

100 **ALL HANDS**

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O



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JANUARY 1948



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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JANUARY 1948 NAVPERS-O NUMBER 371

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: Wintry winds are ignored by Herbert E. Hughes, S1, of Baltimore, Md., as he works with palm and needle. ALL HANDS photo by Walter G. Seewald.

• AT LEFT: Sailors on liberty in the Pacific while away the hours spearing brilliant-colored fish in the coral waters.

CREDITS: All photographs published in ALL HANDS are official U. S. Navy photographs unless otherwise designated; (Page 34 and page 39, Press Assn.)





AFRS SHRINKS THE

FOUR years of AFRS have made the world a small place in which to live for American servicemen.

Although its wartime ado and publicity subsided long ago, the Armed Forces Radio Service today is just as eager and better able to provide our overseas men in uniform with a touch of home via the best in American radio than it was during the years of conflict.

AFRS's job is a big one. It is not solely for the benefit of naval personnel. Instead, it is a joint activity of the Army, Navy and Air Force.

It has brought together personnel from all the services to conduct its world-wide operations. Today at Los Angeles headquarters you will find soldiers, sailors, marines and air force men assigned to duty side by side on the basis of their abilities.

These staff members write, produce, record, transcribe, broadcast and supply transcriptions of radio programs to all the faraway nooks and crannies of the globe.

By agreement with the commercial broadcasting industry and the recording companies in the United States, AFRS confines its activities within this country to providing radio service to Army, Navy and Veterans hospitals.

However, the service's broadcasting facilities abroad range from high-power short-wave stations covering the Atlantic-Europe area and the Pacific-Far East to small shipboard units broadcasting through RBO outlets to ships' personnel.

Standard wave broadcasting stations are maintained from Nanking in China to Berlin in Germany, from Point Barrow in Alaska to Pago Pago in Samoa—wherever armed forces units are so located that American radio stations cannot be heard.

They range in size from minimum power stations, such as Kwajalein and Midway, to super stations such as the 100,000-watt centers at Munich and Stuttgart in Germany.

Station personnel in these distant localities are normally supplied by the

service having primary interest. For instance, the marines operate the Peiping station, while Kodiak is under the Navy. The Berlin station is operated by the Army.

Because the time differentials and great distances over which these stations are spread preclude any possibility of their receiving "live" broadcasts of American network shows, transcriptions are shipped overseas to them by air each week from Los Angeles.

These transcriptions are 16-inch records which play 15 minutes on each side. In effect, the same method is employed by many of the major radio shows in their statewide broadcasts.

For example, the Bing Crosby show is never broadcast "live," but always from transcription — using exactly the same procedure developed by AFRS for its transcriptions of Command Performance and other shows originated at AFRS studios.

The Jack Benny show is broadcast "live" to one audience on the East Coast and is then rebroadcast later to West Coast listeners by transcription. If the radio listener is unfamiliar with the show schedules, he never knows whether



WORLD TODAY

TAPE recorder (left) is demonstrated. GI Jill and sailors (center). Records (above) are shipped to overseas units.

he is receiving "live" or transcribed receptions.

Thus, by the use of transcriptions, it is possible to preserve any program suitable for radio presentation for later use at any desired time. In this regard, the quality required for AFRS transcriptions is higher than that considered satisfactory by commercial standards.

Phonograph records and transcriptions are made at processing plants and stored at the AFRS Los Angeles warehouse. This center of distribution ships out more than 50,000 transcriptions each month for use in the activity's stations and on board ship.

The shipments are flown overseas by ATC, NATS and Marine Air Transport under priority two ratings.

The weekly units shipped to AFRS stations include 105 separate pressings representing 52½ hours of new programs. Units for distribution to ships contain 50 records.

Ship packages are sent to Motion Pictures Exchanges designated by Commander Service Force, Pacific, for distribution to ships in the Pacific, and to Commander Service Force, Atlantic, for ships in the European area.

The following motion picture exchanges in the Pacific receive weekly shipments: Yokosuka, Saipan, Kwajalein, Guam, Shanghai, Tsingtao and Pearl Harbor. Ships served by Commander Service Force, Atlantic, may obtain distribution information from that command.

The records, made of Vinylite, wear well and remain usable indefinitely if given reasonable care. To provide the maximum variety of programs, the service urges quick turnover of available records.

Ships and stations having damaged records are advised to ship them to AFRS headquarters to be turned into scrap for use in making new Vinylite.

Short wave broadcasts to military personnel and AFRS stations overseas are programs which would have little or no value if delayed in receipt.

News and sports events fall into this category. Special events such as presidential speeches must be received directly and news is never transcribed.

During the hours AFRS short wave is on the air, news is broadcast on the hour, every hour. Editors adjacent to the studio, using all the facilities available to any well-equipped news room, compile the news.

The news is completely factual because the service wishes their listeners to draw their own conclusions. Sports events are covered whenever possible by AFRS sports announcers. Otherwise, arrangements are made to take the broadcasts of top-notch civilian announcers covering the event.

Because many of our most popular sports events, such as the World Series and major football games, take place during daytime, short wave makes it possible to cut recordings of these events at the time of the live broadcast and forward them at a later hour to reach the listening audience in distant areas where the time difference is great.

However, a concerted effort usually is made to present the most important programs in this category direct for listeners willing to stay up all night—as many did for the Army-Navy game. AFRS was able to arrange for direct broadcast of the Army-Navy game over five transmitters, simultaneously, to the Pacific and the Orient.

AFRS also transmits slow speed news by short wave. This is for the benefit of small isolated units without facilities for



MARINE SGT. W. Lohmiller, at console (top), describes program schedule. How disc of G.I. Jill's program is cut is explained (below) by E. V. Price, CEM.

copying or reproducing standard speed news.

Many units more fortunately situated do not appreciate the need for slow transmissions. They are urged to bear with AFRS short wave during the slow-down periods.

Most important of all the service's own shows is its famous weekly Command Performance, on which appear the show world's best entertainers. Others include G.I. Jill's popular "Jill's Juke Box," Chili Williams "Mail Call," and Frances Langford's "Purple Heart Album."

Incidentally, Jill will send an autographed photograph to anyone who requests it, mentioning this article. Requests may be addressed to Jill, c/o Armed Forces Radio Service, Los Angeles, Calif.

An elaborate broadcasting studio aboard ship is not necessary to utilize AFRS programs. *Uss Miami's* studio with its two turntables, amplifier, mike, console and record library is an ideal setup.

Important thing is to be able to play programs and broadcast them to ship's personnel either by loudspeaker or through outlets such as the RBO system. To do this, the basic requirement is a satisfactory playback.

Since AFRS recordings are 16-inch slow speed, they require a large radius turntable rotating at 33-1/3 RPMs. This, of course, eliminates practically all standard phonograph turntables.

Unfortunately, no funds are available because of budget limitations whereby the Navy can provide these units to ships. They can be purchased at a reasonable price, however. The standard portable playback is built to government specifications and operates on 110-22 volts, 50-60 cycles AC, two speed, 78 (standard) or 33-1/3 (slow) RPMs, with volume and tone control with a microphone plug-in and control, loudspeaker unit.

The whole unit comes packed as a single case and, at the present time, can be purchased at less than \$100. It is entirely satisfactory for ships or activities which do not have regular radio station programming.

For better results, however, it is desirable to use two playbacks alternately, thus eliminating delays between programs or parts of a program.

For ships carrying inoperative equipment, AFRS will gladly repair or return any equipment sent in for overhaul. Charges for this service are limited to the actual cost of replacement parts. This ac-

tivity also will resharpen jeweled needles at no cost.

The transcriptions themselves are free and are made available at the points of distribution for any ships desiring them. All that is asked is that ships return them promptly for loan to others.

Transcriptions provided through AFRS are divided into the following groups: (1) "H" productions written and produced by AFRS, such as Command Performance. (2) Basic library shows which are both AFRS productions and commercial programs adapted to AFRS, such as Science Magazine, Heard at Home and Pride of Outfit. (3) Domestic Rebroadcast Series which includes all leading radio shows in the states, decommercialized.

In this final group are such programs as those featuring Bob Hope, Jack Benny, Charlie McCarthy, Fibber McGee, Henry Morgan, Ginny Sims, Red Skelton and Amos 'n' Andy. *Twenty questions, Suspense, Melody Hour and Spotlight Bands* also are included.

A final important function of AFRS is providing transcriptions to Army, Navy and veterans hospitals within this country. Institutions using this service comprise what is called "The Bedside Network." At the present time, this includes 132 hospitals, of which six are Navy.

Transcriptions are furnished these units on a weekly basis and amount to more than 16 hours per unit. This includes the "H" productions designed to augment the local programs produced in the hospitals for the patients.

Many hospitals have developed their facilities to the point where they broadcast, within the hospital, a full daily program. This is channeled through the receiving circuit so listeners have a choice of either commercial or the local non-commercial hospital station programs.

Under the guidance of competent medical personnel, many doctors consider that such programs can have a definite therapeutic value.

An example of timely entertainment service provided the Fleet by AFRS was the "Command Performance" Christmas radio show distributed to 51 overseas stations.

Through the cooperation of top stars in the entertainment world, the show was completed and transcriptions sent to the Pacific, Atlantic and Navy, Army and Veterans Administration hospitals.

Tied in closely with the morale-build-



FRANK W. Smart, CEM, at console, plays back record being dubbed into another.

ing services of AFRS—but not directly connected with it—are Navy press news broadcasts (primarily via teletype) from the States to the Fleet. A study is now being made to supplement existing state-side news programs with additional press reports beamed at regularly scheduled hours.

Available now to all ships and stations west of the Marianas is a rebroadcast from Guam of an 8,000-word daily press report originating from the United Press in San Francisco, via Navy radio.

This material is the basic stateside news source for the Guam edition of Navy News and is supplied through BuPers.

Direct communication with AFRS for further information and detailed answers to the many questions that may arise in connection with its operations is not only permitted but desired.

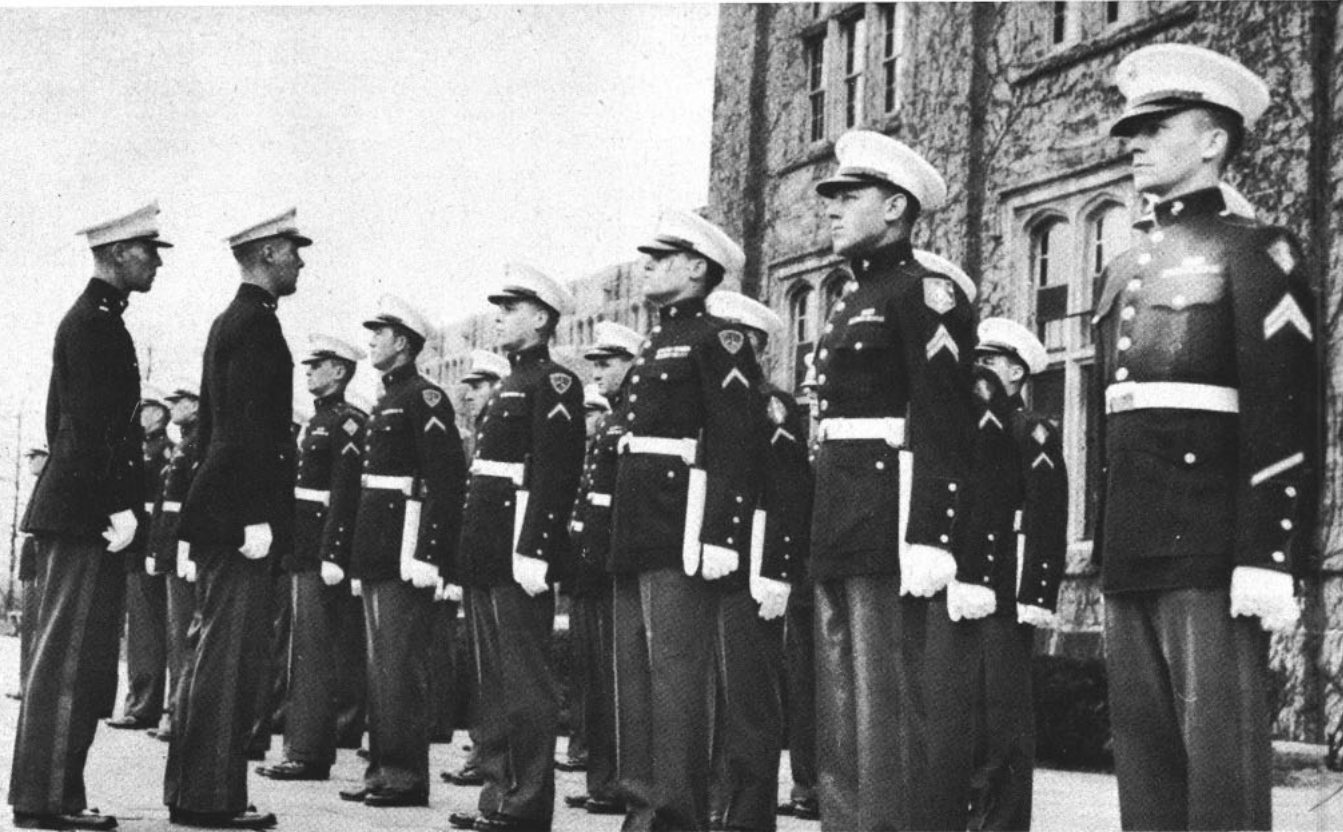
Inquiries may be addressed to the Officer in Charge, Navy Unit, Armed Forces Radio Service, 6011 Santa Monica Blvd., Los Angeles 38, Calif.

Latest Schedule of AFRS Programs

Here is the latest schedule of Armed Forces Radio Service programs beamed to the Pacific and Atlantic.

All times referred to are Greenwich.

Station	WEST COAST TRANSMISSIONS		Time
	Beam Area	Frequency (KCS)	
KCBA	Alaska, Aleutians, China	15150	0315 to 0845
	Southwest Pac — Philippines	15330	0900 to 1430
KCBF	Alaska, Aleutians, China	11810	0315 to 0845
	China and Japan	9700	0900 to 1430
KGEI	Southwest Pac — Philippines	9530	0530 to 1030
	Southwest Pac — Philippines	9530	1045 to 1430
KGEX	Southwest Pac — Philippines	11730	0530 to 0845
KNBX	South and Middle Pacific	15330	0530 to 0845
KWID	South and Middle Pacific	11900	0530 to 1130
	Alaska and Aleutians	9570	0315 to 0845
KWIX	China and Japan	11890	0900 to 1430
EAST COAST TRANSMISSIONS			
WNRX	Central & South America	11830	1900 to 2145
	Panama & West Indies		
WRCA	South Atlantic — Africa	15150	1900 to 2145
	Greenland — Iceland — England		
WBOS	Greenland — Iceland — England	15210	1900 to 2145
	England — Europe — Mediterranean		
WGEX	England — Europe — Mediterranean	17880	1900 to 2145



MARINE HONOR guard on duty at UN stands inspection. Navy men are watching UN's efforts to maintain peace.

UN: ITS MEANING TO NAVY

BY ADMIRAL LOUIS E. DENFELD, USN
Chief of Naval Operations

IN THE Spring of 1945, while the Navy hammered away at Japanese home-island defenses, representatives of the Allied governments met in San Francisco and created an international organization dedicated to the preservation of peace.

Six months later, World War II came to an end aboard the battleship *Missouri*, and the new world peace organization assumed an importance without parallel in the history of mankind.



Admiral Denfeld

Those who have kept pace with events have learned that although frank discussion around an international conference table represents a healthy departure from previous diplomatic practice, it

by no means guarantees a speedy solution for any and all problems. No one can deny that results so far have been disappointing. On the other hand, there is hardly reason to believe the United Nations a failure.

Actually, eventual success or failure of the United Nations depends not so much upon what it has not yet accomplished, as upon what people everywhere say, think and believe it can accomplish.

It is of the greatest importance, therefore, that we maintain our faith in the ability of the United Nations to find the formula for lasting peace. To do otherwise is to let pass the best chance the world has ever had to do away with war as a means of settling international disputes.

To have confidence in the United Nations, it is first necessary to gain an understanding of the organization itself, as well as an appreciation of the many problems to be overcome before it can achieve its purpose. Lack of knowledge leads to indifference and a "defeatist" attitude, either of which is sufficient to

wreck the hopes of those who are working hard to preserve the peace.

Surprisingly enough, a recent survey of public opinion revealed that one out of three people in the United States still does not know what the United Nations is and what it does.

While I am certain the percentage would not run nearly as high among members of the naval service, there are undoubtedly some who, for one reason or another, have neglected to keep informed upon this vital topic. It is hoped they will realize that as American citizens they have a fundamental obligation to take an active interest in the affairs of their government.

Naval personnel have even more of an incentive than the average citizen to acquaint themselves with the details of various matters now pending before the United Nations. For instance, there is the problem of establishing an international "police force" to enforce the decisions of the peace organization. As one of the strongest member nations, the United States would be expected to contribute heavily in both men and materials to such

a force. Naval units would, of course, be included. Even though all this is still in the discussion stage, it is a subject of the greatest interest to naval personnel.

Many other proposals under consideration by delegates of the 57 member nations are of particular importance to military personnel. Most of you probably are already aware of the controversy centered around the best way to guard against the use of the atomic bomb. The outcome of this most important issue may well decide the type of ship in which you will serve in the future, the uniform you will wear, the medical facilities available to you, the weapons you will use, and a host of other details pertaining to your profession.

So it is easy to see why members of the naval service should require little urging to take an interest in the proceedings of the United Nations. The same should be true for every American, for in a democracy such as ours it is the people who shape the broad outlines of foreign policy.

The return of normal conditions—a stabilized peace—is essential if the United Nations is to be given a fair chance to achieve its goal. One of the greatest obstacles to international stability is the present unsettled economic condition of nations which suffered most in World War II. The process of rebuilding homes and factories and clearing farmlands is a long, difficult and costly one, and in the meantime the people of these countries are called upon to endure hunger and hardship surpassed only by that suffered during the war itself.

Conditions such as these are made to order for minority political groups which hope to seize power and to abolish democratic institutions. The constant struggle to keep this from happening imposes a heavy strain upon governments already fully occupied in furthering long-range reconstruction programs, and there is always the danger that they may go under. The effect this would have upon plans for peace is all too apparent.

In recognition of the urgency of the situation, the United States has embarked upon a widespread program of economic aid designed to prevent hunger and hardship from leading to the downfall of free governments. Commonly known as the "Marshall Plan," it is furthering the cause of peace by speeding a return to the international stability so necessary to the successful working of the United Nations.

Much other information concerning work of the United Nations is not as well known as it should be. Obviously, the more people there are who are informed upon the subject, the better the chances of success for the United Nations.

It is particularly important that Americans follow the proceedings and understand the issues involved, for what we believe and think determines what our delegates say at the international conference table. We are much more fortunate than some others, for we can vote, we can express our opinions, and we can organize ourselves into groups to give further emphasis to our views. Through newspapers and magazines, radio programs and motion pictures, we are able to interchange all shades of thought and opinion.

The problems before the United Nations are so difficult that even when all the facts are available it is hard to arrive at any decision with the assurance that it is the right decision.

There are some here in the United States and abroad who have allowed themselves to become discouraged over the slow rate of progress of the United Nations. They cite the bitter arguments and name-calling which have characterized some of the sessions as proof of their contention that "the United Nations is a failure." Either they do not comprehend the enormity of the problems facing the United Nations, or they lack the patience required to see the job through.

There is no denying that the list of accomplishments of the United Nations to date is not very impressive. But just

ADM Hewitt Represents Navy on Council

Representing the Chief of Naval Operations on the Military Staff Committee Security Council of the United Nations is Admiral Henry K. Hewitt, USN, leader of naval forces in many landings in the European theatre of operations during the last war.

Admiral Hewitt commanded amphibious forces in the invasions of Morocco in North Africa, Sicily, Salerno, Anzio and Southern France.

Before serving in his present duties at the United Nations, he was a member of the board investigating the Pearl Harbor attack, later becoming ComNavEu and then advisor at the Naval War College.

as long as representatives of nations are willing to meet and discuss their problems in frank and open fashion, there is basis for hope that wars can be avoided. We must hang on to that hope no matter how discouraging events may seem, for nothing comes easy in this world, and a prize as great as lasting peace is more than worth all the waiting and anxiety it may cost us.

I think those who tend to lose hope would do well to review the early history of our country and see once again how the patience and determination of our forefathers enabled them to create a United States of America in the face of the most bitter disappointments and setbacks.

Although the independence of the Colonies was proclaimed on July 4, 1776, it was not until 1789—13 long years later—that they were able to agree upon a form of government acceptable to all. When we consider how much the people of the various colonies had in common, it is almost inconceivable that the process of unifying should have taken so long. They spoke the same language, and in the main, shared the same customs. They had the same ideals and aspirations, and were mutually dependent upon each other against major attack. And to top it all off, they had fought side by side against a common enemy to gain their independence.

