio: Pilot in Air Group 1, USS *Yorktown*, First Battle of Philippine Sea, 19 June 1944.

★ MAYER, Irving, Lt. (jg), USNR, Los Angeles, Calif.: As a pilot of a fighter plane in FitRon 24; USS *Santee*, Ryukyu Islands, from 1 Apr to 10 May 1945.

★ MCCARTHY, John J., Lt. (then Lt. (jg)), USNR, Dorchester, Mass.: While serving in PatBomRon 111, in action against Japanese forces from 19 Dec 1944 to 17 Apr 1945.

★ MONAHAN, Alfred E., Lt. (jg), USN, Coeur d'Alene, Idaho: Pilot of a fighter plane in CompRon 84, USS *Makin Island*, Iwo Jima, 15 Feb to 9 Mar 1945.

★ OTTO, Carl, Lt. (jg), USNR, St. Paul, Minn.: While serving in PatBomRon 111, in action against enemy forces, Borneo, Celebes, Malaya and Indochina areas, from 19 Dec 1944 to 17 Apr 1945.

★ PARSONS, Samuel G., Lt. Comdr. (then Lt.), USNR, Brooklyn, N. Y.: Pilot of a torpedo plane in action against enemy forces, Atlantic Ocean area, 10 Apr 1944.

★ PETERSON, Lowell D., Lt. (jg), USNR, Phoenix, Ariz.: Fighter pilot, FitRon 25, USS *Chenango*, in action against enemy forces in the Ryukyu Islands, 1 Apr to 14 May 1945.

★ PORTERFIELD, Troy M., Lt., USNR, Pomona, Calif.: Torpedo bomber pilot, TorpRon 2, USS *Hornet*, Philippine Islands, 21 Sept 1944.

★ PRITCHARD, William H. Jr., Lt. (jg) (then Ens.), USNR, River Edge, N. J.: Fighter pilot, FitRon 24, USS *Santee*, Ryukyu Islands, 1 Apr to 5 May 1945.

★ PROFIS, Walter, Lt. (jg) (then Ens.), USNR, Phoenix, Ariz.: While serving in PatBomRon 111, in action against enemy forces, Borneo, Celebes, Malaya and Indochina areas, 23 Apr to 16 July 1945.

★ RICHARDS, Wesley H., Lt. (jg) (then

Ens.), USNR, Texarkana, Ark.: Torpedo bomber pilot, CompRon 84, USS *Makin Island*, Okinawa, Ryukyu Islands, 24 Mar to 29 Apr 1945.

★ ROUM, John P., Lt. (jg), USNR, Laramie, Wyo.: Fighter pilot, USS *Sangamon*, Leyte Gulf, 25 Oct 1944.

★ SANDERS, Jesse A., Jr., Lt., USNR, Auburn, Ind.: While serving in PatBomRon 111, in action against enemy forces in Borneo, Celebes, Malaya and Indochina Areas, 21 Apr to 23 July 1945.

★ SAVAGE, Jimmie E., Lt. Comdr. (then Lt.), USNR, Howe, Tex.: Fighter pilot, FitRon 11, USS *Hornet*, Philippine Islands Area, 14 Oct 1944.

★ SHANKS, Lawrence B., Lt. (then Lt. (jg)), USNR, Jefferson City, Mo.: While serving in PatBomRon 111, in action against enemy forces in Borneo, Celebes, Malaya and Indochina Areas, 19 Dec 1944 to 13 Mar 1945.

★ SIPPEL, Joseph T., Lt. (jg), USNR, Rochester, N. Y.: While serving in CompRon 91, USS *Makin Island*, Ryukyu Islands area, 26 Mar to 30 Apr 1945.

★ SODERLUND, Charles A., Lt. (jg) (then Ens.), USNR, Sharon Hill, Pa.: Pilot in Air Group 14, USS *Wasp*, POA, 12 July 1944.

★ STEINER, Edward F., Ens., USNR, Baltic, Ohio: For action during aerial flight against enemy forces, POA, 1 May to 15 July 1945.

★ STEPUTUS, Frederick C., Jr., Ens., USNR, Glassport, Pa.: Fighter pilot, BomFitRon 80, USS *Hancock*, POA, 16 Feb 1945.

★ STEWART, Ramsey M., Lt. (then Lt. (jg)), USNR, Denver, Colo.: While serving in PatBomRon 111, in action against enemy forces in Borneo, Celebes, Malaya and Indochina areas, 23 Dec 1944 to 4 May 1945.

★ SWANSON, Arthur B. Jr., Lt. (jg) (then Ens.), USNR, Duluth, Minn.: While serving in PatBomRon 111, during action against enemy forces in Borneo, Celebes, Malaya and Indochina areas, 20 Dec 1944 to 21 Apr 1945.

★ TATE, Benjamin C., Lt. (then Lt. (jg)), USNR, Winchester, Ky.: While participating in aerial flight, in action against enemy forces, Bonin Islands, 15 June 1944.

★ THOMPSON, John L., Lt., USNR, Norfolk, Va.: Air coordinator, CompRon 85, USS *Lunga Point*, Iwo Jima, Volcano Islands.

★ TOLAND, Donald J., Lt. (jg) (then Ens.), USNR, Augusta, Ill.: While serving in PatBomRon 111, in action against enemy forces in Borneo, Celebes, Malaya and Indochina areas, 19 Dec 1944 to 29 Apr 1945.

★ TAUB, Sumner F., Lt. (jg), USNR, Seahurst, Wash.: While serving in PatBomRon 111, in action against enemy forces in Borneo, Celebes, Malaya and Indochina areas, 18 Dec 1944 to 16 Apr 1945.

★ TURNER, Thomas A., Lt., USNR, San Francisco, Calif.: While serving in CompRon 77, USS *Rudyard Bay*, Iwo Jima, 19 Feb to 8 Mar 1945.

★ VIEAU, Harold E., Lt. (jg) (then Ens.), USNR, Minneapolis, Minn.: While serving in CompRon 91, USS *Makin Island*, Ryukyu Islands area, 26 Mar to 31 May 1945.

★ WILSON, Kenneth E., Lt. (jg), USNR,

Jacinto, Philippine Islands, 25 Oct 1944.  
★ HARRIS, Richard A., Lt. (jg) (then Ens.), USNR, Richmond, Calif.: Pilot in FitRon 26, USS *Santee*, in action against enemy forces at Cebu, Philippine Islands, 26 Oct 1944.

★ HEINMILLER, George A., Lt. (jg) (then Ens.), USNR, Pensacola, Fla.: Pilot in CompRon 3, USS *Kalinin Bay*, Battle off Samar, Philippine Islands, 25 Oct 1944.

★ HELMUT, Lawrence E., Lt. (then Lt. (jg)), USNR, Lakewood, Ohio: Pilot of a torpedo plane in TorpRon 11, USS *Hornet*, vicinity of French Indochina, 12 Jan 1945.

★ HITPAS, Henry R., Lt. (jg) (then Ens.), USNR, Peoria, Ill.: Pilot of CompRon 85, USS *Lunga Point*, Chichi Jima, Volcano Islands, 17 Feb 1945.

★ HUTCHINSON, Harold R., Lt. (then Lt. (jg)), USNR, Oakland City, Ind.: While serving in PatBomRon 111, Borneo, Celebes, Malaya and Indochina areas, from 21 Dec 1944 to 31 Mar 1945.

★ IMEL, Norman W., Lt. (jg), USNR, Forgan, Okla. (posthumously): Pilot of a fighter plane in Air Group 8, USS *Bunker Hill*, First Battle of Philippine Sea, 20 June 1944.

★ JOHNSON, Ace, Lt. Comdr. (then Lt.), USNR, Kansas City, Mo.: Pilot of a fighter plane in CompRon 75, USS *Omanney Bay*, Battle off Samar, 25 Oct 1944.

★ JONES, Donald E., Lt. (jg) (then Ens.), USNR, Oshkosh, Wis.: Pilot in CompRon 75, USS *Omanney Bay*, Battle off Samar, 25 Oct 1944.