When we look back upon their example we begin to realize how difficult it is for men, even those who think, believe and act alike, to get together and work in harmony upon a program which cannot help but result in added advantage to each.

In the light of the experience which we ourselves underwent in creating our government, it is small wonder that the progress of the United Nations has been limited. In fact, we might almost marvel that it has come as far as it has in the little over two years it has been in existence.

Not only are problems before the United Nations a great deal more difficult and complex than those which faced the early Americans, but the various member nations have much less in common. Interpreters are required to translate the variety of languages spoken at the conference table, differences in dress distinguish the delegates, and even the dissimilarity in customs is strikingly evident.

By themselves, these would not offer too much of a handicap to fruitful discussion, but unfortunately they are but

the outermost signs of the deep cleavage existing between some nations. Of greater significance is the necessity for widely divergent ideologies, political, economic and social theories, and even ideals and aspirations to be reconciled toward a common purpose—peace, security and freedom for all people.

Even though we earnestly desire and hope that the United Nations will succeed in showing men the way to avoid war, we cannot afford to jeopardize our security in the meantime by failing to erect our own safeguards against war.

The United States is one of the cornerstones of the peace organization. If we allow ourselves to become weakened, the United Nations will also be weakened, and its chances for success will diminish in proportion. We have a great responsibility here, not only to ourselves, but to the smaller peace-loving nations who look to us to safeguard the peace until such a time as war has been permanently abolished.

Because we have this responsibility, we cannot justly be accused of "war-mongering" if we maintain military forces of sufficient strength to counter effectively any threat to our security. The world knows our strength is not to be used for aggression, but only to protect against aggression. Americans know this better than anyone else, and there should be no fear that by building an adequate Army, Navy and Air Force we are acting contrary to the principles of the United Nations.

Before we can safely curtail our military strength we must know that the United Nations is a going, workable organization which has been tried in practice and found capable of preventing war. And there must be a thoroughly reliable system of inspection to insure that no nation can acquire unauthorized numbers or types of weapons. With such guarantees, the people of the world will be able to devote their full energies to peaceful pursuits.

With this goal in mind, let us renew our determination to make the United Nations succeed. Most of us saw too much of bloodshed in World War II to ever want to see it again. All of us want to provide a better world in which our children may live. To do so we must work to the limit of our ability. And this imposes no additional obligation upon anyone, for our government has pledged its full support to the United Nations and we, as citizens, have pledged our full support to our government.



AIR MAIL reaches Kodiak via NATS plane, is loaded on husky-pulled sleds.

KODIAK - ADAK: FAR NORTH NAVY

STEPS HAVE been taken since the war to make living conditions as comfortable as possible for Navy dependents arriving at the two major Alaskan bases—Kodiak and Adak.

Both bases are located on islands, the first off the coast of southwest Alaska and the second near the center of the Aleutian chain. Only transportation available to Adak is NATS and Navy or Army-chartered vessels. In addition to these, Kodiak is served by the Alaskan Steam Ship Line (one ship per month) and two commercial airlines (three round trips weekly from Anchorage).

Most Navy personnel and their dependents fly from Seattle to Kodiak by NATS (about eight hours) and continue to Adak via NATS after an overnight stop in Kodiak.

Kodiak Island was the site of the first permanent Russian settlements in Alaska, made about 1790. The NAS and NOB are located on Woman Bay, about eight miles from the town of Kodiak. Population of the town is approximately 900. Prices are very high.

There is no civilian town near the NAS and NOB at Adak. Nearly all buildings are of temporary nature; permanent construction has been started.

At both bases, the number of quarters is limited and assignment to quarters normally requires at least two months.

Because of the serious housing shortage, transportation to both bases is not authorized by Com 17 until quarters have been assigned or the Navy man has made definite arrangements for his family to live in the town of Kodiak. Two special NATS flights are made monthly

for dependents from Seattle to Kodiak; dependents should not travel to Seattle until notified by Com 13.

Navy personnel are authorized to have one automobile per person transported to Alaska via government vessel. The charge for this service is \$10.

A maximum of 165 pounds of baggage per person is authorized for transportation via NATS. Household effects are shipped by surface vessel and sometimes are several months in transit.

Recreation activities in the far north—insofar as outdoor life is concerned—are practically unlimited. In Kodiak, temperatures less rigorous than that of some New England states make hunting, fishing, hiking, camping, tennis, baseball and softball rank high among summer sports. In winter, skiing and ice skating and other cold weather sports are enjoyed.

Conditions are similar on Adak, one exception being that hunting is not allowed as the Aleutian Islands are a game reserve.

Clubs and recreation centers, bowling alleys and movie theaters fill leisure time not occupied by outdoor sports.

Good libraries are available in the enlisted men's recreation buildings. School books are supplied by the Territory of Alaska.

Stocks of clothes are limited and priced high; it is advisable for Navy men and their dependents to bring as much clothing with them as possible. Extra heavy clothes are not needed, but good waterproof medium weight outdoor clothing and sturdy shoes are desirable.

Sun suits? They're rarely used.



MEDITERRANEAN cruise consisted of souvenir buying in Turkey (left) and sightseeing on Grand Canal, Venice (right).

SIGHTSEEING CRUISE

HER official name is *USS Yellowstone* (AD 27), but to members of her crew she's known as "Old Faithful." And, if her crew members have attained a Mediterranean accent, it's no surprise.

Leaving the states in August, the vessel shoved off for four months duty with the Mediterranean Fleet, with first stop scheduled for Naples, Italy. It was there that the crew began their sightseeing tour of the Mediterranean—the kind you read about in travel folders.

At Naples, off-duty pastime consisted of visiting the enlisted men's club where dancing and refreshments were featured. Tours through Naples, to the Isle of Capri, to Pompei, and to Rome were arranged. While in Rome the men from the ship were received by Pope Pius XII.

After a month's stay, the ship moved eastward with other vessels of the Mediterranean Fleet to make an informal call at Izmir, Turkey.

While there, personnel from the ship attended the Turkish International Fair. Parties and dances for the men were arranged by the Turkish government. Conducted tours of the city and to the ancient city of Ephesus were made. As a final token of friendship the Turkish people presented 5,000 packages of figs to the American Fleet.

A short stay was made at Suda Bay, Crete, where a large beach party was held with sport contests between divisions.

Hoisting anchor, the ship moved on to Venice, Italy.

Here the men visited the famous St. Mark's Square and traveled the canals in gondolas to view the buildings of unusual byzantine architecture. Gift shops laden with Venetian glass work, leather goods, jewelry, and other souvenirs were overrun by naval personnel.

After two weeks at Venice, the *Yellowstone* once again moved into southern waters and moored at Taranto, Italy. Taranto, where Italy's largest naval base is located, was quickly nicknamed the "Norfolk" of Italy. While there, a sec-

ond enlisted men's club at that port was established and sightseeing was again in order.

Before leaving for the states, the *Yellowstone* made two more quick stops—one at Naples and another at Gibraltar.

At Gibraltar, *Yellowstone* met her relief, *USS Grand Canyon* (AD 28). Equipment was transferred and "Old Faithful" shoved off for the states.

Yellowstone was built by Todd Pacific Shipyards, Seattle, Wash., and was commissioned 15 Jan 1946.

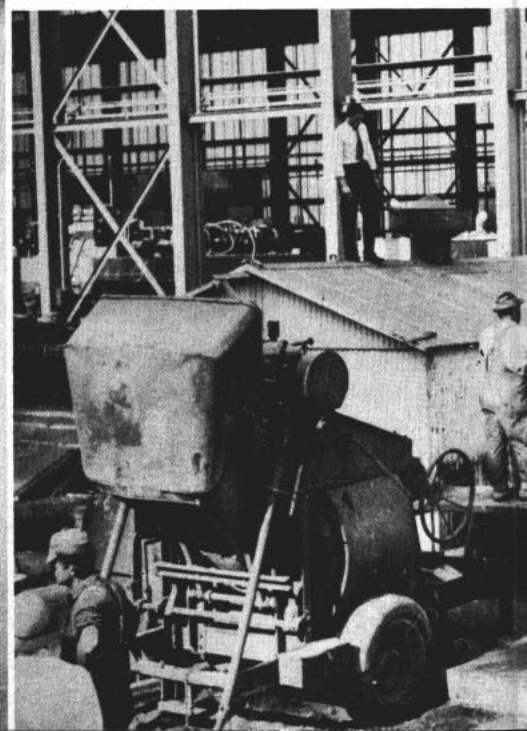


ESCORTS in form of Turkish soldiers accompanied naval personnel on their sightseeing tour of Izmir, Turkey. Foreign acquaintances were made on cruise.

SCUTTLING



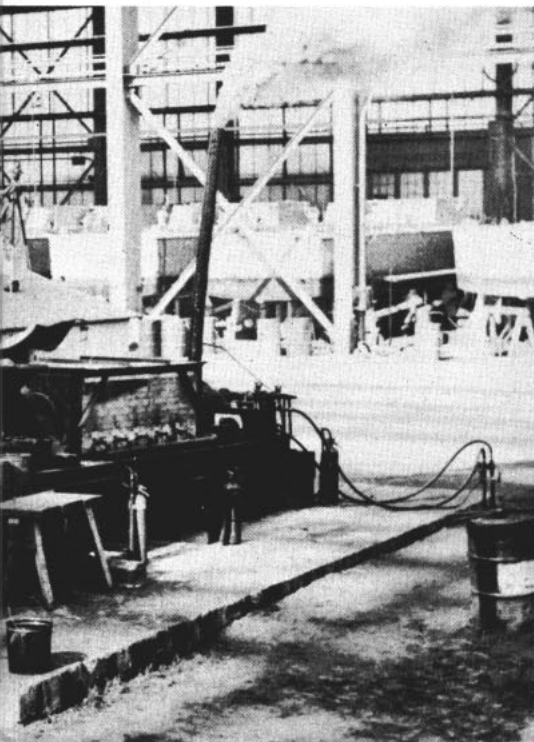
FIRE HAZARD is always created by presence of oil or organic liquids floating on water in harbors and collecting around vessels and creosoted lumber piers. Hazard is so great that oil slicks stop welding operations until slicks are removed. Navy technicians found sand roasted with asphalt and oil mixture combine with slicks to form semi-solid. Agitation causes compound to sink, clearing spaces under piers and be-



OIL SLICKS



tween piers and ships, avoiding fires (as above). Screened sand is mixed with oil and asphalt (below), cooked in oven. Raw materials cost \$5 per ton. Treated sand (above left) is poured into portable pressure tank. Special flat nozzle (below left) blows sand over oil surface; around rowboat (above right), slick already coagulating. Oil-coated pier (below right) is hosed down; method reaches otherwise inaccessible places.



(This is second in a series of ALL HANDS articles, prepared from non-classified sources, concerning the navies of foreign powers today.)

ONCE one of the world's greatest naval powers, the French navy has — through war losses and a greatly reduced military budget—been reduced to a third-rate naval power.

Deteriorated to slightly more than half its prewar strength, the hegemony of the French navy has been surpassed by the sudden ocean-conscious Russians who, next to Great Britain, emerged from World War II as the leading European naval power.

Though the French have a greater tonnage than the navies of Italy, Sweden and Holland, many of their ships are of infe-

FRENCH FLEET BUILDS

rior quality, especially when compared with some of the late Swedish ships.

Suffering under financial setbacks, the French navy is, like the new Fourth Republic, struggling desperately to regain its former strength. The budgetary restrictions imposed prevent the French navy from carrying out proper peacetime scientific research and experiments with new weapons. However, the French National Assembly recently voted to authorize the construction of a new carrier to the tune of five billion francs (42 million dollars), and an extraordinary military budget of 80 billion francs (670 million dollars).


Instrumental as a driving force for a new and better French fleet was former Navy Minister Louis Jacquinot, who served during World War II as Commissioner for the Navy under General Charles De Gaulle's Committee of National Liberation.

Depleted as the French navy is, it is still a fairly strong force, but not strong enough to give proper protection to the entire French empire. The French are only too well aware of this fact, and with a jittery world sitting on top of the atom bomb, they are moving swiftly toward rebuilding their home and outlying naval bases.

In this respect, it can be said that the French are active in regard to their North African territory. The importance of French North Africa was well proved in World War II, and French naval and military authorities are now making this



BEHIND the tricolor, the veteran French aircraft carrier *Bearn* rides at anchor.



SPEEDY 2,549-ton destroyer *Le Fantasque* can maintain speed of 37 knots.

territory the empire's stronghold. It is not being regarded as a false security front as was the Maginot Line, but a self-supporting fortress. The French are determined to maintain absolute control over this area at all times under any circumstances.

Plans are therefore formulated whereby French North African industries and military and naval bases will operate independent of the mother country. Especially are the naval bases at Dakar, Casablanca, Mers-El-Ke'Bir, Oran and Algiers being strengthened to meet these requirements.

Development of naval air facilities and naval bases also are well underway on the island of Madagascar in the Indian Ocean, and in the Congo. An improvement and further development of their naval bases in Indochina are also desired where the French naval forces are quite often called upon to suppress internal uprisings. Only last spring a small task force was dispatched to the eastern shores of Indochina to suppress insurrectionary movements among the natives.

In view of these facts, it is only natural that the French are most anxious to establish strong naval bases throughout their empire, and build a strong fleet to ably protect their far-reaching territories.

The French fleet today is composed of approximately 330,000 tons of active and reserve ships. Many of these are composed of ships that have been refloated at Toulon, where the French war fleet was scuttled in November 1942.

A passing review of the French navy finds the battleship *Richelieu* as the proud standard-bearer of the tricolor ensign. Together with her sister-ship *Jean Bart*, not yet completed, the *Richelieu* is the most powerful ship in the French fleet.

Having a displacement of 35,000 tons (48,000 tons full load), the two dreadnaughts are 794 feet long and 108 feet 7 inches at the beam. The percentage of displacement devoted to armor is higher than in any previous ship—14,000 tons—and over 3,000 tons in machinery.

The armament consists of eight 15-inch; nine 6-inch, 12 3.9-inch AA; 69-40mm AA (Swedish Bofors), and 37-20mm AA (Swiss Oerlikon).

Their engines are Parson geared turbines, four shafts, six boilers, and carry 6,000 tons of fuel oil. Cruising range is 6,000 miles at 15 knots; top speed 30 knots. In service the *Richelieu* has reached 32 knots.

Both ships were built in dry docks, their cost exceeding 2 billion francs.

The *Jean Bart*, famed for her opposition to Allied landing forces at Casablanca in November 1942 (see ALL HANDS, November 1947, p. 22), was approximately 77 per cent complete at the time of the French collapse in 1940. Returned to Cherbourg after the end of hostilities, she is now under construction.

When completed, the *Jean Bart* will have a new type of bridge and improved AA armament. Her 15-inch guns will be replaced by those intended for the *Clemenceau* and *Cascogne*. (*Clemenceau's* uncompleted hull was sunk by Allied heavy bombers during siege of Brest, and the fourth battleship, *Cascogne*, was completed only on the drawing board.) Completion is expected in 1948-49 unless cur-

tailment of naval appropriations will present suspension of work.

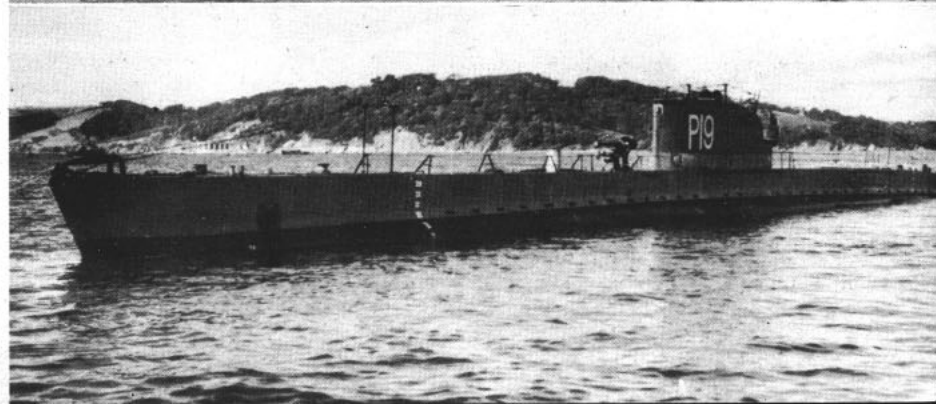
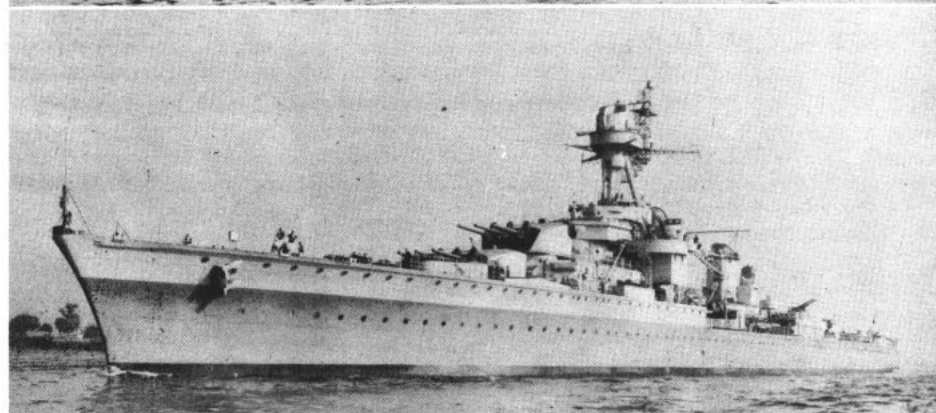
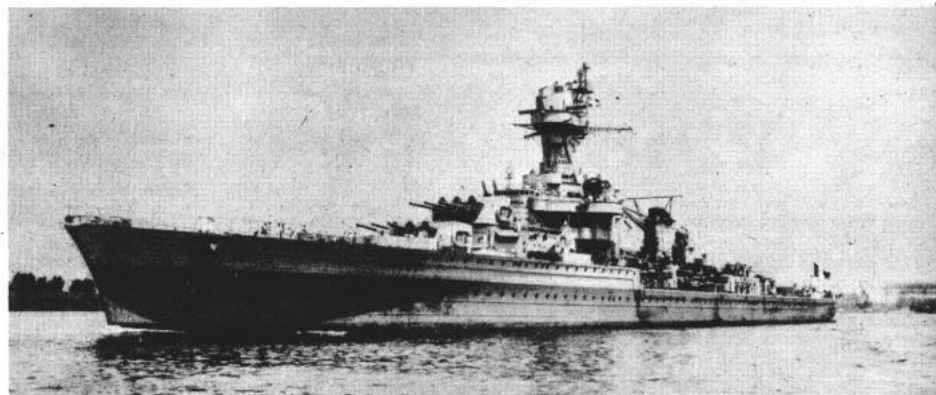
Oldest battleship in the French fleet, the *Lorraine*, was discarded in 1943, and serves now as gunnery training ship. Her standard displacement is 22,189 tons.

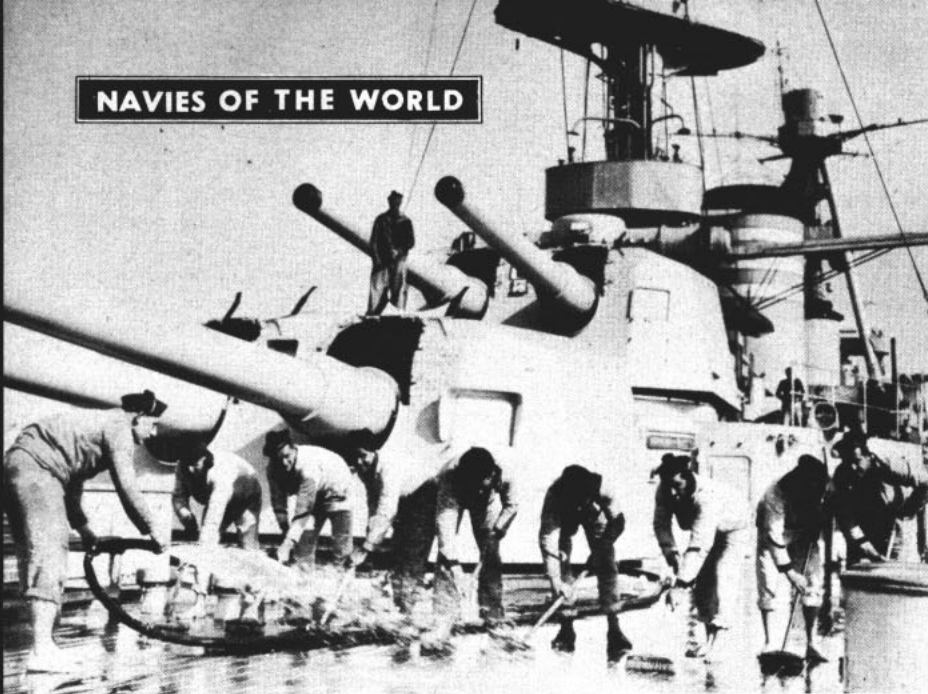
At the present, France does not have an active aircraft carrier of her own. She has two that were borrowed from the Royal British Navy, *Arromanches* and *Dixmude*.