★ KENT, Charles A., Jr., Lt. (jg), USNR, Pittsburgh, Pa.: Pilot of an escort torpedo plane in CompRon 83, USS *Sargent Bay*, Volcano and Ryukyu Islands, from 16 Feb. to 1 Apr 1945.

★ KING, Geoffrey B., Lt. (then Ens.), USNR, Tifton, Ga.: Pilot in CompRon 3, USS *Kalinin Bay*, Battle off Samar, 25 Oct 1944.

★ KOEP, Ray J., Lt., USNR, Spokane, Wash.: As pilot in CompRon 5, USS *Kitkun Bay*, Battle for Leyte Gulf, 24 to 25 Oct 1944.

★ KRAFT, Elmer A., Lt. Comdr. (then Lt.), USNR, Gilam, Ill.: Fighter plane pilot in FitRon 16, USS *Lexington*, Marianas Islands, from 11 to 25 June 1944.

★ LABADIE, Eugene E., Lt. (jg) (then Ens.) USNR, Wyandotte, Mich.: While serving in PatBomRon 111, Borneo, Celebes, Malaya and Indochina areas from 2 Feb to 19 June 1945.

★ LAFONTAINE, Gustave E., Lt. (jg) (then Ens.), USNR, Franfort, Ky.: While serving in PatBomRon 111, during action against enemy forces in Borneo, Celebes, Malaya and Indochina areas from 27 Feb to 19 June 1945.

★ LAMBERT, Valdemar G., Comdr., USN, Wauwatosha, Wis.: CO, TorpRon 15, USS *Essex*, Volcano Islands, 15 June 1944.

★ LANGFORD, James R., Lt. (then Lt. (jg)), USNR, Hallsville, Ill.: As pilot in TorpRon 2, USS *Hornet*, vicinity of Philippine Islands, 21 Sept 1944.

★ LAWRENCE, Sidney J., Comdr., USN, San Francisco, Calif.: As pilot of patrol plane, Marshall Islands, from December 1943 to January 1944.

★ LODATE, August M., Lt., USNR, Brooklyn, N. Y.: As plane commander of a

## ★ DECORATIONS

### D. F. C. (Cont.)

Montebello, Calif.: While serving in PatBomRon 111, in action against enemy forces in Borneo, Celebes, Malaya and Indochina areas, 27 Apr to 20 July 1945.

★ WILSON, Kenneth E., Lt. (jg), USNR, Grand Ledge, Mich.: Bomber pilot, BomRon 19, USS *Lexington*, Philippine Islands area, 5 Nov 1944.

★ YOUNG, William R., Lt. (jg) (then Ens.), USNR, Kensington, Md.: While in PatBomRon 111, in action against enemy forces in Borneo, Celebes, Malaya and Indochina areas, 18 Feb to 5 June 1945.



NAVY AND MARINE CORPS MEDAL

### First award:

★ ARNOLD, Edward A., Lt. Comdr. (then Lt.), USNR, Rexford, Mont.: For heroic conduct during a rescue off Willapa Bay, Wash., 14 Apr 1944.

★ BERGNER, Allan A., Lt. Comdr. (then Lt.), USN, Joilet, Ill.: For heroic conduct while serving in USS *Gar*, 11th war patrol, 9 Mar 1944.

★ CAVIN, Francis E., Lt. (then Lt. (jg)), USNR, Washington, D. C.: While serving in USS *Chenango*, vicinity of Okinawa, 9 Apr 1945.

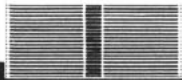
★ FRANKS, Glen H., Lt. Comdr (then Lt.), USNR, Peoria, Ill.: For service aboard USS *Hancock*, operations against enemy forces, Okinawa Jima, 21 Jan 1945.

★ HENNIGAN, Charles M., AMM2, USN, Harrisburg, Pa.: For the rescue of three U. S. Army men, Washington, D. C., National Airport, night of 19 Aug 1946.

★ JAVA, Frank J., Lt., USNR, Port Henry, N. Y.: During amphibious invasion of Southern France, while attached to mobile explosive investigation unit, August 1944.

★ LEMOINE, Freman, CHBOSN (then BOSN), USN, Porthmouth, Va.: During fire fighting operation in USS *Brant*, Le-Havre, France, 13 Oct 1944.

★ WARREN, William C., Ens., USNR, Buffalo, N. Y.: CO, USS LCS (L) 86, operations in Tokyo Bay. 4 Oct 1945.



BRONZE STAR MEDAL

### Gold star in lieu of second award:

★ FRICK, Harry D., Lt., USNR, Monon, Ind.: CO, USS *LCI (G) 75*, during assault on Lingayen Gulf, Kerama Retto, from January to June 1945.

★ FRYER, James W., Lt. Comdr. (then Lt.), USNR, Nashville, Tenn.: Executive officer, USS *Guest*, in action against enemy forces, Marianas Islands, 21 and 22 Feb 1944, Palau Islands, 30 Mar to 1 Apr 1944.

★ HIGH, Paul L., Capt. (then Comdr.),

USN, Falls Church, Va.: ComDesDiv 104, in action against enemy forces, Coast of Honshu, Japan, 19 Mar 1945.

★ IRVING, Ronald K., Comdr. (then Lt. Comdr.), USN, Plymouth, N. Y.: Section leader attached to MTB squadron, Solomon Islands, 26 Feb 1944.

★ PHIFER, Thomas C., Comdr., USN, La Croscota, Calif.: CO, USS *Ellet*, from 27 May to 10 Mar 1944, as CO, Escort Division 69, from August 1944 to April 1945.

★ WILMOTH, Leonard W., Lt. (jg), USNR, Bloomington, Ill.: As fighter director officer in advance destroyer picket group, coast of Okinawa and Shikkoku, from 17 Mar to 10 Apr 1945.

★ WINSTON, Francis L., Lt. Comdr., USNR, Long Island, N. Y. (posthumously): Fighter director officer on staff of CTF 38.2, from 10 Nov 1944 to 25 Jan 1945.

### First award:

★ ADAMSON, Robert W., Lt., USNR, Glens Falls, N. Y.: Communications officer and operations officer, LST Flotilla watch, in action against enemy forces in Aleutians, Marshalls, Marianas and Philippines.

★ ARCHER, Earl M., Lt. (then Ens.), USN, Vallejo, Calif.: For heroic achievement while serving on board a US submarine, in enemy-controlled waters.

★ BEARDSLEY, Philip A., Lt., USNR, St. Paul, Minn.: CO of a company of the 1st Beach Battalion during invasion of Southern France, 15 Aug 1944.

★ BECK, Edward L., Rear Admiral (then Comdr.), USN, Palmetto, Fla.: CO, USS *Phelps*, in action against enemy forces, Pacific war area, Feb to May 1942.

★ BENCHLER, Harry R., Lt. (then Lt. (jg)) USNR, New York, N. Y.: Boat wave officer, during landing operation in Marianas Islands, 15 June 1944.

★ BIELE, Edward C., Lt. Comdr. (then Lt.), USNR, Yonkers, N. Y.: Plotting officer, USS *Sea Devil*, third war patrol, from 7 Feb to 20 Apr 1945.

★ BROOKFIELD, Samuel L., Lt., USNR, New York, N. Y.: Legal officer and staff division officer, Transport Squadron Commander 17, Pacific Ocean areas, from 18 Dec 1944 to 19 Nov 1945.

★ BROWN, Allen D., Capt., USN, Los Angeles, Calif.: CO, USS *Vincennes*, during action against Japanese on 26 Oct 1944.

★ CANNEY, Frank C., Lt., USNR, Norfolk, Va.: While serving in USS *Franklin*, Kobe, Japan, 19 Mar 1945.

★ CARMICK, Edward S., Comdr. (then Lt. Comdr.), USN, Saratoga, Calif.: CO, USS *Sargo*, seventh war patrol, in enemy waters, from 27 May to 9 July 1943.

★ CARSON, John H., Rear Admiral (then Capt.), USN, Danville, Va.: While on staff of Commander Cruisers, Battle Force; Commander Anzac Forces; SouWesPac, 1942.

★ CASSEDY, Gerard J., Lt., USNR, Westport, Conn.: CO, USS *LST 317*, during assault and invasion of France, June 1944.