Arromanches is the former HMS *Colossus*, which has been lent to the French navy for five years for the purpose of keeping French naval aviation units up-to-date on latest aviation developments.

Displacement of *Arromanches* is 13,190 tons, with 24 two-pounder pom-poms and

STRONGEST units in the French fleet are cruisers. Below are 7,600-ton cruisers *Montcalm* and *George Leygues*. Bottom: Submarine *Junon* of Diane class.





'MARINS' of heavy cruiser *Tourville* swab down topside deck. French navy consists of 55,000 officers and men, most of whom are World War II veterans.

19 40mm AA guns. Depending upon the type, she can carry 39 to 44 aircraft.

Dixmude is an escort carrier, the former HMS *Biter*, which performed excellently against German U-boats during the late war. Her displacement is 8,200 tons, and it can carry 20 to 30 aircraft according to type. The vessel is generally similar to USS *Charger* and *Long Island*.

The former aircraft carrier *Bearn*, 22,146 tons, immobilized at Martinique from June 1940 to May 1943, was converted into an AKV at New Orleans, La., in 1944. Now, with the need of more carriers in the French fleet, she is again being restored as a carrier. Having recently returned from Indochina to Toulon, she is being reconverted and will serve as an aviation training ship.

Under proposal is a new aircraft carrier to cost about 42 million dollars. The new carrier will have a displacement of 16,700 tons and, according to former French Navy Minister M. Jacquinot, will have a speed of 32 knots, which will place it among the fastest carriers in the world. It will be named P.A. 28, and will be capable of carrying about 50 planes.

Three cruisers of the *La Galissonnière* class remain afloat, while the other three, *La Galissonnière*, *Jean de Vienne* and *Marseillaise*, were scuttled at Toulon. The remaining ships are: *Glorie*, *Montcalm* and *Georges Leygues* (ex-*Chateaurenault*).

These ships have displacement of 7,600 tons, carry nine 6-inch guns and four 21.7-

inch torpedo tubes. They have an additional protection said to be capable of resisting 6-inch shells. During speed trials the *Montcalm* registered 35.7 knots. Top speed for all ships is 31 knots. Remarkable feature is the exceptionally low fuel consumption.

The *Emile Bertin* is a minelaying cruiser, 548 feet long, displacement of 5,886 tons. Aside from carrying 200 mines, she has approximately the same armament as the *La Galissonnière* class cruiser. She was the first French ship to have triple mounting and was named after the famous naval architect Emile Bertin.

Other cruisers in the French fleet include the *Suffren*, 10,000-ton displacement. She is fitted with internal bulges, and is protected with armor over engine and boiler spaces.

Of the *Tourville* class is the 10,000-ton *Duquesne* and *Tourville*. Outstanding design here is the boiler and engine rooms, arranged alternately and not in two separate groups.

Other active French cruisers are the old 7,249-ton *Duguay Trouin* and the 6,496-ton *Jeanne D'Arc*, which is being used as a midshipmen training ship.

Under construction is the 8,000-ton cruiser *De Grasse*, which will carry nine 6-inch guns, six torpedo tubes and 52 various types of AA guns. Her armor will be similar to the *La Galissonnière* class. Her

construction was commenced in 1938 but was suspended during the German occupation. She is expected to join the fleet in 1950-51.

From the Nazi fleet, France acquired the following destroyers: *Hocbe*, and *Marceau* (2,400 tons); *Alsacien*, *Lorrain*, *Baccarat*, *Bir Hakeim* (all fitted for minelaying), *Desaix* and *Kieber*.

In the 2,549-ton *Fantasque* destroyer class, the French have the destroyers *Le Fantasque*, *Le Malin*, *Le Terrible* and *Le Triomphant*. These are excellent seagoing vessels, able to maintain 37 knots continuously.

Alcyon destroyer class: *L'Alcyon*, *Forbin*, *Basque* and *Le Fortune*, with a displacement of 1,378 tons.

Simoun destroyer class: *Mistral*, *Ourgan*, *Simoun*, *Tempete* and *Trombe*. Displacement, 1,319 tons. *Trombe* was captured by the Italians during the early stages of the axis triumphs. All ships lose their speed rapidly in rough seas.

Melpomene class: *La Flore*, *La Melpomene*, *Bouclier*, *L'Imcomprise* and *La Cordelière*. Displacement 610 tons. They are unsatisfactory fighting ships and are now laid up in the reserve fleet.

Other French destroyers are *Tigre* (2,126 tons) and *Albatros* (2,441 tons). The latter is presently under reconstruction.

The 815-ton *Astree* is the first submarine to be built in France since liberation. She was 11 per cent complete at the time of the French collapse in June 1940.

Of other submarines the French have the *Diane* class which consists of the *Junon* and *Iris*. Displacement, 597 tons.

From the British they have borrowed *Doris* (ex-HMS *Vineyard*), displacement 545 tons. From Italy they captured the 714-ton *Narval* (ex-*Bronzo*), and from Germany, *U 2518* (1,600 tons), which is now being used for experimental purposes.

Rubis, 669-ton displacement, is classified as a minelaying submarine. In addition to her five 21.7-inch tubes, she is equipped to carry 32 460-lb. mines. These mines are stowed in wells in outer ballast tanks, with direct release arrangement.

The French fleet has a comparatively great number of auxiliary ships, such as sloops, frigates (four of these were recently purchased from the United States), aviation transports, minesweepers (most of these are ex-British and American type), motor torpedo boats, launches, submarine chasers, surveying vessels, oilers, transports and fleet tugs.

NEW BARGE HOPS ASHORE

PLAYING leapfrog is the latest pastime of the amphibians.

A new amphibious vehicle called a "walking" barge—combining the best features of the famous wartime jeep and the amphibious tractor—has been developed by Navy engineers at the Naval Advanced Base Depot, Port Hueneme, Calif.

The new barge excels both the jeep and the "alligator" without dunking assault troops in the pounding surf. Humping itself forward like a frog to traverse unfirm ground, the 60-foot vehicle is completely amphibious.

Men and materials can be hauled through surf, soft mud, sand and quagmires reaching their objective dry and ready to go. A propeller drives the barge through the water until it reaches a point where its leap frog mechanism can be brought into operation.

Capable of carrying 60 tons of men and material, the frog-like gadget is of all-welded construction and consists of three pontoons placed side by side. Each of the two outboard pontoons is slightly more than 9 feet high, 60 feet long and 6 feet wide. Fitted between the two outboard hulls, the inboard pontoon is 16 feet wide, 44 feet long, and 6 feet high.

Hitting the beach, the barge moves with a leapfrog motion. First, the inboard pontoon is lifted 17 inches off the ground, moves forward 10 feet at this level and is lowered to the ground.

It is followed by the outboard pontoons, which are decked over and carry the payload. "Leapfrogging" upward and forward in the same manner as the inboard pontoon, they come to rest in their original position over the inboard pontoon.

Unlike Mark Twain's famous racing

frogs at Angels Camp during California's gold rush days, these "hopping" barges can really travel. They are capable of speeds surpassing an amphibious tractor in water.

Powered by two Diesel-type M4A-2 tank motors, the barge has first, second and reverse gears. Its action suggests the movements of a frog humping itself cautiously forward.

In mud flats, traction is obtained in the present model through vertical fins installed in the bow of the inner portion and in forward sections of the outboard pontoons. The fins are automatically raised into the hull as the barge makes a forward "hop," and are lowered into the mud when it touches.

For travel in water, a power take-off from the engine drives a screw located in the stern of the inboard pontoon.

Like any good frog entering the water, the barge "walks" out as far as possible before the propeller takes over. In landing, the barge is propeller-driven as far as possible onto the beach and then is "hopped" ashore.

Hydraulic cylinders control steering pads built into the stern of each outboard pontoon for steering on land. Used singly, they act as a pivotal drag, causing the barge to turn.

The first working model was constructed of ordinary Navy lighter pontoons, and was copied from the scale model with which preliminary tests were conducted in mud puddles made for the purpose.

The "walking" barge surpasses the frog in speed and adaptability on land and water. About the only thing left to Mr.

Leapfrog is his croak of bewilderment at man's ingenuity. In addition to its present functions, recommendations have been made for testing the barge for a number of additional uses.

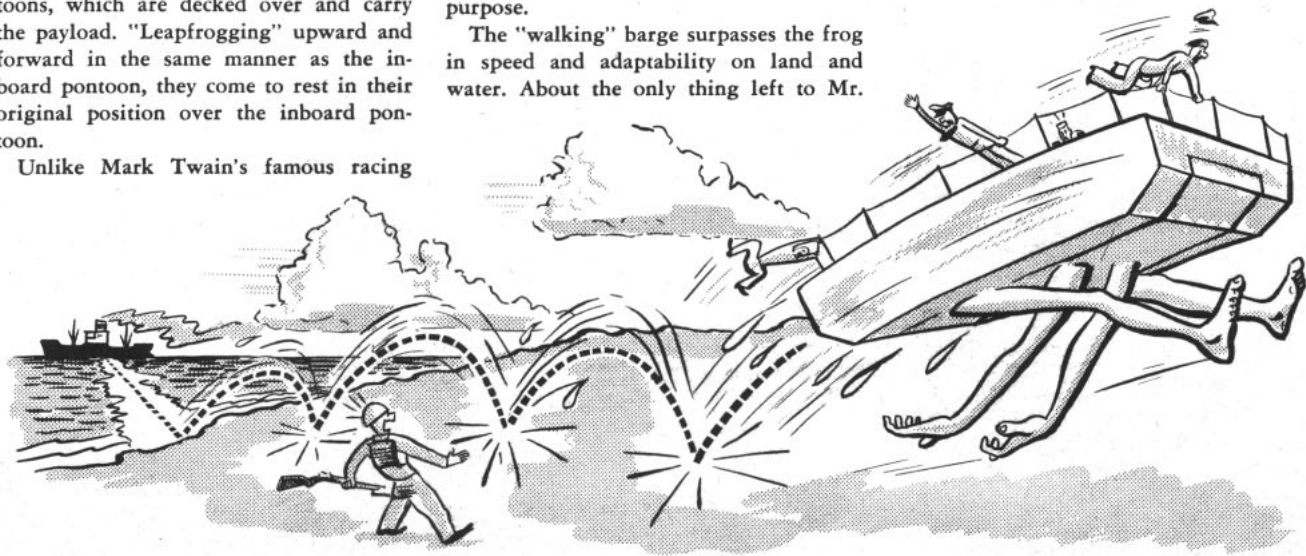
These include its employment as a carrier for sectional road mats to be laid out of the surf and walks inland; as a carrier for vehicles that could run down the road matting as it laid; as a stable platform for use in the construction of causeways, bridges, docks, and piers; and in placing anchorages and moorings.

Other uses planned for the "leapfrog" gadget include salvage operations where beached landing craft and ships have to be moved out of surf or off of a beach where other amphibious vehicles cannot operate successfully.

If the engineers have their way, the "leapfrog" barge will be able to fight back too. As a mobile fortress which, with additional armor, might be of value in covering foot troops during landing operations.

On patrols and surveys, the engineers are planning to use the "walking" barge to reconnoiter regardless of terrain. And last but not least, it will be used in "hopping" around the polar regions, where its power could be used to haul heavily loaded sleds over snow, ice or soft tundra.

Perhaps the Navy's next Antarctic expedition could be called "Operation Leapfrog."





TARGET: ARGENTIA

WAITING in a landing craft at the transport's rail, the marines heard the public address system order:

Land the landing force!

That meant invading Argentina, a friendly assault to be taken in dead earnest.

To the marine sergeant looking over his boatload of men, the tense quiet might almost be that preceding a real Pacific landing operation.

"Get that pack secured," he snapped to a new private. He watched his men closely for other mistakes which might mean casualties in real battle.

The task force of 46 ships and six land-based squadrons had fought its way from Bermuda through strong winds and mountainous seas to arrive off Argentina.

At one time during the worst 48 hours of rolling and pitching, a crow's nest lookout swore that he had to look up—not down—to see the crests of waves.

Fighting their way through rough seas and 40-foot waves, the amphib "capture" of the lend-lease base was the final objective of the Second Task Fleet. All hands excelled in seamanship to survive the weather and simulated battle conditions.

Task Force 28 beat its way from Ber-

muda to Argentina against an angry sea which began to try the sea-legs of even some of the old-timers.

Most of the amphibious assault landings during the late war were made under favorable conditions of weather and temperature on the tropical beaches of the Pacific. The Argentina landing was designed as a test of equipment and men under trying conditions of a rough sea and dirty weather.

The amphibious phase of the Second Task Fleet during October and November was a good example of how the complicated problem of landing marines on hostile shores is accomplished.

In this case the "hostile" territory was the friendly, yet precipitous and rugged, coast of Newfoundland, flanked by the grim grey hills around our "lend-lease" base at Argentina.

During the last war the amphibians depended on their agile P-boats and heavier M-boats to deliver the knockout punch on every beachhead. Putting marines ashore is not a simple procedure. It involves the use of air support for bombing and strafing and surface ship gunfire support assisted by aerial observation and spotting.

The Navy's "frogmen"—better known

as the Underwater Demolition Team—were responsible for beach reconnaissance and preparation. Four fleet minesweepers of the two-stacker type swept the coastal waters, *Sprig* (AM 384), *Tanager* (AM 85), *Towhee* (AM 388), and *Tumult* (AM 127).

Light minelayers participating were *Shea* (DM 30), *Harry F. Bauer* (DM 26), *Fraser* (DM 24) and *Shannon* (DM 25). The high speed minesweepers *Gherardi* (DMS 30), *Macomb* (DMS 23), *Jeffers* (DMS 27) and *Rodman* (DMS 21) preceded the small boats in the off-shore area.

Each phase of this complicated business of putting marines ashore on a beachhead like Argentina may be compared to fitting together parts of a fine watch. Every evolution of wartime procedure either is actually accomplished or carefully simulated to make sure that the specialized skills of the amphibians remain in top form.

When the task force sailed for the far north in early November, there were among the ships of the convoy enough specialized equipment and specially trained men to do the job of "preparing" the beaches and landing the marines, amid the roar of motors and the exhaust fumes of

landing boats as they grind ashore on the rocky coast of Newfoundland.

Days before the attack-transport were scheduled to appear for the attack, the underwater demolition team aboard their APD had been working under theoretical gunfire support from ships off shore, in the early dawn and during nights to clear the sections of shoreline chosen for assault.

In wartime most of the likely beaches are apt to be mined, barbed-wire entangled and frequently spiked with iron and concrete barriers. The Navy's "frogmen" solved the problem of clearing these theoretical obstacles from the cold waters of the North Atlantic.

After plowing through heavy seas in which the small auxiliary ships with the big transports took green water from stem to stern, the Second Task Fleet lay-to off Newfoundland in a cold morning in November.

Theoretically, the target had been bombarded by sea and from the air for days, ending in dawn H-hour pounding of the specific beachhead area by big guns of the supporting ships off shore.

Aboard the transports *Bexar* (APA 237), *Fremond* (APA 44), and *Schmitt* (APD 76) there was much activity. Hundreds of marines made final preparations, strapping on their packs while waiting in their compartments for the signal for them to go topside and to stations along the rail assigned them for debarkation.

Meanwhile, the transport crews got more than a score each of their "main batteries" in the water. Some of these landing craft which a transport carries, weigh as much as 26 tons. Getting these over the side is no small trick.

But the men of these transports have been lowering these craft and taking them aboard under all conditions for many months. The big landing boats rise from their skids as the booms wheel them to port and starboard with as much ease and accuracy as lifting a finger.

Pausing for a moment at the rail, they take the marines aboard. Once in the water the motors growl, then roar away to the two large boat circles off the port and starboard quarters of the transports.

While the rocket and mortar ships are moving close inshore, the marines come up from their compartments in teams. A signal flag waves at the debarkation nets which have been lowered at points along the rail, and the small boats peel off the circle coming alongside.

The leathernecks carry their full field equipment down the Jacob's ladder, three abreast, until the boat is loaded and pulls away to be replaced by others from the circle.

Each wave of marines moves inland and disappears. The heavier equipment, vehicles and supplies are brought up from the big cargo ships *Marquette* (AKA 95), and the *Whitley* (AKA 91). In turn this heavy gear is put ashore, via boats over the beaches, in quantities enough to sustain the troops should they be put off for days from further support.

The amphibious landing at Argentina was made by 1,500 leathernecks of the First Battalion landing team of the Eighth Marines commanded by Colonel R. H. Ridgley, Jr., USMC.

One large aircraft carrier, *Midway* (CVB 41), participated in the Argentina landing, as well as two light cruisers, one

Subs Ride Out Rough Weather in Exercises

As in actual war, U.S. submarines played a vital role in the Argentina exercises, firing training torpedoes at surface craft to lend a touch of realism.

Mother Nature joined in to add her realistic touch, blowing up two sharp gales which tossed green water over submarine bridges on many occasions.

The sturdy submarines, however, rode out the storms with no serious casualties. The keen attention to duty and high morale characteristic of the submarine service were exhibited by all hands. Missions were well-executed and the exercises were considered an excellent test of submarine personnel and material.

light cruiser (antiaircraft), nine submarines, eight minesweepers, four minelayers, auxiliaries, and amphibious ships. Six patrol squadrons operating from the United States and from advanced bases in the western Atlantic practiced air attacks on the ships.

Other major ships in the exercises, besides *Midway* and *Fargo* (CL 106), were the light cruisers *USS Huntington* (CL 107) and *USS Spokane* (CL 120), and the hospital ship *Consolation* (AH 15).

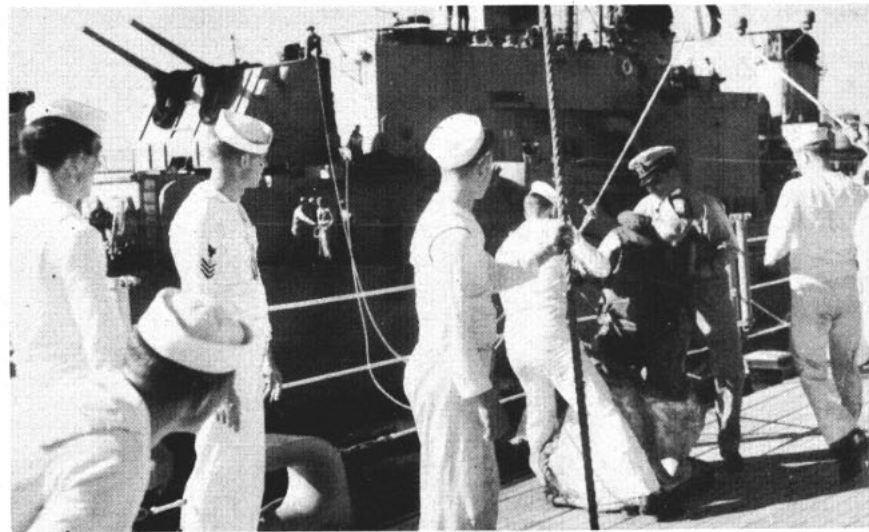
Typical of the aviation mechanics aboard the *Midway* was V. C. Patrick, AMM1, who worked long irregular hours on plane engines with results that speak for themselves—200 air launches, and not a single sea landing or reports of engine failure.

Vice Admiral Arthur W. Radford, USN, Commander, Second Task Fleet had been directed by Admiral W. H. P. Blandy, USN, CincLantFlt, to hold the inter-type exercises. These tactical maneuvers were designed to keep our Navy ready "for come what may."

Surface, air-surface, and submarine-surface units participated as a team. Exercises and training in the supply of fleet units on extended missions also were conducted.

Seamanship of the type that won Pacific battles was a big factor in the success of the operation. Proof of the ability of the American seaman again was demonstrated under "fire" of North Atlantic weather.

Inter-type exercises of the type held at Argentina are highly worthwhile in helping officers and men taking part to maintain the basic know-how of inter-type operations.



BREECHES BUOY (left) is used to transfer officer between ships while underway.

OVERSEAS REUNION

THE Chief Motor Machinist's Mate on emergency leave in New York wrote his Commanding Officer at NOB, Guantanamo Bay, Cuba, saying:

"... My wife and child are ill... doctor's certificate attached... inadequate housing available here... fear serious consequences to health of family unless they can return with me... request housing be assigned my family in Guantanamo..."

Housing units completed on Victory Hill made the chief eligible for quarters. The housing officer at NOB dispatched BuPers, requesting transportation via NATS for the family at the earliest practicable date.

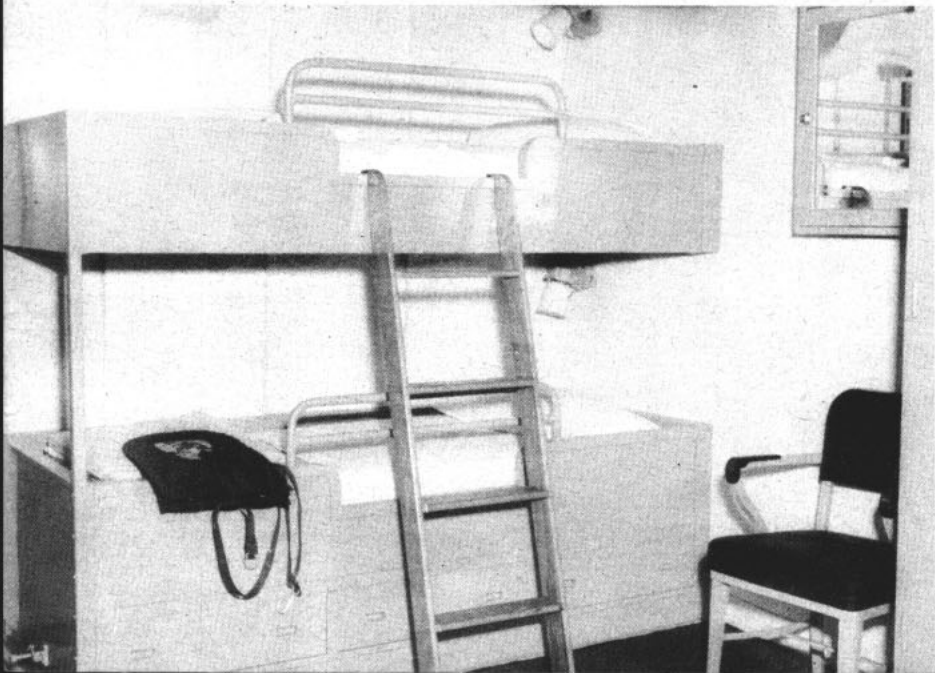
The result: five days after the chief's request was received at NOB, his family arrived in Guantanamo and moved into their new quarters.

This case—while being unusual insofar as it was handled strictly on an emergency basis—is an example of the action now being taken by the Navy to provide transportation for dependents to overseas bases.

When a married man receives orders to an overseas station, two questions immediately flash through his mind:

- What am I going to do with my family?
- How can I get them to my new station?

INTERIOR view of typical stateroom on board transport which carries families overseas shows arrangement of double bunk. Note safety rails, reading lamps.



WELCOMING crowd of husbands, friends stand by on Yokosuka dock as group of Navy families arrives at "home away from home" on board transport.

The Naval Transportation Service has the answers for him.

After arriving at his new station and arranging for quarters, the married serviceman does two things:

- Obtains permission to bring his family to his duty station.
 - Requests transportation for his family.
- When his request is approved, a pamphlet published by the Chief, Naval Transportation Service, entitled *Overseas Trans-*

portation Information for Naval Dependents is sent to his dependents. All pertinent information concerning the trip from home to the port of embarkation, with facts regarding conditions aboard ship, is contained in this pamphlet.

Specific instructions relative to date of sailing, embarkation and other related matters, are furnished the dependents by the Commandant, Twelfth Naval District, for Pacific passengers and by BuPers for Atlantic passengers.

The Naval Transportation Service, under the Assistant Chief of Naval Operations (Transportation), Rear Admiral W. M. Callaghan, USN, allocates space to various commands, such as ComMarianas, ComNavBase Yokosuka, Port Directors, BuPers and San Juan.

Individual bookings and loadings are handled by Port Directors in their respective ports.

The NTS operates six transports of the *General* class and five of the *President* class to provide transportation for dependents. Except for the fact that the *President* class transports have private baths in all staterooms while the *General* class ships have large baths serving several rooms each, the facilities offered are practically the same.

Assignment of rooms generally is on the basis of family size and convenience to the mother, irrespective of the rank of the family head. Regardless of the service-

man's rank or rating, his dependents have equally large and identically furnished staterooms.

All of the ships were recently converted from troop class to vessels suitable for carrying women and children. Rooms are furnished with metal bunks and furniture, inner spring mattresses, rugs and adequate closet and drawer space. Staterooms of two, three and four bunks each (the majority are equipped with three bunks) are provided.

Special equipment is available for children, including high chairs, bassinets, cribs and bathinets. Hand laundries equipped with electric washers, dryers, irons and ironing boards are provided for the convenience of passengers.

An Infants' Diet Kitchen with a refrigerator, sterilizers, bottle warmers and all ingredients for mixing formulas is conveniently located in the stateroom area. Ship's compartments have been transformed into nurseries with painted comic-strip characters and animals on the bulkheads; toys, slides, rockers and blackboards are available for the youngsters.

Two nurses are assigned each transport to give mothers professional service and advice. A large, fully-equipped hospital is available to all passengers.

Meals served adults on NTS transports are, of necessity, from a fixed menu. When a large number of passengers is embarked, meals with the exception of breakfast are served in two sittings. The first sitting normally is reserved for families with small children.

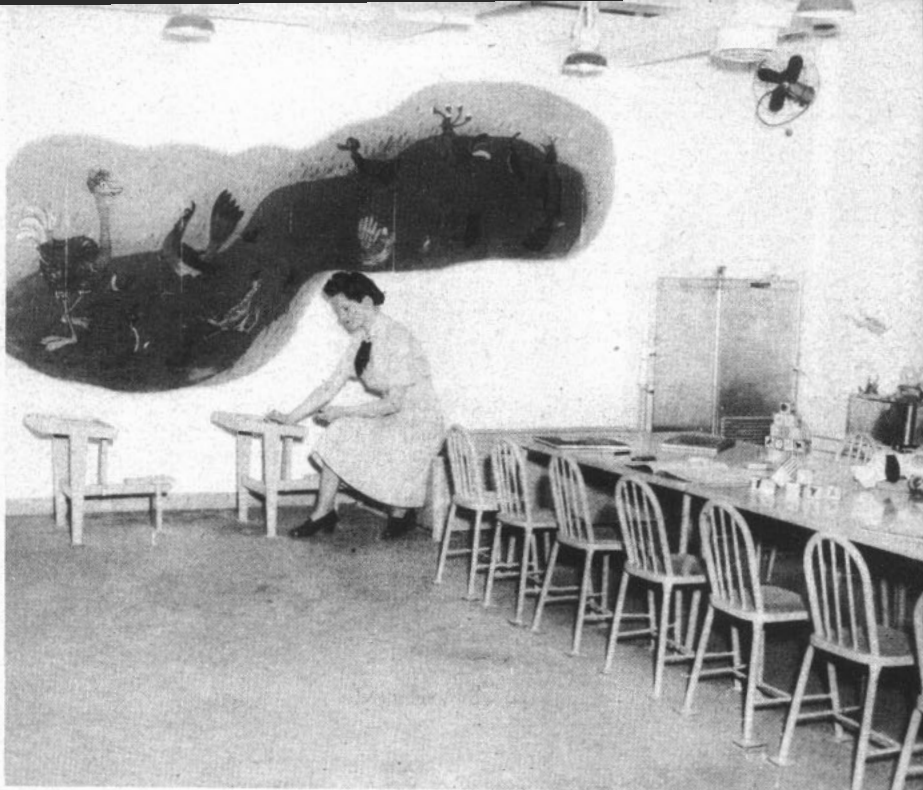
Charges for meals are collected at the beginning of each trip; the cost of rations is based on the actual cost of food and will not exceed \$1.75 a day for adults and 87 cents a day for children under six years of age.

In addition to a soda fountain, a ship's store carries many items in stock, particularly baby supplies. Since the stock is limited, passengers are urged to bring essential supplies.

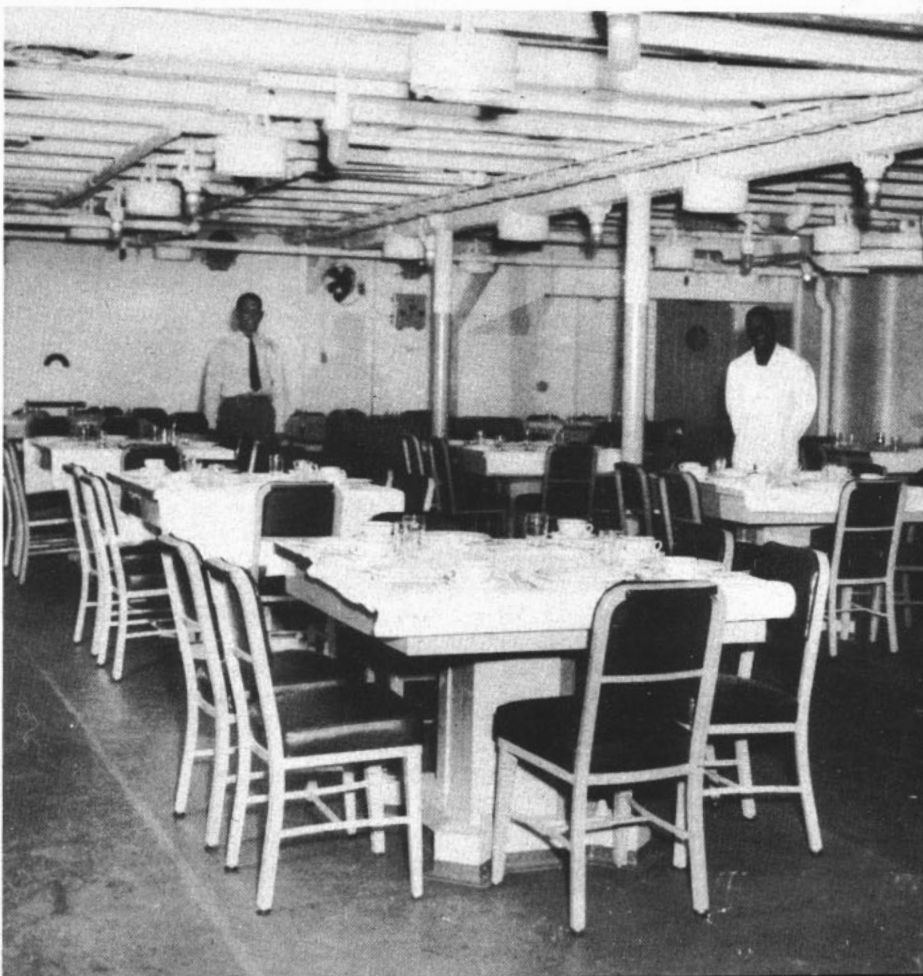
Movies are held each night, with frequent afternoon showings of comedies or cartoons for children. Designated decks are reserved for sun bathing, and deck chairs and blankets are provided.

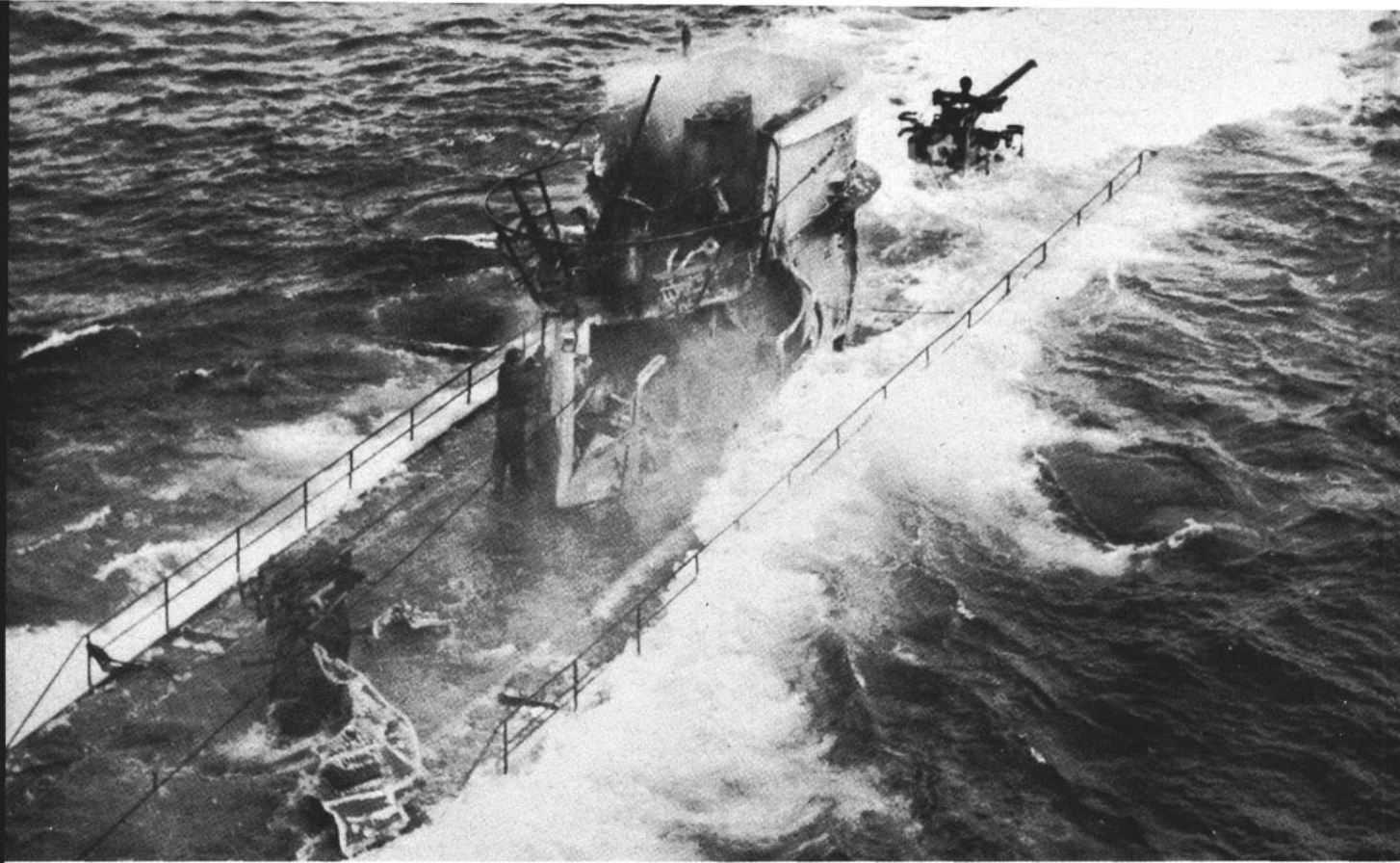
Card tables, pianos, writing tables and libraries are available to passengers.

The NTS service today is far superior to the pre-war service offered families of Navy men. The result is beneficial to both the Navy and the families—better morale for all hands.



NURSERY for children of pre-school age (above) has bulkheads decorated with comic-strip characters and animals and is outfitted with great variety of toys and games. Dining room (below) can accommodate 200 persons at one sitting.





ACTION like this, in which escort sank U-boat, was responsible for removal of submarine menace in the Caribbean.

PIPELINE FROM ARUBA

EVERY week-day in the year, a fleet of specially built, shallow-draft, slow, tub-like tankers leaves the world's largest oil refinery in Aruba, Netherlands West Indies, bound for Maracaibo, Venezuela, 163 miles distant.

Crossing the sand bar at the entrance of the harbor, the lake tankers load Venezuelan crude oil, wait for the tide and start the return journey to the Standard Oil Company's refinery at San Nicholas, Aruba. The round trip takes two and one-half days.

The outbreak of war in Europe, 1 Sept 1939, caused not a ripple in the steady flow of oil from the wells of Venezuela to the refineries of Aruba and Curacao, where Dutch Shell has the world's third largest refinery. However, when the German invasion of the Lowlands began on 10 May 1940, the British, fully aware of the importance of the refineries, acted with lightning speed. The very next day—11 May—hastily organized British troops made a peaceful invasion of Aruba and Curacao—anticipating the forced sur-

render of the Netherlands homeland by three days.

Civil administration of the islands was left in the hands of the Dutch. The British were interested only in protecting their oil pipeline to Europe. The people of the Netherlands West Indies sorrowed for their families caught in the Nazi vise in Holland, worked as they had never worked before, and wondered when their own peaceful existence would be ended.

When Germany's declaration of war against the United States resulted in no attack on the highly vulnerable refineries, tongues began to wag. Skeptics said the "fix" was in—that some kind of high-powered deal had been made.

In January 1942, the Lago Refinery in Aruba produced and shipped over 7,100,000 barrels of aviation gas, motor gas, Diesel oil, lubricants, fuel oil and kerosene. Almost every gallon of this went for military use. It was oil from Aruba that kept the British navy at sea, it was oil from Aruba that kept Montgomery's "desert rats" from backing into

the lobby of Shepherd's Hotel in Cairo, and it was oil from Aruba that kept the Royal Air Force in the air until American aid could make itself felt.

The so-called "wise boys" got their answer early on the morning of 16 Feb 1942. At 0130 German submarines appeared off Curacao, Aruba, and at the entrance to Lake Maracaibo. Before the sun rose, seven tankers had been torpedoed, 56 men had died a flaming death, the refinery at Aruba had been shelled—miraculously escaping any damaging hits—10 per cent of Aruba's lake tanker fleet had been lost, and the Battle of the Caribbean had begun.

The effects of this one-night stand against the oil ports were tremendous—infinitely greater than the Germans ever realized. In fact, to this day naval authorities are wondering why the attack was not repeated *often* and *in force*.

One of the first results was mutiny of the Chinese crews of the lake tankers. They refused to put to sea without the protection of almost non-existent escort

vessels. For seven days not a ship entered or left Aruba or Curacao. Production quickly stopped in Venezuela because of the lack of storage capacity at Lake Maracaibo. The refineries shut down. They had no crude oil to refine. Every day's shut down meant a loss of thousands of barrels of oil products vitally needed in North Africa to help General Montgomery mount an offensive.

Vice Admiral John H. Hoover (then Rear Admiral), USN, was in command of the 10th Naval District at San Juan and the newly established Caribbean Sea Frontier. The forces at his command to protect the oil refineries and the largest of all sea frontiers were woefully small and spread pitifully thin.

The four-stacker destroyers *USS Blakely* and *USS Barney*, two World War I Eagle boats, 12 trouble-ridden PBY's of Patrol Squadron 12, and their tender *USS Lapwing*, constituted the U.S. naval forces based at San Juan. The U.S. Army had a few B-18's.

In addition, ComCarib was responsible for the patrol off Martinique where the sleek, fast French cruiser *Emile Bertin*, the slow, fat aircraft carrier *Bearn*, eight other French warships and 15 merchant ships lay at anchor. Also in Fort de France was 90 million dollars in gold bullion and 106 U.S.-built war planes.

U-boat Threat to Vital Oil Pipeline Removed In Battle of Caribbean

The United States was determined that Vichy France should not get the ships, the planes or the gold.

Admiral Hoover acted quickly. The destroyers *Blakely* and *Barney* were detached from the Martinique patrol and ordered to Curacao-Aruba to serve as escorts. The Dutch cruiser *HMS Van Kingsbergen* was likewise ordered to convoy duty. The PBY's, based at our lend-lease base in next-door St. Lucia, took over the Martinique patrol until reinforcements could be brought in; and the Caribbean was divided into three sectors—at Guantanamo, at Curacao and Trinidad—with a high degree of individual responsibility assigned each.

Trinidad was destined to become one of the world's greatest centers of sea traffic and a Caribbean Pearl Harbor was built here in less than two years. But in early 1942 the naval forces consisted of two 500-ton converted yachts, the *Opal* and *Turquoise*, two yard patrol craft (YP-63 and -64), and four Catalinas.

Itself the center of an oil industry, Trinidad was also the clearing house for Bauxite, brought in shallow draft vessels from rivers in Dutch and British Guiana. Bauxite is an essential ingredient in the manufacture of aluminum and hence a vital necessity for the aircraft industry.

The Germans knew all this and the Battle of the Caribbean spread like wildfire. In February and March alone, 23 critically needed tankers were torpedoed in the Caribbean.

Two nights after the attack on Aruba, a U-boat slipped into the Gulf of Paria, entrance to Port of Spain, Trinidad, and torpedoed two merchant ships, both of which were salvaged. The submarine added impudence to audacity by steaming out on the surface showing running lights.