★ CHAPMAN, Charles H., Lt., USNR, Longview, Tex.: Gunnery officer, USS *Hilary P. Jones*, in fire support operations, coast of Franco-Italian Riviera, from 7 to 30 Sept 1944.

★ CHRISTOFFERSON, Lloyd F., Lt (then Lt. (jg)), USNR, Duluth, Minn.: Assistant

navigator, USS *Pogy*, fifth war patrol, from 15 Jan to 8 Mar 1944.

★ CLOSE, Hugh W., Jr., Lt., USNR, Lansdowne, Pa.: For heroic achievement while serving in USS *Franklin*, Kobe, Japan, 19 Mar 1945.

★ COOK, Allen P., Jr., Lt. Comdr., USN, Mayfield, Ky.: Damage control officer and first lieutenant in USS *Nevada* during invasion of France, June 1944.

★ COOKSEY, Benjamin H., Lt., USNR, Prichard, W. Va.: Communications officer of ComTransRon 17, in action against enemy forces in Pacific Ocean areas, from 18 Dec 1944 to 18 Nov 1945.

★ DAVIS, Lewis F., Comdr. (then Lt. Comdr.), USNR, Jonesboro, Ark.: For heroic achievement while serving in USS *Franklin*, Kobe, Japan, 19 Mar 1945.

★ DODGE, Harry B., Capt. (then Comdr.), USN, Portland, Ore.: CO, USS *Seal*, sixth war patrol in enemy waters, from 2 Apr to 3 June 1943.

★ DREW, Harold E., Jr., Lt. Comdr. (then Lt.), USNR, Orange, Conn.: Diving officer, USS *Bergall*, second war patrol, from 2 Dec to 23 Dec 1944.

★ DURR, Charles G., Lt., USNR, Bellingham, Wash.: For heroic service while serving in USS *Franklin*, Kobe, Japan, 19 Mar 1945.

★ ESCH, Arthur G., Lt. Comdr., USN, Washburn, Ill.: While serving in USS *Louisville*, Battle of Suragao Strait, 25 Oct 1944.

★ EVERSOLE, John S., Lt. Comdr., USN, Columbus, Ohio: Assistant maintenance officer for commander, administrative command, amphibious forces, Pacific Fleet, from November 1943 to May 1945.

★ FETTERMAN, Donald L., Lt. (then Lt. (jg)), USNR, Reading, Pa.: Wave commander of landing boat group of an assault transport, Pacific war area, from November 1943 to June 1944.

★ FISHER, Irving S. Lt. (then Lt. (jg)), USNR, Portland, Me.: Photographic interpreter on staff of Commander Second Carrier Task Force, Philippine Islands, Formosa, Nansei Shoto, coast of Indochina, from 2 Oct 1944 to 25 Jan 1945.

★ FUOSS, Ralph A., Comdr. (then Lt. Comdr.), USN, Altoona, Pa.: Fighter director officer and flight deck officer, USS *Princeton*; fighter direction officer, USS *Trathen*, USS *Santa Fe*, from 25 Feb 1943 to 11 May 1944.

★ GARDNER, Stephen P., Lt., USNR, Mission, Tex. (posthumously): Torpedo officer, USS *Snook*, seventh war patrol, from 6 Sept to 18 Nov 1944.

★ GATES, Lloyd A., Lt. (jg), USNR, San Francisco, Calif.: CO of a support ship from September 1944 to June 1945, and during assault and capture of Okinawa and Ie Shima.

★ GENEROUS, Percy D., Lt. Comdr., USN, Onamia, Minn. (posthumously): Flight deck officer, USS *Hancock*, Philippine Islands, from 10 Oct 1944 to 2 Jan 1945.

★ GEVALT, Frederick C., Jr., Lt. Comdr. (then Lt.), USNR, Boston, Mass.: As a company medical officer of 2d Beach Battalion, during assault on France, 6 June 1944.

★ GIBBS, William W., Lt., USNR, Miami, Fla.: As flag lieutenant for Commander 4th Fleet, and ComSolantFor, 11 Nov 1944 to 2 July 1945.