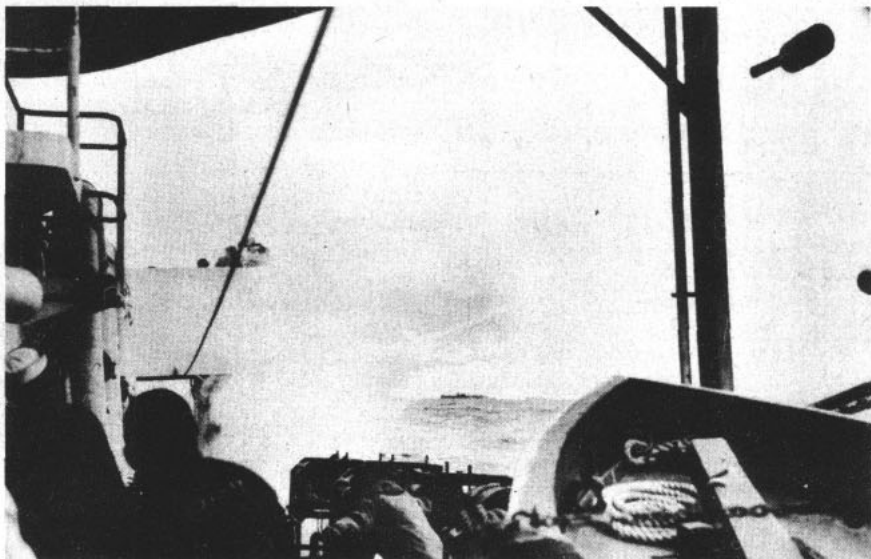
Three weeks later—on 9 March—a submarine nosed into the little port of Castries, St. Lucia, and expertly torpedoed two fine merchant ships being unloaded alongside the dock.

Now the battle mounted in intensity. In May 1942, 38 ships and tankers were sunk in the Caribbean; and the destroyer *Blakely* had her bow blown off while patrolling off Martinique. In June, it was 35 ships sunk.

In July the convoy system was started between Key West and Trinidad, and the



U-BOAT survivor is hauled over the side by U.S. sailors (left), while German submarine skipper is interrogated (right).



TENSE scene shows depth charge (upper right) being fired in battle against prowling U-boats. Effective U.S. anti-sub measures won Battle of Caribbean.

Panama Canal and Guantanamo. Owing to the large number of sinkings in the ocean approaches to Trinidad, the Navy began to escort ships 200 miles to sea. Losses dropped to 17 ships in July as a result of the convoy system.

Admiral Hoover, fighting desperately to stem the tide, began to get a few 110-foot SC's, more airplanes, and some new antisubmarine devices—sonar, radar. But there were also many more submarines operating within his frontier, and his SC's were kept busy picking up survivors. The SC's couldn't mount the new "hedgehog" antisub device because of the severe recoil when it threw its pattern of 24 projectiles.

The SC's were a severe trial to young Naval Reserve personnel now coming into the Navy by the thousands. They bounced about so much that no cooking could be done for as many as five days running and the fresh water supply allowed each man less than a quart a day for all purposes.

German submarines were so thick in the Caribbean and so indifferent to our defenses that the day seldom passed that a PBV did not make an attack on a sub; but there were no sinkings, with survivors as proof. Pilots reported that their World War I type "ash cans" frequently skipped as much as 200 feet in the water when dropped from a speeding plane. As a result of tests made in the 10th Naval District, the depth charges for airplanes were equipped with tail fins to make them fly true and nose rings to force them

to "bite" into the water when they hit.

August 1942 was disastrous. A total of 46 ships were sunk in the Caribbean—the largest number sunk in one month in any theater in the war against Germany. The 500-ton U-boats were now joined by a bigger sister—the 700-tonner, which carried more torpedoes, had a much larger cruising range and consequently could stay out much longer. The 500-ton boats began to hang around the ocean approaches to Trinidad and the dispersal point 200 miles away while the bigger boats roamed the Caribbean Sea.

Although August 1942 was the "black-



SYMBOL of victory over a German undersea raider is painted on stack of a DE by happy members of the crew.

est" month in the Battle of the Caribbean, it also marked the turning point. It is even possible to put a finger on a date—27 August—and say, "the tide turned here." For on that date, a PBV and a Canadian corvette, working in closest cooperation, made the first definite kill of a U-boat—the U-94 commanded by one of Admiral Doenitz' most brilliant sub-skippers.

The death of that submarine and the capture of 26 survivors marked the beginning of the end of the Caribbean paradise for U-boats. For that reason, the history of the U-94's last cruise and her 24-year-old captain is an interesting one.

Captain Ites, of the U-94, was one of the outstanding submarine commanders of 1942. After his third war cruise, in April 1942, he was awarded the Knight's Cross of the Iron Cross. The citation gave him credit for 11 merchant ship sinkings, totaling 100,000 tons on this cruise. At 24, he was the youngest of Doenitz' brilliant U-boat commanders.

Ites was made skipper of the U-94, a 500-ton boat, on 18 Aug 1941 when the nerves of the previous captain gave way and he had to be given a shore job. Ites made 3 war cruises on the U-94, with indifferent success, before starting out on his final journey.

The U-94 was rewarded with a cruise to the submarine's paradise in the Caribbean because on her previous cruise she had operated in the cold waters off Iceland. The U-94 departed from St. Nazaire on 2 Aug 1942, after most of the crew had been granted two weeks leave. The U-94 cruised at slow speed during her crossing via the Azores. The crew took sun baths and even the technical men—who usually were not allowed beyond the conning tower when there was danger of air attack—were permitted to relax on deck. The U-94 made the trip without incident, sighting nothing and sinking nothing. Landfall in the Windward Passage was made on 20 August.

One week later—on the last day of the U-94's life—Captain Ites suspected that he was in the path of a convoy when he sighted several PBV's which he guessed were supplying advance air cover. Ites spent the day dodging the PBV's. Evidently his success made him careless.

At night fall, Ites made contact with the convoy which consisted of 21 ships in seven columns (TAW-15). The convoy was escorted by the USS *Lea*, three Canadian corvettes, a Dutch minelayer, one PC and three SC's.

Ites maneuvered into position within the convoy screen, after trailing the convoy for nearly an hour on the surface under a full moon. As he prepared to fire a torpedo at one of the escorts, one of his lookouts reported sighting a plane. The executive officer who was watching another sector replied, "You're seeing a ghost."

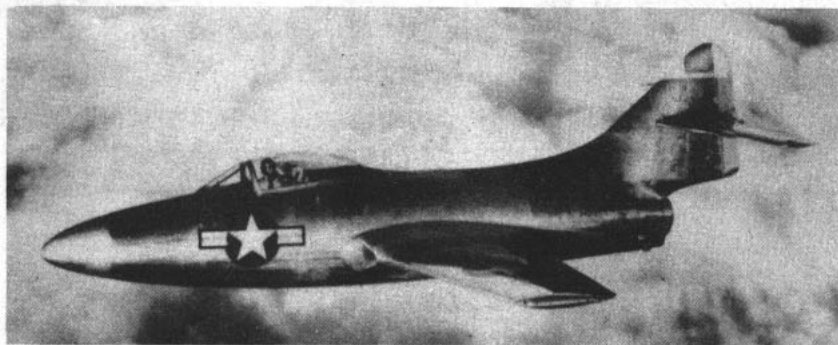
The ghost was a PBY which dropped four 650 lb. depth charges from 50 feet and tossed out a flare. The U-94 was between 30 and 60 feet below the surface when the bombs exploded. Despite the frantic efforts of the crew to submerge, the U-boat nosed upward and surfaced. The Canadian corvette, HMCS *Oakville* closed toward the flare and dropped five depth charges. The *Oakville* made a quick turn and dropped more depth charges, one of which appeared to explode directly under the U-boat. The *Oakville* maneuvered skillfully and proceeded to ram the sub, passing squarely abaft the conning tower. Ites decided to abandon ship. As men poured out of the conning tower, the *Oakville* opened up with machine guns to keep the Germans away from the sub's deck guns. The *Oakville* circled the stricken sub and with the USS *Lea* picked up 26 survivors, including the wounded Ites who also suffered a broken leg.

In September, most of the 110-foot SC's were replaced by 173-foot PC's, the latter proving a far more efficient escort vessel and sub fighter. Two new, important convoys were established this month and the back of the submarine campaign was broken.

By December 1942, the battle was won. Not a single ship was lost during this month.

Ships were sunk in the Caribbean in 1943 but the number in any month was always small,—the total for the year was only 110,000 tons. Early in 1943, a new convoy of big, fast tankers was inaugurated. These convoys went direct from Aruba-Curacao to Swansea, Wales, and on each trip they carried enough oil to send 1,000 bombers over Germany every night for six months.

The Germans tried desperately, without success, to smash this longest of all pipelines. When you consider the fact that from 1 Sept 1942 to 31 Aug 1943 a total of 15,049 vessels arrived and departed from the two oil ports of Aruba and Curacao, it is evident that the Battle of the Caribbean was one which the Allies could not afford to lose.



LATEST addition to Navy's jet fighter line, the *Panther* takes to the air.

PANTHER IS NEWEST JET FIGHTER

SIX HUNDRED MILES and more an hour is the speed of the Navy's newest carrier-based jet fighter, the Grumman XF9F-2 *Panther*. Powered by the most powerful jet engine in the world, the *Panther* has outclassed the Navy's wartime fighters in many respects.

Among features of the new plane will be its short takeoff run, which will permit it to be operated fully loaded off an aircraft carrier without being catapulted.

Adaptability of the *Panther* to meet Navy demands for low cost at highly accelerated production in the event of emergency was a requirement in design of the new plane.

In commenting on the XF9F-2, Ast-SecNav for Air John Nicholas Brown stated:

"The *Panther* is one of a series of Navy developments which will enable naval air power to take control of the air when and where needed. It is the function of the Navy to control the air over the seas of the world and the adjacent land areas."

The first experimental model of the XF9F-2 is powered by a Rolls Royce Nene turbo-jet, developed by the British and to be produced in this country by Pratt and Whitney. The second experimental plane will be similarly equipped. The third will have an Allison Model 400 (J-33) turbo-jet installed.

Future production models will be divided about evenly between the Allison engines and the American made version of the Nene. Although not identical, the Nene and the J-33 will be interchangeable in the new fighter, which has special installation facilities for that purpose.

The *Panther* therefore, will be the first jet fighter with a dual source of

engines. This will assure an uninterrupted engine supply and will tend to lower production costs. The interchange of engines from one type to another can easily be accomplished by field or operational units in a routine manner.

Designed with a streamlined fuselage, the *Panther* has the traditional Grumman square-tipped wings which fold for shipboard accommodation.

Novel construction features are a highly functionalized cockpit and the movable leading edge of the wing, known as the "droop snoot," which moves in conjunction with the wing flaps in landing and takeoff, providing improved stalling characteristics and added lift.

The new cockpit is considered closest approach by any Navy fighter to what Navy medical studies have set as ideal from standpoint of physical and psychological requirements of the pilot.

For overhaul and inspection, one flip of a lever allows the whole nose section to be removed. The tail section can be detached in less than three minutes.

The Nene engine of the XF9F-2 is one of the Rolls Royce "river class" series, named after English rivers to express the idea of flow associated with jet propulsion. It is the first centrifugal type of engine to be used by the Navy in a jet-propelled airplane. Previous types have been of axial flow design.

The Nene is a pure jet propulsion engine with a single stage double entry compressor delivering air under pressure in the nine straight flow combustion chambers and then to a single stage turbine from which sufficient power is taken to drive the compressor. The remaining energy in the gases is then used for jet propulsion purposes.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **EXAMINATIONS** to select candidates for fire control technician training will be given 14 February, according to BuPers Circ. Ltr. 230-47 (NDB, 30 November).

Information as to the number of examinations should be sent by commanding officers to BuPers (Attn: Pers 421), not later than 20 January.

• **TRANSPORTATION** for dependents of regular Navy personnel is not authorized upon separation from the Navy, except when such separation follows retirement and release from active duty, or transfer to Fleet Reserve and release from active duty.

Men of the Naval Reserve, in pay grade 3 and above, who have been ordered to separation centers for release from active duty or for discharge, are entitled to transportation for their dependents from their last permanent duty station to the home from which they were called to active duty via a direct route. This route is not via the separation center, as the center is considered a temporary duty station.

Prior to separation or expiration of terminal leave—if modifying orders are issued—dependents of the individual can get transportation from the last permanent duty station to the new permanent duty station assigned in the modifying orders, but not via the official residence of record from which called to active duty.

A lawful wife and legitimate unmarried children under 21 years of age are classed as dependents, including unmarried adopted children and stepchildren under 21 years of age. The mother and father of the person concerned are considered dependents if they reside with the individual and are dependent upon him.

• **ARMY, NAVY** and Air Force personnel will compete in inter-service sports in the future.

The new inter-service sports program will cover two major sports—golf and tennis. In July, All-Navy net titlists will meet representatives of the Army and Air Force in the Leech Cup Trophy matches, formerly restricted to Army and Navy personnel. In September, golfdom's finest service players meet.

Although only two types of competition have been slated for 1948, tentative plans feature rivalry in all teams sports for the future.

First step in the program was establishment of a six-man board of representatives of the three services, who formulate the governing regulations and times and dates of competition.

Members of the board are: Commander Slade D. Cutter, USN; Major Paul Bratten, USMC; Brigadier General Edwin B. Lyon, USAF; Colonel Robert M. Caldwell, USAF; Brigadier General Russell B. Reynolds, USA; and Colonel Joseph E. Harriman, USA.

• **PREVIOUS** experience of at least one year's sea duty no longer is required for regular Navy line officers of ensign and above to apply for heavier-than-air

flight training leading to designation as naval aviator.

The requirement was omitted to enable BuPers to assign newly commissioned officers directly to flight training.

BuPers Circ. Ltr. 87-46 (NDB, 30 April) was cancelled by the new directive, BuPers Circ. Ltr. 209-47 (NDB, 15 November), which enclosed a sample form of application.

Other previous requirements pertaining to aptitude, education, age and other qualifications remain unchanged.

• **NAVAL** personnel on active duty, including regular, retired and Reserve officers and enlisted men, have been forbidden by General Order 25 to use their naval ranks or ratings in connection with commercial enterprises. Exempted from the order is material submitted for publication in accordance with existing regulations.

This includes all personnel, both officers and enlisted men—on active duty only.

Personnel on inactive duty are permitted to use their naval ranks or ratings in connection with commercial dealings.

Navy Legislation Awaiting Action

The following bills of interest to naval personnel were introduced during the special session of the 80th Congress. (Bills which were introduced earlier in the first session were listed in *ALL HANDS*, September 1947, p. 19, together with their status at the time of Congress' adjournment. They will be reported again as further action is taken.)

Service Credit—S. 1790, H.R. 4498: Introduced; to credit certain service by members of the Navy, Army, MarCorps, Coast Guard, Coast and Geodetic Survey and Public Health Service prior to reaching 18 years of age.

Pay Adjustment—S. 1792, H.R. 4500: Introduced; to provide equitable adjustment of retired pay of certain naval officers to highest grade satisfactorily served during World War II.

Reserve Facilities—S. 1793, H.R. 4501: Introduced; to permit acceptance of donations of lands and improvements for Naval Reserve training purposes and purchase of such.

Ship Preservation—S. 1796, H.R. 4505: Introduced; to provide for preservation of the frigate *Constellation*.

Retired Advancement—S. 1797, H.R. 4492: Introduced; to advance to lieutenant commander on the retired list

certain lieutenants who were midshipmen prior to 12 Nov 1918.

Unclaimed Effects—S. 1798, H.R. 4493: Introduced; to provide for disposition of unclaimed personal effects of naval personnel.

Increased Pension—H.R. 4554: Introduced; to increase the pension payable to war veterans suffering from permanent total non-service-connected disabilities from \$60 to \$75 a month.

Life Insurance—H.R. 4561: Introduced; to provide for limiting participation as beneficiary under the National Service Life Insurance Act, as amended.

Veterans Homes—S. 1759: Introduced; to amend the Servicemen's Readjustment Act of 1944, as amended, to provide homes for veterans through veterans' homestead associations, and to provide the public facilities essential therefor.

Leave Payments—H.R. 4535: Introduced; to amend the Armed Forces Leave Act of 1946 so as to permit certain payments to be made to the estates of former members of the armed forces.

Salvage Facilities—H.R. 4490: Introduced; to authorize SecNav to provide salvage facilities.

Separatees Have Last Chance for Insurance

Separatees now at separation centers, who enlisted in the Navy after 2 Sept 1945—now hear this. Here's your last opportunity to apply for up to the maximum \$10,000 National Service Life Insurance.

You must apply before leaving the service. The same physical examination taken at separation center can be used for insurance purposes.

All naval veterans who have had active service between 8 Oct 1940 and 2 Sept 1945, both dates inclusive, are eligible for NSLI at any time, upon application, payment of premiums and satisfactory evidence of good health.

• **COMPENSATION** and pension for disability or death in World War II may not be collected at wartime rates if the disability or death occurred after 25 July 1947.

Wartime rates of compensation are higher than peacetime rates for comparable disabilities and limitations defining service during the war for compensation and pension purposes have been established. Award of the benefits is governed by the declaration ending hostilities on 31 Dec 1946 and Public Law 239, 80th Congress, which officially ended the war on 25 July 1947 for certain purposes.

Veterans Regulation 1 (a), as amended, is the basic law. Part I establishes standards for the award of benefits based on wartime service. Generally, to be compensable at the higher wartime rates, the death, disability, or aggravation of injury must have occurred in service between 7 Dec 1941 and 25 July 1947, inclusive.

Part II of the regulation provides benefits for disability or death incurred in peacetime service. Those men who have entered the armed forces after 31 Dec 1946 are considered veterans of peacetime service for compensation and pension purposes, and will collect lower disability rates unless the cause of injury or death occurred before 25 July 1947. Any injuries or death which happen after 25 July 1947 are claimable at peacetime rates only.

An amendment to the Regulation on 19 Dec 1941 makes higher rates applicable to strictly peacetime service if the claim is based on extra-hazardous service, including mock warfare.

Pensions for veterans or their dependents on disabilities or deaths that are not related to active service may be collected

under Part III of Veterans Regulations and other laws. In order to qualify, a veteran must have served at least 90 days on active duty, some of which must have been between 7 Dec 1941 and 31 Dec 1946, and the injury or death must have occurred within three years of his discharge.

For full information, write the nearest activity of the Veterans Administration, or to the VA in Washington, D. C.

• **APPLICATIONS** are desired by BuPers for courses at the Naval War College commencing about 1 July 1948.

Three courses are offered in the schedule:

• Senior course—for commanders with date of rank 1 Jan 1944 or before, and for captains.

• Junior course—for lieutenant commanders with date of rank 17 Oct 1944 or before, and commanders with date of rank 1 Feb 1944 or after.

• Logistics course—for captains, commanders and lieutenant commanders with date of rank 17 Oct 1944 or before.

It is expected that 150 to 175 officers of the Army, Navy, Air Force, Marine Corps and Coast Guard and members of the State Department will attend the courses.

The senior and junior courses introduce officers to the capabilities and limitations of naval craft, their weapons and facilities, with emphasis on atomic energy, nuclear physics and new special weapons and their application to development for warfare. Also included is a brief course in logistics.

The logistics course will consist of studies, lectures, seminars and committee studies in logistics in its broadest phases and its application, relation and influence on Navy and joint operations.

BuPers Circ. Ltr. 211-47 (NDB, 15 November) said that applications should be submitted via official channels to reach the bureau prior to 1 Feb 1948. They should be addressed to BuPers (Attn: Pers 422). It is suggested that officers desiring to attend the Naval War College courses indicate this on their officers' data cards or on their report of fitness forms.

Free Mailing Privilege Ends for Servicemen

Free mailing privileges for members of the armed forces ended effective 31 Dec 1947, in accordance with Public Law 190, 79th Congress. As of 1 Jan 1948, all service personnel are required to affix postage to all personal mail.

QUIZ AWEIGH

How salty are you, sailor? If you've been around you should be able to answer all six of these questions correctly. Check your answers and see how you rate.

- 6—Super Salt
- 5—Old Salt
- 4—Salty
- 3—Fair
- 2—That's dandruff on your collar.



1. One of the Navy's most powerful fighters, it's a (a) Shooting Star (b) Skyrocket (c) Banshee.
2. Designed for normal carrier operations its speed is (a) 450 (b) 565 (c) 600 miles per hour.



3. This man is demonstrating a new Navy (a) sailmaker's kit (b) heaving line (c) fishing kit.
4. It can be found in (a) gear lockers (b) life rafts (c) motor launches.



5. This ship was recently in Operation Camid II and is an (a) AGC (b) APD (c) ACG.
6. It is classified as a (a) tender (b) flagship (c) cargo ship.