★ GILMAN, Carl J., Lt. Comdr., MC, USNR, Boulder, Colo.: For surgical and medical assistance while serving in USS *Santa Fe*, vicinity of Shikoku, Japan, from 19 Mar to 20 Mar 1945.

★ GUNNELL, Albert L., Jr., BM2, USN, Atlanta, Ga.: For heroic service during the invasion of France, 6 June 1944.

★ GUNNELL, Palmer M., Capt., USN, Long Beach, Calif.: CO, USS *Nantahala*, during a series of fueling operations in South China Sea, from 9 Jan to 20 Jan 1945.

★ HANGER, William A., Lt., USNR, Washington, D. C.: Communications watch officer, Commander Second Carrier Task Force, Pacific Ocean area, from 18 Aug 1944 to 25 Jan 1945.

★ HANSON, Joseph R., Lt., USNR, Elgin, Iowa: As commander boat group attached to USS *Warren*, during assault on enemy held island in Pacific area, from 21 to 23 July 1944.

★ HELMKAMP, Elmer F., Capt., USN, Denver, Colo.: Chief of staff to the Commander Fleet Operational Training Command, Pacific Fleet, Pacific Ocean areas, from 14 Feb 1943 to 8 Aug 1944.

★ HINE, Jonathan T., Lt. Comdr. (then Lt.), USN, Cambridge, Mass.: Torpedo data computer officer, USS *Narwhal*, during fourth, fifth, sixth, seventh and eighth war patrols of that vessel, in enemy waters.

★ HOCHBERG, Raymond A., Lt., (then Ens.), USNR, Akron, Ohio: Boat captain of MTB, Solomon Islands, 25 Feb 1944.

★ HOLDEN, Carl F., Rear Admiral (then Capt.), USN, Bangor, Me.: CO, USS *New Jersey*, in operations against enemy forces in Western Pacific, Philippine and South China Seas, from 24 Aug 1944 to 26 Jan 1945.

★ INTZ, Guy E., Ens. (then COMM), USN, New London, Conn.: In charge of main propulsion plant, USS *Apogon*, second war patrol, from 15 Jan to 5 Mar 1944.

★ JACKSON, Orton P., Jr., Lt. Comdr., USNR, New York City, N. Y.: CO, USS *LST 522*, in action against enemy forces in Atlantic Ocean area during 1944.

★ KERESSEY, Richard E., Lt. (then Lt. (jg)), USNR, Montclair, N. J.: CO, MTB 105, in action against enemy forces, vicinity of Solomon Islands, 22 Aug and 28 Oct 1943.

★ KIRBY, Joseph B., Lt. Comdr. (then Lt.), USNR, Waukegan, Ill.: CO, USS *LST 315*, during landing operations in France, June 1944.

★ KNOERTZER, Halford A., Comdr., USN, Deer Park, Wash.: CO USS *Hunt*, during operations against enemy forces, southern coast of Honshu, Japan, 19 Mar 1945.

★ LAMBERT, Michael T., Jr., Comdr (then Lt. Comdr.), USNR, Atlanta, Ga.: Motor minesweeper type commander and as commander of a task unit, in operations against enemy forces in Saipan, Marianas Islands, on 28 and 29 June and on 6 July 1944.

★ LAMBROS, John J., Lt. (then Lt. (jg)), USNR, Towson, Md.: CO, MTB boat during occupation of New Georgia, Solomon Islands, from 1 Aug to 14 Sept 1943.

★ LEFF, Marvin G., Lt. (then Lt. (jg)), USNR, Billings, Mont.: For heroic achievement, while serving in USS *Franklin*, Kobe, Japan, 19 Mar 1945.

★ LEONARD, William N., Comdr. (then Lt. Comdr.), USN, Coronado, Calif.: Assistant and tactical watch officer on staff of Commander, Second Carrier Task Force, Pacific Ocean areas, from 10 Nov 1944 to 25 Jan 1945.

★ MACGILPIN, Harold H., Jr., Lt. MC, USNR, Worcester, Mass.: Medical officer, USS *Ingersoll*, in action against enemy forces in Pacific, from 15 Jan to 2 Dec 1944.