ANSWERS TO QUIZ ON PAGE 61

LETTERS TO THE EDITOR

Leave Credit

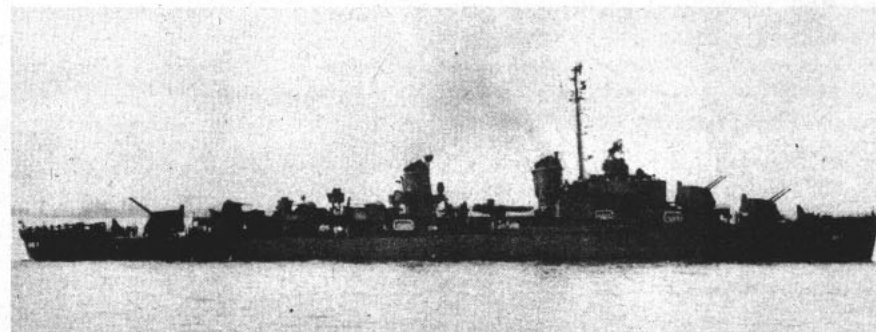
SIR: In connection with the Armed Services Leave Act of 1947, I would like to know if I am entitled to leave credit earned as an enlisted man. I made warrant in 1944 and chief warrant in 1946. In applying for payment of unused leave in accordance with the Armed Forces Leave Act of 1946, I had over 120 days of unused leave to my credit. I received payment for the 60 days in bonds, but then received a card from BuPers which stated that my unused leave credit was 27 days which was correct for unused leave since I made warrant. After reading the leave act of 1947, it appears to me that I should have carried over 60 days leave from my enlisted status. Is that correct?—T. E. T., CHRELE, USN.

• Yes, see BuPers Circ. Ltr. 193-46 (NDB, 31 Aug 1946). Your officer leave is computed first, establishing your leave credit as of 31 Aug 1946. Your enlisted leave is computed next, beginning with 8 Sept 1939. This is added to your officer credit, but the total number of days may not exceed 120 days and payment may only be made for leave in excess of 60 days as an officer. However, if your officer credit was 27 days as of 31 Aug 1946 you are entitled settlement for your enlisted leave up to 93 days, provided you had earned this amount as an enlisted man.—Ed.

Stribling's 5-Inch Batteries

SIR: Could you tell me how many 5-inch guns USS Stribling (DD 867) carries? Also, where is she now? If you've got any extra space, I sure would like to see a picture of her in your swell magazine.—L. H., S1, USN.

• USS Stribling (DD 867) carries six 5-inch 38s. At the present time, she's in the active fleet at Norfolk, Va. Thanks for the orchid—here's the photo.—Ed.



USS STRIBLING—A destroyer of the Gearing class, she was launched in June 1945.

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.

Aviation Greens

SIR: An officer with the classification "D"—with no aviation prefix or suffix—served on board a CVE as fire control officer. Is there anything in regulations to prevent him from wearing the aviation greens?—R. M. D., CYA, USN.

• No. In accordance with uniform regulations, naval aviators serving in a pilot status are required to possess the aviation winter working uniform. Other commissioned officers assigned to duty in aviation commands may wear the aviation winter working uniform when that uniform is prescribed as the uniform of the day for aviators but they cannot be required to do so.—Ed.

POW Shore Duty Extension

SIR: Are there any provisions whereby former POWs may request extensions of shore duty?—R. D. A., ACM, USN.

• Yes. Para. 6 of BuPers Ltr., Pers-630A-CDC-6 of 28 Aug 1946, states you may request an extension of one year. However, this request should be forwarded in accordance with BuPers Circ. Ltr. 139-47 (NDB, 31 July).—Ed.

Credit Toward Retirement

SIR: Does time served while a man is underage count toward retirement after 20 years?—E. E. G., SK1, USN.

• Yes, all active federal service counts for purposes of transfer to Fleet Reserve and eventual retirement.—Ed.

"Crow-Getting Itch"

SIR: I have had time, courses and satisfactory grades completed for PO3 for some time now. I can't be advanced to third class on this ship because there are no openings. I shall be discharged very soon. Is there any chance to get PO3 upon enlisting immediately in the Naval Reserve? I sure do have that "crow-getting itch."—V. D. G., S1Y, USN.

• No assurance can be given that you will be advanced any specific time after enlistment in the Naval Reserve. Requirements vary with different reserve classes and, in general, you will find that service in pay grade requirements are somewhat longer for Reservists than for regulars.—Ed.

Commissioning and Sea Duty

SIR: A man completes a normal tour of shore duty on 1 Dec 1945. On that date he is transferred to a receiving station for further transfer to a definite ship for "duty on board when commissioned." This ship was commissioned on 2 Mar 1946. When does his sea duty start?—E. F. B., CY, USN.

• Sea duty, as far as rotation is concerned, commences on date ship is placed in commission.—Ed.

How Hewes Was Lost

SIR: Can you tell me when, where and how USS Joseph Hewes was sunk? Also, I would like to know her number?—M. S., PHM1, USN.

• On 11 Nov 1942, USS Joseph Hewes (AP 50) was sunk by an enemy submarine off the coast of Morocco.—Ed.

Shore Duty Request

SIR: I spent 42 months in a Japanese prison camp. Upon my return to the U. S., I was given shore duty at a station of my choice. After completing one year ashore, I was ordered to sea. Does this mean that my chances of getting a normal tour of shore duty are eliminated?—J. K., CBM, USN.

• Time spent ashore under the provisions of BuPers Circ. Ltr. 39-46 (NDB, Cum-Ed. Jan-June 1946) is disregarded in determining total continuous sea service for Ex-POW's who submit a request for shore duty, unless the man was retained for completion of a normal tour of shore duty. You may submit a request for shore duty in accordance with, and on the form outlined in BuPers Circ. Ltr. 139-47 (NDB, 31 July).—Ed.

LDO Retirement Service

SIR: (1) Must an officer selected for limited duty stay in until he has completed 30 years of service before he is eligible for retirement, or may he be retired after completion of 20 years of service, ten years of which have been as a commissioned officer? (2) If a lieutenant, LDO, fails of promotion to lieutenant commander, and his permanent rank was chief warrant officer, may he revert to his former chief warrant officer status and then be retired providing he has over 20 years service, 10 of which are as a commissioned officer, but has not completed 30 years' service?—G. R. H., LT, USN.

• (1) *An officer selected for LDO is not required to complete 30 years' active service, but is eligible to request retirement upon completion of 20 years' active service in the Navy, MarCorps or Coast Guard, or reserve components thereof, ten years of which must be active commissioned service.* (2) *If a lieutenant, LDO, twice fails of promotion to lieutenant commander, he may revert to his former permanent status of chief warrant officer. The basic retirement law stated in answer to question (1) is applicable and he need not complete 30 years of active service.*—Ed.

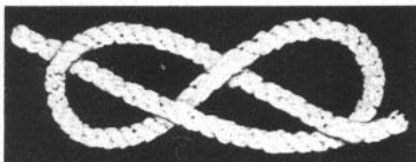
Stars on Her Sleeve

SIR: I was browsing through an old magazine and came across a picture of a Wave officer. I knew there was something wrong with the picture, and it took me five minutes to find out what it was—there was no corps device above her ensign's stripe! I know they wear one now. When did this change take place?—L. O. S., SK2, USN.

• *Officers of the Women's Reserve, designated W-V(S) officers, were authorized to wear a star above the braid on their uniforms after 15 Oct 1944, by Change No. 3, Uniform Regulations, Women's Reserve. Wave staff corps officers, however, have always worn the staff corps device on their uniforms.*—Ed.



STAR above Wave officer's braid (left) was added (right) by Navy in Oct. '44.



EX-APPRENTICES wear this specialty mark. Eligible men probably retired.

Ex-Apprentice Mark

SIR: With reference to Uniform Regulations of the Navy Department dated 1947, NavPers 15665, does ex-apprenticeship as outlined in chapter IX, sec. 9-50, mean ratings held while in recruit training? Certificates were customarily issued in accordance with rating held and I'm wondering whether it is this type of apprenticeship that is being considered or something entirely different.—B. S. K. L., Y3, USN.

• *No. In accordance with Uniform Regulations the ex-apprentice distinguishing mark is worn by enlisted men who have held the rating of apprentice in the Navy. It is not to be worn by apprentice seamen or those who have held that rating. Inasmuch as the rating of "apprentice" was abolished on 29 Nov 1904, it is probable that the only persons eligible to wear this device are now retired.*—Ed.

Insular Force Member

SIR: As a member of the insular force in the Philippines, can I reenlist in the regular Navy?—F. Z., CSKD, (IF), USN.

• *No. BuPers policy does not permit insular force personnel to reenlist in the regular Navy.*—Ed.

Instructor Billets

SIR: The ALL HANDS article "Instructor Billets open to certain Fleet Reservists" (ALL HANDS, May 1947, p. 51) states in part, "and who have never served in an appointment as a commissioned officer under the authority of the act approved 24 July 1941 (55 STAT. 605)."

Does this imply that officers holding temporary commissions cannot be assigned duty with one of the NROTC units instead of outright transfer to the Fleet Reserve?

Heretofore, men qualified for transfer to the Fleet Reserve could be assigned duty with NROTC units and would receive full pay and allowances instead of the monthly retainer pay.—F. L., LTJG, USN.

• *Providing a man can meet the necessary requirements, he may be assigned duty in an instructor billet in the NROTC, regardless of commissioned status. However, one of the requirements is that the applicant have a baccalaureate degree from an accredited college or university.*—Ed.

Gold Service Stripes

SIR: If a man completes 12 years of naval service, 2½ of which were as a warrant or chief warrant officer, and he has good conduct for all 12 years, is he entitled to wear a gold rating badge and service stripes? It is understood that time as warrant officer does not count for a good conduct medal, but does it count for gold stripes?—L. E. B., CPHM, USN.

• *No. Art. 1046, BuPers Manual, states that service in commissioned or warrant rank does not count in computing time served toward a good conduct award. Inasmuch as eligibility for gold service stripes is dependent upon the receipt of good conduct medals, or marks and qualifications equivalent to those necessary for the receipt of good conduct awards, he would not be entitled to wear gold service stripes.*—Ed.

Fleet Reserve Pay

SIR: Under Class F-6, Public Law 720, 79th Congress, what will the Fleet Reserve pay be of a chief petty officer (PA) with twenty years and six months of active Naval service?—J. W. M., CEM, USN.

• *The pay will be \$116.94 per month. However, you should check with your paymaster.*—Ed.

"Pipe" or "Call"

SIR: On page 53 of the October issue of ALL HANDS you tell of the origin of the boatswain's pipe in your article "How Did It Start." Although some people (including ALL HANDS) say "boatswain's pipe," the name is, has been, and let's keep it, "boatswain's call."

You don't believe me? Look in Webster's Unabridged Dictionary.—F. H. B., CDR, USN.

• *We took a look and Webster says boatswain's call. However, Lovette's book, Naval Customs, Traditions and Usage says "pipe." It's also "pipe" in Bluejackets Manual, Knight's Seamanship and Navy Regs.*—Ed.



BOATSWAIN'S pipe? Not according to Noah Webster, who defines it as "call."

Silver Rating Badges

SIR: Can you give us some information on the wearing of silver rating badges? Uniform Regs. Art. 9-80, state they shall be worn on blue uniforms by chief petty officers, chief cooks, and chief stewards who are not entitled or qualified to wear a gold rating badge, but does not explain what the qualifications are, i.e., marks in conduct, length of service and etc., if this is the controlling factor.—R. G. S., CY, USN.

• No special qualifications such as certain marks, length of service, etc., are necessary for the wearing of silver rating badges. Chief petty officers, chief cooks, and chief stewards who are not entitled to wear gold rating badges are required to wear silver rating badges.—Ed.

Service for Retirement

SIR: (1) A man served four years in the Army, then shipped into the Navy. Would that time count towards 20-year retirement? (2) Does broken service count on 20?—J. V. D., GUN, USN.

• (1) Provided the Army service was active Federal Service it would count toward transfer to Fleet Reserve. (2) All active Federal service counts for purposes of retirement.—Ed.

Souvenir Books

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

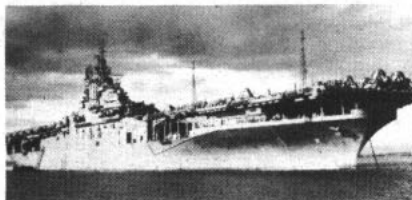
ALL HANDS has no information on souvenir books published by any command, except those notices which have appeared in this space since March, 1946.

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

• USS North Carolina (BB 55). Address: Robert W. Kelly Publishing Co., 309 Lafayette St., New York City. Price, \$1.00.

• USS Guam (CB 2). Address: Stewart Publishing Co., Philadelphia, Pa. Price \$2.00.

• USS Wakefield (AP 21). Address: Clarking Printing House, Inc., 1228 Cherry St., Philadelphia, Pa. Price, \$5.00. Free copies of this booklet are no longer available to former crew members.



USS PRINCETON—Namesake of famed CVL that was lost in Battle for Leyte.

Princeton in Maneuvers

SIR: This is to let you know that my family and I have enjoyed our past year's subscription to ALL HANDS. We were wondering why no mention has been made in ALL HANDS of the USS Princeton (CV 37) in the recent maneuvers and why we have never seen a picture of her in the magazine.—J. F. R., CSK, USN.

• USS Princeton was included in the write-up of the maneuvers appearing in ALL HANDS, May 1947, p. 3. Well, never let it be said that ALL HANDS let a chief and his family down—here's the picture.—Ed.

Transfer to Fleet Reserve

SIR: Three months ago I completed 21 years of continuous service, then reenlisted for three years. As I did not sign any kind of agreement to complete one-half of my current enlistment, may I submit papers to be transferred to the Fleet Reserve?—A. G. A., CRM, USN.

• Yes. However, you should have been required to sign a waiver in accordance with Art. D-1010, BuPers. Manual.—Ed.

USN (SV) Classification

SIR: I was drafted into the Navy shortly before the end of the war. I signed up for a four-year cruise and was given the classification of USN (SV). I have heard that men with that classification are now eligible for discharge from the naval service—is this true?—G. T. P., S1, USN.

• No, you are only eligible for discharge when your enlistment has expired.—Ed.

Limited Duty Officers

SIR: Are men accepting commissions as limited duty officers compelled to serve 30 years, or will they be permitted to apply for retirement after completing 10 years as a commissioned officer?—M. M. D., CSK, USN.

• LDOs will be retired upon the completion of 30 years active service, exclusive of active duty for training in a Reserve component. After completing 20 or more years of active service, 10 years of which must be active commissioned service, any officer may apply for voluntary retirement. See also BuPers Circ. Ltrs. 174-47, 175-47 and 178-47 (NDB, 15 September).—Ed.

Ribbons and Medals

SIR: (1) I have noticed several men who should only be wearing one ribbon on their uniform are wearing six or seven, due to being able to buy them at any store. I think that the various military organizations should furnish these ribbon bars to a man if he is entitled to them. Why doesn't the Navy do this? (2) Is the Navy Department going to supply the campaign medals for the various areas? (3) What will the requirements be? (4) When will these medals be available?—H. L. E., CGM, USN.

• (1) Not only would that be a tremendous task for BuPers, but an expensive one. BuPers has issued all ribbons of decorations to eligible personnel, but other service ribbons must be purchased by the individual. Shopkeepers selling these ribbons are supposed to require proper authorization in writing as to a person's eligibility for the ribbon which he is buying. All campaign and service medals which are authorized for naval personnel are issued gratuitously by the Navy Department to all eligible personnel. No one is required to purchase these medals unless the original ones are lost or destroyed through a person's own carelessness. If a medal is lost through no fault of the person BuPers will, upon receiving a request setting forth the circumstances surrounding the loss or destruction of the medal, replace it at no extra cost. (2) The American Defense Service Medal and World War II Victory Medal are now being distributed through naval recruiting stations and commandants of districts. Area campaign medals are not yet ready for distribution. (3) Regulations as to requirements for area campaign medals will be given wide publicity when the medals are available. (4) It is not known at this time when the area medals will be ready.—Ed.

First Woman to Sponsor Ship

SIR: Your article "Ship Launchings" September 1947, p. 49, states, "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." The following quotation is taken from G. H. Preble's, *History of the U. S. Navy Yard*, Portsmouth, N. H. (Washington: Government Printing Office, 1892) p. 54: "March 19, 1827, the keel of the sloop of war *Concord* was laid at the slip whence the *Porpoise* was launched, and on the 24th day of September she was launched; the day was a fine one and a crowd assembled to witness her baptism. A little past 12m., she glided beautifully into her destined element, and was christened by a young lady of Portsmouth."—L. H. B., Associate Professor, Librarian, USNA.

SPOILS OF WAR

TWENTY-FOUR former Japanese warships, stripped of armament, have been turned over to the U.S. Navy for scrapping or use as target vessels.

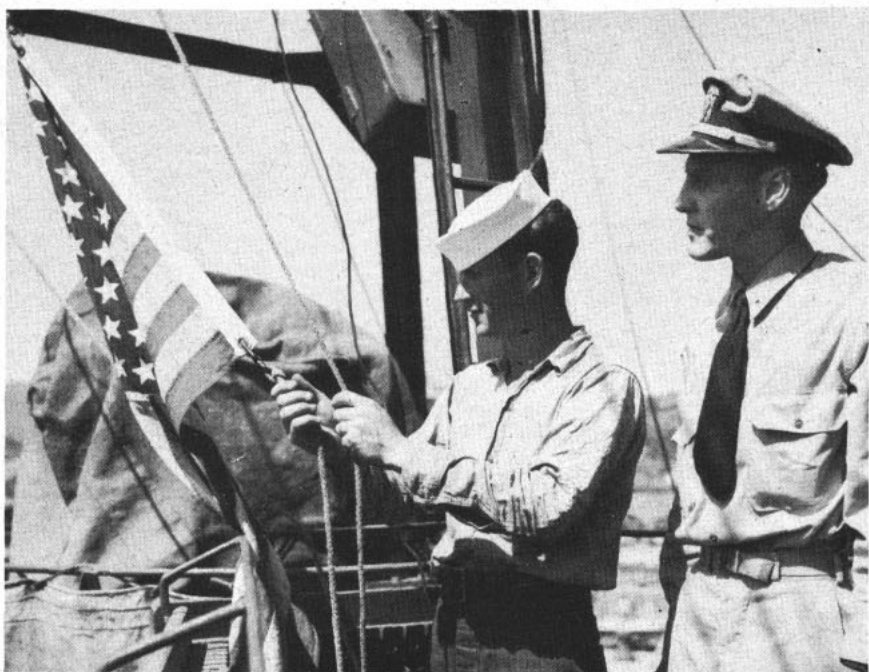
The transfer was the United States' allotment of former Jap craft divided among four nations—the U.S., United Kingdom, China and Russia.

A total of 96 destroyers, escorts and transports comprised the transfer list. Three separate drawings were held at headquarters of ComNavFE in Tokyo.

Rear Admiral Andrei M. Stetsenko, USSR; Captain N. W. Bard, USN, United States; Captain R.N.V. Surtees, RN, United Kingdom; and Captain Sulliang T. Mar of China represented their countries at the drawings.

The ships are all combat veterans. The Japanese report that the combined war victims of the 24 American assignees total 17 submarines sunk and one damaged and 37 airplanes shot down and five damaged.

The vessels were manned by Japanese crews until they were turned over to the respective powers. Ships of the U.S. lot designated for use as target vessels are being maintained by American crews until they are used for firing practice. Vessels designated for the scrap pile have been turned over to Japanese shipyards to be scrapped under supervision of ComNavFE.



COLORS are raised on board the destroyer escort *Keyaki*, one of 24 former Jap warships turned over to the U. S. for scrapping or use as target vessels.

The U.S. received in her allotment 19 escorts, four DDs and one transport.

Japanese authorities reported that Escort No. 26 sank five U.S. submarines and shot down four Grummans, one B-24 and three B-29s during a period of ten months.

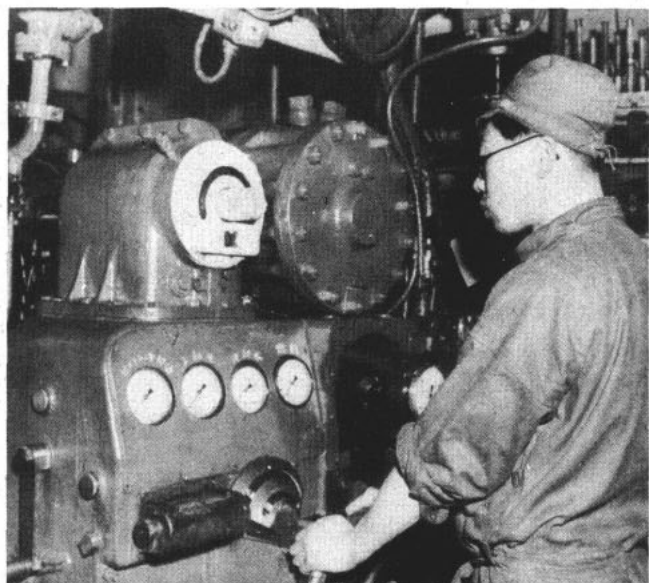
Of the larger ships transferred to the U.S., *Kaba* and *Kasbi*, both DEs, bear the finest official records.