★ MACLELLAN, John A., Lt., USNR, Calumet, Mich.: Intelligence officer on staff of Commander Aircraft, Solomon Islands, from 27 Feb to 26 May 1944.

★ MARTIN, Charles F., Lt. Comdr., USNR, Chicago, Ill.: As staff watch officer on staff of Second Carrier Task Force, during operations against the Japanese, 18 Aug 1944 to 25 Jan 1945.

★ MARVIN, Robert, Comdr. (then Lt. Comdr.), USNR, Portsmouth, N. H.: Intelligence officer of an advanced reconnaissance party during an encounter with enemy forces, vicinity of Saint-Malo, France, 2 Aug 1944.

★ MCCORKLE, William H., Lt. Comdr. (then Lt.), CHC, USNR, St. Louis, Mo.: While serving with the 4th Marines, capture of Guam, from 21 July to 10 Aug 1944.

★ MCCLOSKEY, Albert P., Lt. (then BOSN), USN, Portsmouth, Va.: As a crewman aboard USS *Titania*, in action against enemy forces in the Mediterranean area, 10 Nov 1942.

★ MCCRES, Victor B., Comdr. (then Lt. Comdr.) USN, New London, Conn.: CO, USS *Hoe*, first war patrol, in Japanese waters, from 27 May to 6 July 1943.

★ MESSICK, Harry J., Lt., USN, New London, Conn.: Plotting officer in USS *Growler*, 10th war patrol.

★ METHVIN, Flicie M., Lt. Comdr. (then Lt. (jg)), USNR, El Dorado, Ark.: Member of UDT 6, during assault and capture of Saipan, June and July 1944.

★ MITCHELL, William H., Ens., USN, Aulander, N. C.: For meritorious service while serving in USS *Craven*, Marianas Islands, from 7 July to 6 Aug 1944.

★ MOYER, Hallard C., Lt., USNR, Lincoln, Neb.: Diving officer, USS *Ray*, sixth war patrol, from 23 Sept to 8 Dec 1944.

★ MYERS, Ernest C., Lt. (then Lt. (jg)), USNR, Mt. Pleasant, Pa.: CO, MTB boat, in action against enemy forces in Solomon Islands, 1 Aug 1943 to 1 Feb 1944.

★ NICKERSON, James D., Lt. Comdr. (then Lt.), USNR, Hopewell, N. J.: Torpedo data computer officer, USS *Bergall*, second war patrol, from 2 to 23 Dec 1944.

★ O'CONNELL, John J., Lt. (then Ens.), USNR, Brooklyn, N. Y.: Communications officer attached to a communication unit in forward areas, Solomon Islands, 12 Sept 1942.

★ PARKER, Elton C., Capt., USN, Louisville, Ky.: CO of air support unit, invasion and occupation of Iwo Jima and Okinawa, from October 1944 to April 1945.

★ PAWSAT, Ewald H., Lt. Comdr. (then Lt.), MC, USNR, Fond du Lac, Wis.: For heroic services as medical officer with advanced units, Saint-Malo, France, 2 Aug 1944.

★ PIERCE, Phillip F., Lt., USNR, Gloucester, Mass.: Diving officer, USS *Spearfish*,



ninth war patrol, from 7 Nov to 19 Dec 1943.

★ POST, Walter E., Jr., Lt. (jg), USN, Wallington, N. J.: Assistant torpedo data computer officer, USS *Tambor*, ninth war patrol, from 5 Jan to 5 Mar 1944.

★ RAYMOND, Jonathan S., Lt., USNR, Pittsburgh, Pa. (posthumously): Boat captain and section leader of MTB squadron, Solomon Islands, 26 Feb 1944.

★ ROBERTS, Richard S., Lt. Comdr., USN, Medford, Ore.: Aircraft maintenance officer while serving in USS *San Jacinto*, Western Pacific, from November 1944 to April 1945.

★ ROTHLEIN, Gerard J., Lt. (then Lt. (jg)), USNR, Leonia, N. J.: Boat group officer attached to USS *Monrovia*, Tarawa, Kwajalein, Saipan, Guam, Leyte, Luzon and Okinawa, from 20 Nov 1943 to 1 Apr 1945.

★ SKINNER, Claiborne A., Lt. Comdr. (then Lt.), USNR, Webster Groves, Mo.: Assault boat group commander and beach traffic control officer, during assault and landing on Saipan, Marianas Islands, 15 June 1944.

★ SMITH, Edward G., Jr., Comdr. (then Lt. Comdr.), USNR, Old Lyne, Conn.: CO, LSM Group 5, Philippine Islands, Borneo, Korea, Japan, from 15 Aug 1944 to 15 Aug 1945.

★ SMITH, Elbert S., Lt., USNR, Decatur, Ill.: CO, USS *LCI(G) 580*, during assaults on Lingayen Gulf, Kerama Retto, from January to June 1945.

★ SMITH, Harry L., Jr., Lt. Comdr. (then Lt.), USNR, Winnetka, Ill.: Executive officer, USS *Halsey Powell*, vicinity of Kyushu, Japan, on 20 and 21 Mar 1945.

★ STEELE, Roland B., Lt., USNR, Groton, Vt.: While serving in MTB squadron attached to 7th Fleet, in operations against Japanese shipping, from January to October 1944.

★ STODGHILL, Jesse E., Lt. (then Lt. (jg)), USNR, Rayville, La.: While a member of a reconnaissance party, Cherbourg, France, 27 June 1944.

# FANTAIL FORUM

**QUESTION: What is your prediction as to aircraft of the future?** (Interviews were conducted at Naval Air Station, Willow Grove, Pa.)



**George P. Kite, AMM2, Philadelphia, Pa.:** The wing area of the planes will be shorter, as the planes will depend on power for lift rather than wing area. Planes will become shorter until they are no longer air planes but rocket ships.



**Joseph J. Ganz, AMM1, Philadelphia, Pa.:** Aviation's future depends on whether or not speed up to 850 mph can be utilized without harmful results to the plane and pilot. He must be given greater protection by science and medicine.



**James F. Dillon, AM1, Philadelphia, Pa.:** Greater discoveries be made by metallurgists resulting in the lightening and strengthening of present-day metals. Rivets will be replaced by a streamlined method of joining metals.



**Benjamin Hesington, SKD2, Philadelphia, Pa.:** Aircraft of tomorrow will be cylindrical in shape and the wings of today will be eliminated. Aeronauticians will overcome all fuel, distance and safety difficulties of the future type.



**William Schnavelly, Pfc., Altoona, Pa.:** Many advancements will be made in military aircraft due to the need for faster and more efficient planes. However, personal planes for all still remain a long way off.



**Robert O. Lassar, BKR3, Moorestown, N. J.:** Future aircraft will be rocket and jet propelled. Something will be done to enable the pilot to withstand the lack of pressure in the higher altitudes. Tires will be made to take fast landings.



**Anthony J. Purich, S1, Philadelphia, Pa.:** Aircraft of the future will be supersonic and will be land-based due to great speeds needed for take-offs and landings. They will be radio-controlled and fly at heights never before reached.



**Robert Hicks, CK3, Philadelphia, Pa.:** It is my expectation that atomic guided missiles will play an important role in striking fear in the hearts of all peoples the world over and instilling in them the desire for lasting peace.



**Earl Cleveland, Y3, Philadelphia, Pa.:** Military aircraft of the future will be pilotless craft capable of flights to any point. Planes will be controlled entirely by central radio and radar operations. The speed will exceed that of sound.

## 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.

**SECURITY:** Since this magazine is not classified, it sometimes is limited in its reporting and publication of photographs.

**REFERENCES** made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB," used as a reference, indicate the official Navy Department Bulletin.

**DISTRIBUTION:** By BuPers Circ. Ltr. 162-43 (NDB, cum. ed., 31 Dec., 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the 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.

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Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

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• **AT RIGHT:** The gallery of buddhas at the Temple of 580 Gentlemen within the Lung Hua Temple in Shanghai fascinates three sightseers while on Saturday afternoon liberty. If their prayers for children are answered, the Chinese place red caps on the buddhas. ➡



# CHARTING A COURSE FOR YOUR OLD AGE

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