Armed with three 5-inch 40 mm. guns, twelve 25 mm. antiaircraft guns, four 24-

inch torpedo tubes and smaller armament, the 1,000-ton vessels could attain a flank speed of around 30 knots.

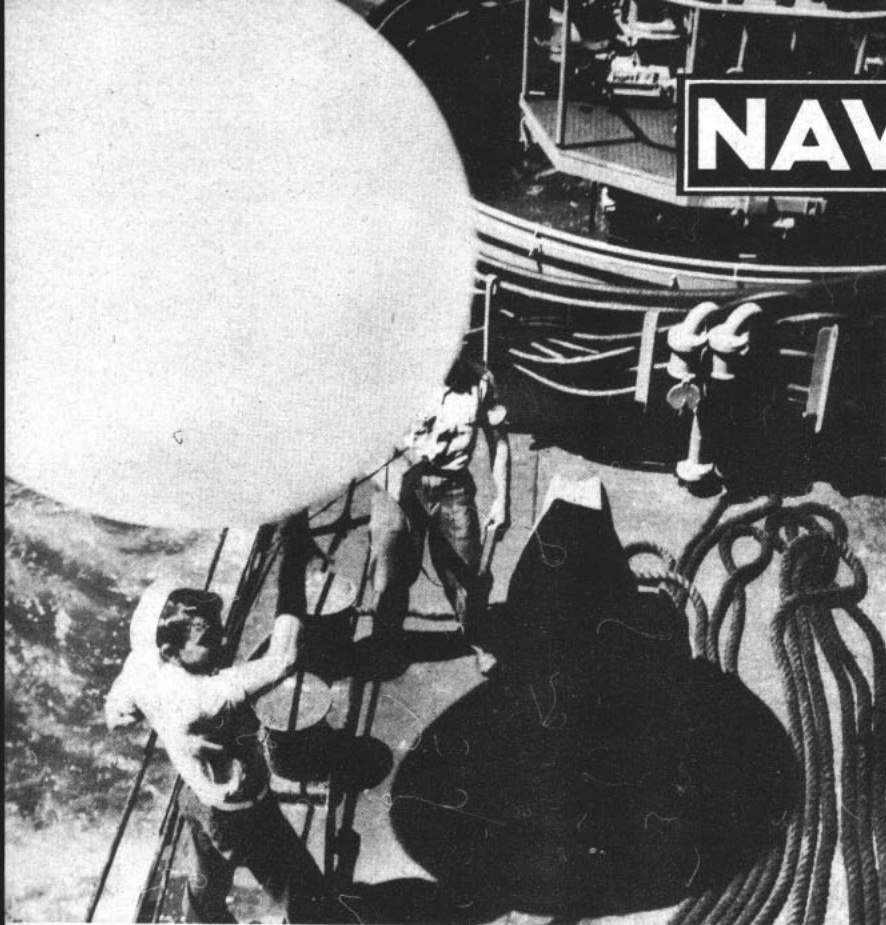
Kaba is said to have shot down three planes, while *Kasbi* reportedly downed four planes and damaged five.

End of their wartime activities came to both craft in 1945. The two vessels were badly damaged by U.S. forces in separate battles, and both were found crewless in Japan after the capitulation.

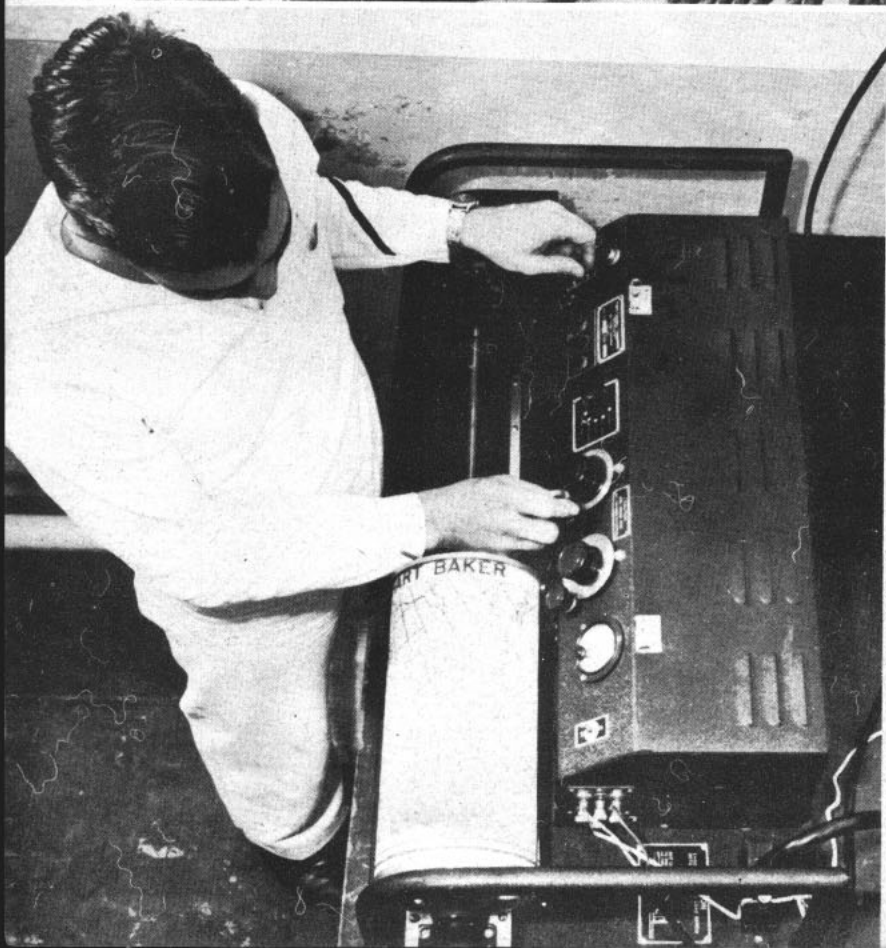


AMERICAN seamen examine Jap steering mechanism (left), while Japanese engineer stands watch in engine room.

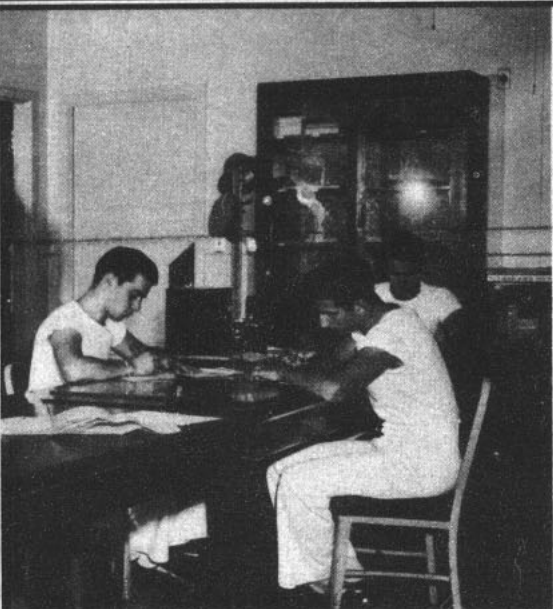
NAVY TRACKS



COLLECTION and dissemination of weather information is an around-the-clock and around-the-world operation for Navy ships and stations. At fleet weather centrals, such as at Pearl Harbor, about 300 weather reports are received from ships and stations every six hours. These reports are translated into a weather map, coded and broadcast. Team (above) segregates data for broad-



THE WEATHER



cast. Aerographers' mates (upper left) release weather balloon. Radio-photo map (lower left) received at Pearl Harbor. Officers (below, left) code a map analysis for transmission. Incoming weather reports filed (below right). Plotting board (lower right) used to determine true wind velocity and direction on ship. Teletype operators (upper right) transmit reports from Pearl Harbor.

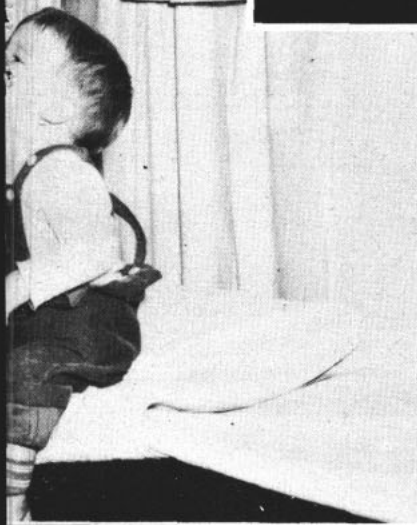




MEDICAL examination is given to a young de
Tsingtao, China (above). Upper left: Student
USS North Island, Essex class carrier. It was
FADM Chester W. Nimitz, USN congratulate
'succeeded him as CNO. Lower left: Exquisite C
ing her "Mail Call" radio broadcast for serv
Hollywood star and Naval Reserve officer, is
where he helped in recruiting drive. Below ri



TODAY'S NAVY



endent at the Marine Corps base in
ristens an exact scale model of the
ilt at NAS, San Diego. Left center:
ADM Louis E. Denfeld, USN, who
ili Williams emphasizes a point dur-
cemen. Below left: Charles Rogers,
met by Navy nurse in Washington,
ht: French sailors join sing at USO.



GENERAL CATES RELIEVES VANDEGRIFT AS COMMANDANT OF MARINE CORPS

Major General Clifton B. Cates, USMC, bemedaled leader of Marine contingents in two World Wars, has been named by the President as the new Commandant of the Marine Corps.

He will relieve General Alexander A. Vandegrift, USMC, who retires on 1 Jan 1948, after serving four years as Commandant.

Major General Cates is scheduled to take four-star rank with his new office.

General Cates, present ComGen, Mar-



Major General Cates

Bks, Quantico, Va., carries with him to his new post a distinguished record. The new commandant, a native of Tiptonville, Tenn., entered the Marine Corps as a second lieutenant in June 1917, immediately after graduation from the University of Tennessee.

In January of the next year, he joined the American Expeditionary Forces in France, where he was cited for bravery by both the American and French governments.

Upon return to the United States, General Cates served as aide-de-camp to the Major General Commandant and later was aide to President Woodrow Wilson.

Following this duty, he served on the staff of the Commanding General, Department of the Pacific, San Francisco, Calif. Then came duty on board Navy ships, at foreign ports and in various posts in CLUSA.

In World War II, General Cates became commanding officer of the First Marine Regiment, which he led in the seizure and defense of Guadalcanal, serving under then-Lieutenant General Vandegrift.

Returning to the United States, he became Commandant, MarCorps School, Quantico, Va., a position he held until his return to the Pacific to assume command of the Fourth Marine Division in the final days of the battle for Saipan.

General Cates led his division in the invasion of Tinian Island in July 1944, and through the Iwo Jima operations.

He was ordered back to this country in December of 1945, to duty as President of the MarCorps Equipment Board. In June 1946, he became commanding general, MarBks, Quantico, Va., with additional duty as commandant, MarCorps Schools, Quantico.

Drydocks Leased

Thirty-two floating drydocks, with lifting capacity ranging from 1,000 to 18,000 tons, will be leased by the Navy to commercial repair yards.

The drydocks have been declared in excess of present requirements.

LAST FEBRUARY



USS South Dakota, famous as "BB X" in WW II is placed in Atlantic Reserve. Navy's new jet-propelled, stub-winged plane, Sky-streak is called super-sonic test tube. Rear Admiral Sprague relieves Adm. Denfeld as Chief BuPers.

FEBRUARY 1948

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						

Pensions and Compensation

Date limits are set by presidential and congressional action for service compensation and pensions at wartime rates—payable for disability or death in World War II—were outlined by the Veterans Administration.

Since the wartime rates are higher than peacetime rates for comparable disabilities, limitations defining service during the war for compensation and pension purposes are extremely important to servicemen, veterans and their dependents.

The actions that govern in the award of these benefits are:

- The President's proclamation ending hostilities in World War II at 12 noon on 31 Dec 1946.

- Public Law 239 of the 80th Congress, which officially terminated the war on 25 July 1947 for certain purposes.

VA issued the clarification of the effect of these actions to clear up misunderstandings resulting from use of different terminology in the various laws and regulations which provide the benefits.

To be compensable at wartime rates, the death, disability or aggravation of injury upon which a claim is based must have occurred in service between 7 Dec 1941 and 25 July 1947 inclusive.

The basic law regarding payment of compensation or pensions is Veterans Regulation 1 (a) as amended, providing benefits under several headings:

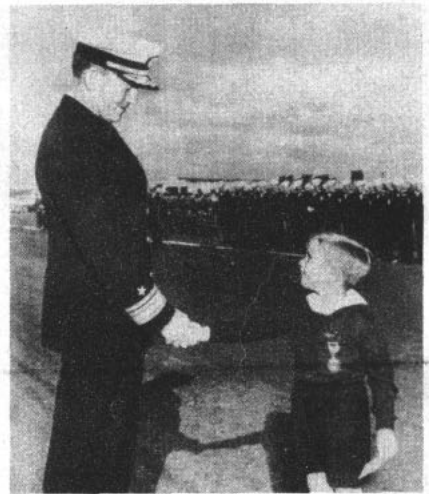
- Part I establishes standards for the award of benefits based on active service while the United States is engaged in

war. In order to qualify under this part—which carries the higher rates and gives the veteran the benefit of certain presumptions of war-service connection—the person must have served during the war period prior to noon on 31 Dec 1946, and the disability or death on which the claim is based must have occurred before 25 July 1947.

- Part II provides benefits for disability or death incurred in peacetime service. Claims of persons who entered service after noon on 31 Dec 1946 are determined in accordance with the provisions of this part. However, under an amendment to the pension laws approved 19 Dec 1941 (Public Law 359, 77th Congress), such awards are comparable at wartime rates if the injury or death occurred before 25 July 1947.

Except for the higher rates payable where the cause of injury or death is traceable to service prior to 25 July 1947, those entering the armed forces after noon on 31 Dec 1946 are considered veterans of peacetime service for compensation and pension purposes. The amendment of 19 Dec 1941 also makes the higher rates applicable to strictly peacetime service if the claim is based on extraordinary service, including simulated warfare.

- Part III of the same regulation and other laws provide pensions for dependents of deceased war veterans and for the veterans themselves if permanently and totally disabled, even though the death or disability is not related to the veteran's



FIVE-YEAR-OLD son of deceased LCDR R. G. Crommelin, receives his father's Air Medal from RADM C. T. Durgin.

service. In order to qualify as a World War II veteran under this section, the veteran must have served at least 90 days, some part of which was in the period from 7 Dec 1941 to noon on 31 Dec 1946.

889,231 in NR

The Naval Reserve has swelled its ranks to a total of 889,231 enrollments, passing the three-quarter mark of the proposed goal of 1,175,000 members.

Of the total enrollment, 277,808 are officers and 611,423 are enlisted personnel. Organized Reserve has 18,591 officers and 137,666 enlisted out of this total. The remainder represents members of the Voluntary Inactive and other elements of the Naval Reserve.

In commenting on the growth of the Reserve, Rear Admiral Ralph S. Riggs, USN, Director of Naval Reserve, said, "The present healthy growth of the Naval Reserve is very gratifying. It has been a long task to get all the desired armories or training centers underway. But the job is moving. The health and activity of a unit is closely related to the status of its quarters. As we get training centers completed and equipment installed, training becomes more and more complete and effective."

At the same time, the Marine Corps Division of Reserve announced that total strength of the new Citizens Marine Reserve had reached 55,113. Of this total, the Organized Reserve consists of 2,211 officers and 13,972 enlisted personnel. The remainder consists of Volunteer Reserve members.



HOME sweet home. A radioman first class and his family in the living room of their two-story apartment in a converted barracks in Manila.

Top Officials' Speeches Reflect United Effort of Armed Services

HIGH mutual regard and keen understanding of the Navy mark the attitudes of top officials in the Defense secretariat, Army and Air Force as shown in speeches delivered since coordination of the armed forces. Here are several excerpts considered indicative of general armed forces opinion:

• **SECRETARY OF DEFENSE JAMES FORRESTAL**—"In October 1775, thirteen colonies of North America made a modest bid for sea power in a resolution introduced before the Continental Congress.



SecDefense Forrestal

That bid grew into the mightiest combination of men, ships, and planes that ever held the sea. The demobilization of five-sixths of that power leaves it still the greatest Navy on earth.

"World Peace, for which the people of the world fought and suffered, remains but an ideal, to be realized through greater international understanding, cooperation and trust. . . .

"The course to lasting peace is difficult. We must sound the channel cautiously and with patience. Yet, however dangerous that course, the people of the United States may be confident that their Navy—as a part of the national defense team—is ready to advance the cause of Peace and preserve the basic liberties for which over 87,000 Navy men and marines so recently gave their lives."

• **SECRETARY OF THE ARMY KENNETH C. ROYALL**—... The Army and the Navy, which have worked and fought side by side since the birth of our Republic—and the Air Force, which so valiantly participated in two world wars—are now officially joined in one national defense establishment. The relations between the services have always been exceedingly good. . . . The objectives have ever been common, and the success in all of our wars is the best testimony of effective joint action. But no military or civilian leader will to-



SecArmy Royall

day fail to testify that the legal recognition of the underlying unity has brought the Army and the Navy and the Air Force even closer during the short six weeks of unification. . . .

"The united front of three strong services is needed today—not only as insurance against the risk of war, but as a deterrent against war. This known ability of our armed forces to meet the test of conflict is a true measure of the chance that war will be avoided by the very readiness itself. The Navy, Air Force, and the Army—all three—are necessary. Do not let any man or group of men—be they subversives or sincere pacifists or just plain penny-pinchers—do not let them convince you that all or any one of the services are not needed.

"As unchallenged and unchallengeable lord of the seas, may the American Navy serve forever as a guardian of the world's peace—as a guarantor that war and its suffering will never come—and that peace and justice and freedom and prosperity will return to a sorely troubled world."

• **SECRETARY OF THE AIR FORCE W. STUART SYMINGTON**—"The act unifying the three services was sponsored by the three services. Its passage represents expression of a community of interest in a single purpose, as well as the recognition of the single responsibility of the three services for national security. . . .



SecAF Symington

"Within this trinity of service, the U.S. Navy retains its unique position. We are all proud of the Navy's long continued record for efficiency and devotion to duty. These characteristics are major assets which are in no way diminished by the reorganization that is taking place or by any changes in the nature of warfare which may be predicted. . . .

"The real significance of the United States Navy, however, lies not in its performance of its own peculiar missions, but in its function as one of the fighting teams of the three services. It is no longer accurate to speak of air warfare, land warfare, or naval warfare. Total warfare is more even than the integrated military effort of the three services. Of equal im-

portance to our united military effort is the full employment of all the weapons of political, economic and psychological warfare as well. It is in this contribution to the overall effort that the Navy, like the Army and the Air Force, plays its significant part. . . ."

• **GENERAL CARL SPAATZ, USAF, CHIEF OF STAFF, U.S. AIR FORCE**—"Through past associations around the conference table and in the theatres of war, the Air Force has gained a keen awareness of the qualities and capabilities which are the foundation stones of the Navy's 172 years of eminently successful history.



General Spaatz

"In World War II, the Navy and the Air Force were frequently united in battle against the common enemy. The recent unification of our armed forces has brought us even closer together. The sincere greetings of Air Force personnel go today to the men and women who are maintaining the Navy's great traditions.

"With unification, the Air Force looks forward to an even closer association with the Navy, and takes particular pride and pleasure in offering its best wishes for a future as praiseworthy and successful as the past has been."

• **LIEUTENANT GENERAL J. LAWTON COLLINS, USA, DEPUTY ARMY CHIEF OF STAFF**—"... the defense of our country is not solely a problem of our armed forces but of all Americans in this uncertain world. We talk glibly about the blessings of democracy but I wonder if any of us appreciates what we really have.





General Collins

"We have the blessing of knowing and understanding the value of the dignity of the individual and we must protect and defend it."

The speech was concluded by General Collins in paying tribute to "the courage and tenacity, flexibility and fine cooperative spirit" of the Navy.

NAVY FLIERS ESTABLISH AIR RECORDS

		Record	Date	Place
SPEED	 D-558	640.7 mph	20 August 1947	Muroc Air Station California
		650.6 mph	25 August 1947	Muroc Air Station California
ALTITUDE	 F8F	10,000 ft. in 1 minute 34 seconds	20 November 1946	Cleveland, Ohio
ENDURANCE	 XM-1 AIRSHIP	170.3 hours without refueling	27 October to 3 November 1946	Lakehurst New Jersey
DISTANCE	 P2V	11,326 miles in 55 hours 17 minutes NON-STOP	1 October 1946	Perth, Australia to Columbus, Ohio

Big Wind

Construction of a wind tunnel and burner laboratory at Daingerfield, Tex., is saving Navy time and money in testing ram jet engines and studying problems of supersonic flight.

Previously it was necessary to collect all development data in free flight trials—and an expensive engine was destroyed in each test. In the burner laboratory, tests can be made with rugged, inexpensive mockups which can be used a number of times.

The wind tunnel is one of the largest operating supersonic wind tunnels in the world. It has a test section measuring 19 x 27.5 inches, providing 3.6 square feet of experimental cross section. Air speed in the tunnel ranges up to 1800 m.p.h.—two and a half times the velocity of sound. The tunnel is especially valuable because of the uniformity of air flow maintained. This greatly increases the accuracy and reliability of tests.

The tunnel is used to test scale models of missiles, full scale component parts of missiles and models intended to yield basic aerodynamic and ballistic information.

The burner laboratory—made up of one outdoor and two indoor burners—conducts fuel and combustion system experiments in relation to ram-jet engines. Models ranging up to 24 inches in diameter can be tested in the indoor burners. The outside outlet will test 18-inch engines. The burners make possible free jet tests in which models are placed in line with a uniform supersonic air stream to simulate flight conditions for combustion experiments.

The same air compression, cooling and heating equipment is used for the wind tunnel and burner laboratory. The air is compressed by three 12,000 h.p. blowers. Two of the blowers produce air at a pressure of 30 pounds per square inch above atmospheric pressure. The air heating unit, most powerful single unit of its type in the world, can raise the air temperature to a maximum of 600 degrees F.

Despite the data yielded by these tests, ground testing does not eliminate the necessity for later flight trials. The two methods complement each other.

Cathedral of the Air

The Memorial Chapel, Cathedral of the Air, at Lakehurst, N. J., has been dedicated as a memorial to personnel of all services who lost their lives in the air while in the service of their country.

DURING the past two years, naval aviation has broken more records than the country's leading disc jockeys.

Looking back over past performances, the U.S. Navy can pat itself on the back for progressive achievements accomplished in aviation. In a field where records are constantly being made and broken, the Navy is out front.

Most famous and spectacular achievement of naval aviation is the fabulous speed records attained by the transonic research plane, D-558 *Skystreak*.

Piloted by Commander Turner F. Caldwell, Jr., USN, and Major Marion E. Carl, USMC, the *Skystreak* broke all existing world speed records by flashing across the course at Muroc Dry Lake, Calif., at 640.7 and 650.6 miles per hour.

Reaching 10,000 feet in 100 seconds, Lieutenant Commander M. V. Davenport, USN, piloted the F8F *Bearcat* to a new climbing record at the 1946 Cleveland National Aircraft Show. The flight was made from a standing start, the *Bearcat* beginning the climb after making a 115-foot run.

Among the many aviation records held by the Navy is the world endurance record.

Taking off from Lakehurst, New Jersey on 27 Oct 1946, the Navy's XM-1 airship soared across the sky for 170.3 hours without refueling. Captaining the XM-1 on her endurance record run was Lieutenant H. R. Walton, USNR.

The *Truculent Turtle*, a P2V Neptune, set a new world long-distance record in flying from Perth, Australia, to Columbus, Ohio, a distance of 11,236 miles in 55 hours, 18 minutes. Pilot on this hop was Commander Thomas D. Davies, USN. To date, this record remains unbroken.

Other important aviation records to the Navy's credit include a remarkable safety record established by the Naval Air Transport Service.

Over a period of five years, NATS, flying 172 R5D's, flew 68,000,000 plane miles with but one accident, resulting in the death of one crew member. No passenger fatality has occurred.

Responsible for naval aviation's prominence is a force of 11,900 expertly trained pilots and more than 120,000 enlisted personnel, of which 38,000 hold aviation rates.

In operation are more than 17,000 various types of combat and service aircraft.

Depot Offered for Lease

Due to decreasing demands for ammunition from the Atlantic Fleet—and in keeping with the reduced Navy budget—BuOrd has offered for lease the Naval Ammunition Depot, Iona Island, New York.

The Navy property will be leased on a long-term basis, subject to return to the Navy in case of national emergency. The depot, which for two years supplied ammunition and other material to ships in the New York harbor area, is a 136-acre tract of Hudson riverfront property.



LIBERTY in Greece for the crew of the USS Leyte (CV 32) starts with the docking of the liberty launch (left). At right, men from the Leyte select gifts for folks back home. Visit was part of a recent Mediterranean cruise.

Surplus Fire Gear

War surplus fire extinguishing systems and components are still available at bargain prices and in large quantities from the War Assets Administration.

Inquiries concerning availability and location of inventories should be addressed to the Safety Equipment Section, General Products Branch of WAA, Washington 25, D. C.

Five Brothers Enlist

Five brothers who recently enlisted in the Organized Naval Reserve are believed to be the first brother quintet to join the naval service at the same time since the Sullivan brothers.

Four of the brothers, J. W. Morgan, Jr., CM2; Roy, S1; Charles, MOMM3; and Paul, S1 are naval veterans, while Ralph is a recruit. Roy and Charles are twins. All five are enrolled in Naval Reserve division 7-1 at Jacksonville, Fla.

Another rarity in the Naval Reserve is a quartet, the Groce brothers, all of whom saw previous service in the Navy. They are Robert, SK3; Nelson, RM2; Richard, S1; and John, AMM3, of Mifflintown, Pa.

All the brothers decided to accept separate assignments, although the Navy had offered them an opportunity to serve together during the war. The Sullivans were lost in action when the USS *Juneau* was sunk at Guadalcanal on 13 Nov 1942.

Famous Navy Diver Dies

The Navy's most famous diver, Frank W. Crilley, 63, who won worldwide fame and the Congressional Medal of Honor, died recently in the Brooklyn Naval Hospital.

Highlight of Crilley's 30-year career as a Navy diver was his work in the salvage operations of the submarine S-4 off Waikiki Beach, Honolulu, in 1915, for which he was awarded the nation's highest military decoration.

As a master diver, Crilley served aboard the submarine *Nautilus* on its voyage to the North Pole in 1931. Sir Hubert Wilkins, famed explorer, credited Crilley's dives for much of the scientific accomplishments of the expedition.

Crilley also played major roles in salvage work on the submarine S-51, the *Squalus*, and the presidential yacht *Mayflower* after it sank in 1931.

Valley Forge Hits 24

Twenty-four wins in a row.

That's the boast of the basketballers from USS *Valley Forge* (CV 45), who are well into their hoop season.

Pacing the "Happy Valley" attack is team captain George Kimball, F1, USN, former Wyoming University stalwart. Kimball has been averaging 15 points per game this year.

Return Contributions

Contributions presented to the Navy for restoration of the Navy's oldest ship, *Constellation*, are being returned.

Under existing laws the Navy is unable to accept such contributions voluntarily submitted by individuals and organizations. However, legislation has been proposed to authorize the Navy to receive donations for restoration of the historic frigate.

At present, *Constellation* is berthed at the Boston Navy Yard (see p. 26, ALL HANDS, October 1947).

Three-Way Net Matches

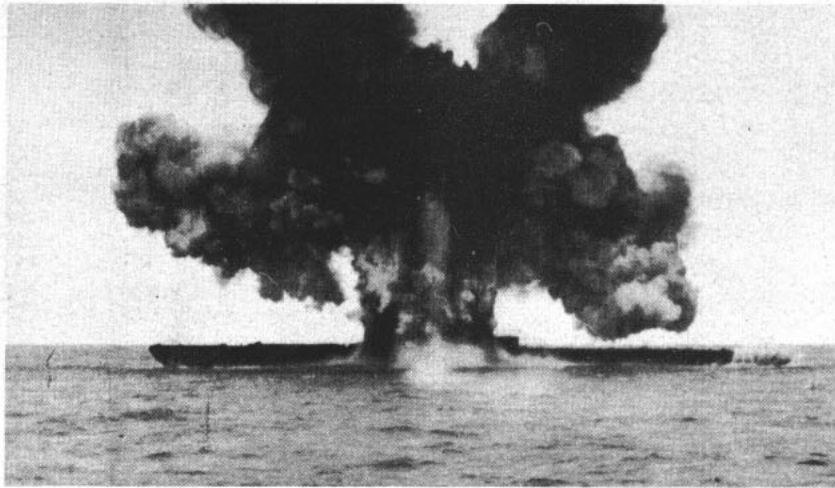
The annual tennis competition for the Leech trophy, formerly an Army-Navy event, will include an Air Force entry in the 1948 matches. An inter-service golf tournament also is under consideration.

An Inter-Service Sports Council, with representatives from the Army, Navy, Marine Corps and Air Force, will determine possibilities for other service-wide championship matches.

Representing the Navy and Marine Corps on the council are Captain George A. Leahey, Jr., USN, Commander Slade Cutter, USN, and Major Paul H. Bratten, USMC.

The Army now holds possession of the Leech trophy after winning the 1947 matches.

U-BOATS SENT TO BOTTOM IN TESTS



TERRIFIC explosion marks end of German submarine U-234 (above) in tests of experimental torpedo, while telltale wake marks path of 'fish' (below).

THE deadly torpedo streaked through the choppy waters of the Atlantic, a telltale wake marking its path toward the U-boat. Seconds later, a tremendous explosion told that the "fish" had found its mark. Another German undersea craft headed toward the bottom on its last dive.

It was more than two years after the close of World War II, yet here were U.S. submarines having a field day sending four U-boats to Davy Jones' locker.

As prizes of war, the U-boats were brought back to the Atlantic, where they had once roamed at will. They were targets for service tests of an experimental torpedo developed by the Naval Ordnance Laboratory under direction of BuOrd.

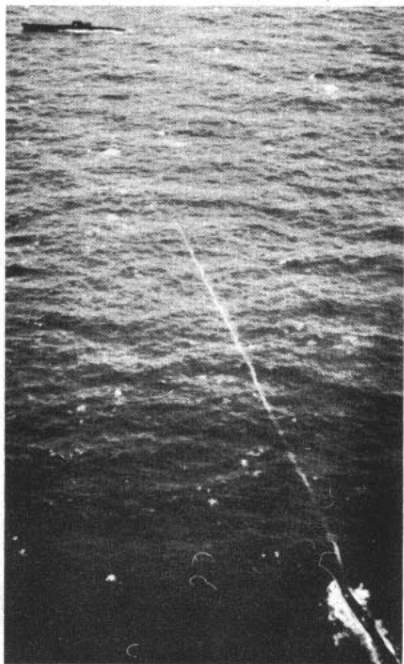
An oil slick and a few air bubbles were all that remained of U-234, a large minelaying submarine, sunk by a torpedo fired from USS *Greenfish* (SS 351).

Twenty seconds after the initial explosion, U-530 was broken in half by a torpedo fired from USS *Toro* (SS 422); U-889 was dispatched by a fish fired from USS *Flying Fish* (SS 229). The fourth German U-boat, U-858, was sent to the bottom by USS *Sirago* (SS 485).

The four U-boats, acquired under terms of the Potsdam Agreement, were not of the most advanced German design. They were towed under difficult conditions from Provincetown, Mass., to the firing area by USS *Tringa* (ASR 16) and the tug YTB 280. The "action" took place 40 miles northeast of Cape Cod.

Captain R. H. Rice, USN, ComSubRon 2, was in tactical command of the operation, which was witnessed by Rear Admiral James Fife, USN, Commander Submarines, Atlantic Fleet, and BuOrd representatives.

Rear Admiral A. G. Noble, USN, Chief of the Bureau of Ordnance, announced that the tests were highly successful, contributing valuable information about the reliability and effectiveness of new undersea weapon development.



Cosmic Ray Study

Science and the Navy, working together to harness atomic forces, have shed new light on the mysterious workings of the universe.

Cosmic ray research conducted under Navy contract has probed the secrets of the upper atmosphere to reveal new information about the mesotron—one of the particles released when a cosmic ray splits an atom.

Among thousands of photographs taken from a B-29 flying high above the Sierras, research workers discovered one which shows a mesotron bursting into other particles having energies totally different from what were calculated by nuclear physicists.

So far, mesotrons have been observed only in the atom-splitting caused by cosmic rays. One of the main purposes of the million-dollar cyclotrons being constructed in U.S. laboratories is to produce mesotrons artificially.

However, it was known that mesotrons release 100 million electron volts upon disintegration. It was thought that two particles, an electron and a neutrino, were released, each carrying 50 million electron volts.

Here came the upset. Dr. Anderson's discovery revealed a particle in a mesotron explosion which carried not 50 but only 24 million electron volts. Thus, it was shown that either there is more than one type of mesotron, or that mesotrons break up into several different types of particles.

Use of B-29s to penetrate high altitudes is being supplemented with unmanned balloon flights. Cosmic ray equipment has been installed in unmanned balloons which are flown at altitudes up to 70,000 feet. The balloons are controlled from the ground.

The flights utilize so-called "cloud chambers," four inches in diameter, automatically controlled and temperature compensated. Much data already has been gathered on these flights, but photographic plates have not been completely analyzed.

Flights in B-29s and balloons make possible the study of primary cosmic rays at extremely high altitudes where their energies are greatest. Coming from somewhere outside the earth, cosmic rays have far greater atom-smashing power than any rays of earthly origin.

The cosmic ray flights will be flown throughout the winter in the southern California area.

Shangri-La in "Mothballs"

Latest addition to the growing list of famous warships assigned to the "Mothball" Fleet is USS *Shangri-La* (CV 38), which was decommissioned 7 November and formally transferred to the Pacific Reserve Fleet.

The 27,000-ton *Essex* class carrier was launched at the Norfolk Navy Yard 24 Feb 1944, and was active in the Pacific theatre. In the Okinawa campaign she served as flagship of Admiral John S. McCain, USN.

John L. Sullivan, now SecNav, was sworn into the post of Assistant Secretary of the Navy for Air in 1945 on board USS *Shangri-La*, then standing off the Japanese mainland as flagship of the second carrier task force.

In the atom bomb tests, for which she served as flagship, she was the first ship to send drone planes into the radioactive bomb cloud.

MarCorps Firing Slated

Tentative dates for division rifle and pistol competitions for the Marine Corps for 1948 have been released.

The Pacific Division will fire during the period 23 - 28 February at Pearl Harbor, T.H. Western Division marksmen are slated to utilize facilities at the MarCorps Base, San Diego, from 19 - 24 April.

Southeastern Division experts will fire from 3-8 May at MarBks, Camp Lejeune, N. C., and Eastern Division Marine Corps experts are scheduled to shoot at MarBks, Quantico, Va., from 17-28 May.

The firing will have no bearing on inter-service or All-Navy competition.



NO BUTTS about it, substitute goat, replacing Academy mascot who died of pneumonia, is ugly as a goat can be.

FLYING BANANA 'COPTER IN NAVY



A "FLYING BANANA" has been added to the Navy's aviation program. Better known as the XHRP-1, the banana-shaped helicopter is useful particularly for rescue operations.

Nicknamed the "Rescuer" by the Navy, the new helicopter is by far the largest cargo-passenger transport-type rotary wing aircraft in the world placed in production. Designed in war and flown in peace, the odd-appearing craft was first publicized last summer (see ALL HANDS, June 1947, p. 37).

Development of this new type helicopter began during the war and was initiated to fulfill Navy requirements for rescue operations with the fleet in addition to personnel and cargo transportation between ship and shore.

The first transport helicopter recently "joined the Navy" when the Piasecki HRP-1 "Rescuer" was officially accepted by Captain Clayton C. Marcy, USN, commanding officer of the Helicopter Development Squadron Three (VS-3) at NAS, Lakehurst, N. J.

Following the ceremony at the Piasecki plant in Morton, Penn., the helicopter played the stellar role in a new rescue procedure. While the "flying banana" hovered 40 feet in the air, five men simultaneously climbed a Jacob's ladder suspended from its cargo door.

The demonstration proved that for the first time this method of mass, rapid rescue from life rafts, sinking ships and from the paths of blazing forests is now completely practicable. In another test, the flying work horse lifted a jeep, weighing more than a ton.

Normally designed to carry a crew of two plus eight passengers, the XHRP-1 can also be used to carry six litter patients, or serve as a medium range rescue aircraft capable of rescuing people within ranges of 300 miles.

LIFESAVING use of Navy transport 'copter is shown by five men.

Advantages of the tandem configuration, with rotors disposed at the extreme ends of the fuselage (fore and aft) have been demonstrated during many hours of flying. Powerful lift forces eliminate serious balance problems.

Tandem design permits the cargo and passenger carrying space to be located directly on the center of gravity for the first time in a helicopter. This location permits high overloads without affecting balance. Cargo is easily loaded through a large door only two feet above the ground, which makes for loading efficiency.

Almost any flight condition with almost any load can be balanced. For example, three people can walk from aft the passenger compartment to a point under the forward rotor without affecting the flight performance.

Weight is saved by using the fuselage to connect the two rotors, support the engine, and contain the passengers. This single structure serves as a basic "beam."

HE ROUNDS OUT 45 YEARS OF NAVY DUTY

Just after the turn of the present century, the old gunboat *USS Michigan*, a side-wheeler built in 1852, carried a brand new seaman on his first sea duty.

The same sailor is still on active duty today, after more than 45 years of continuous service.

He is Lieutenant Commander Bruce M. Parmenter, USN, OinC of the radarmen school in the Boston Receiving Station. Since his first enlistment in November, 1902, he has served on more than 30 Navy ships and 13 shore stations.

His first extensive Navy sight-seeing

took place in 1905 when, as a crew member of the old *USS Galveston*, he visited such places as China, Japan, the Philippines, Siberia and the East Indies.

He saw service during the difficulties with Mexico in 1913-1914, and was on sea duty during parts of both world wars. Between the two wars he was assigned to fleet vessels in both European waters and the Pacific.

When the United States entered World War II, he was aboard *USS Melville*, then a unit in the Atlantic Fleet and operating in northern European waters. He later was ordered to the U.S. Naval Shipyard, Charleston, S. C., as assistant radio material officer.

But the old side-wheeler and the first taste of sea duty remain his most vivid memories in all the 45 years.



LCDR Parmenter

Bradley in New Post

General Omar N. Bradley, USA, former Veterans Administrator, has been named the new Army Chief of Staff by President Truman.

Since graduating from West Point in 1915, General Bradley has had a long and distinguished Army career.



General Bradley

During World War II, he served in North Africa, Sicily and ETO. He later assumed command of the 12th Army Group. Following the war, he became head of the Veterans Administration.

General Bradley will take over his new duties in early 1948. He succeeds General Dwight D. Eisenhower, USA, who will become president of Columbia University.

Mr. Carl Gray, former Vice President of the Chicago, North-Western RR., will succeed General Bradley as Chief of the Veterans Administration.

On-Job Training Tapers

On-the-job training of World War II veterans has passed its peak and tapered off under present laws and conditions.

Principal factors in the decrease of men in the program were ceilings placed by Veterans Administration on total wage earnings. Limitations provide that veterans without dependents shall not earn more than \$175 per month while engaged in the training; veterans with dependents may not earn more than \$200 per month while in training.

Job trainees represent less than one-third of the 1,766,000 veterans in training under the GI Bill of Rights. On-farm training and educational institutes draw the major portion of veterans.

It is anticipated that a further decrease in on-the-job training for veterans may be experienced in the future.

Navy Medical Tour

Two Navy experts in the field of epidemiology recently journeyed to Europe and the Near East to conduct a survey of the cholera situation in those areas and to evaluate success of treatment following the Navy's contribution of 60,000 pounds of badly-needed vaccines and drugs.

They are Rear Admiral Morton D. Willcutts, MC, USN, assistant chief of BuMed for professional and personnel operations, and Captain Leroy D. Fothergill, MC, USNR.

One of their scheduled visits was to the Naval Medical Research Institute in Cairo, Egypt, which is aiding the Egyptian government in employing counter-measures against cholera.

Tribute to NATS

Speaking to past and present members of the Naval Air Transport Service on the organization's sixth birthday 12 December, Rear Admiral J. W. Reeves, Jr., USN, ComNATS said:

"In war and in peace the Naval Air Transport Service has established a reputation for efficiency, economy, courtesy and service. To paraphrase: Seldom have so few done so much for so many.

"This reputation has been established not alone by those now in NATS, but more especially by those who gave it everything they had in the earlier days. You, who are no longer with us, have not been forgotten . . ."

Observatory Will Get Blue Ridge "New Look"

There's a "new look" in store for the Naval Observatory.

Search for a new location for the observatory has narrowed down to several sites in a desired area east of the Blue Ridge mountains of Virginia.

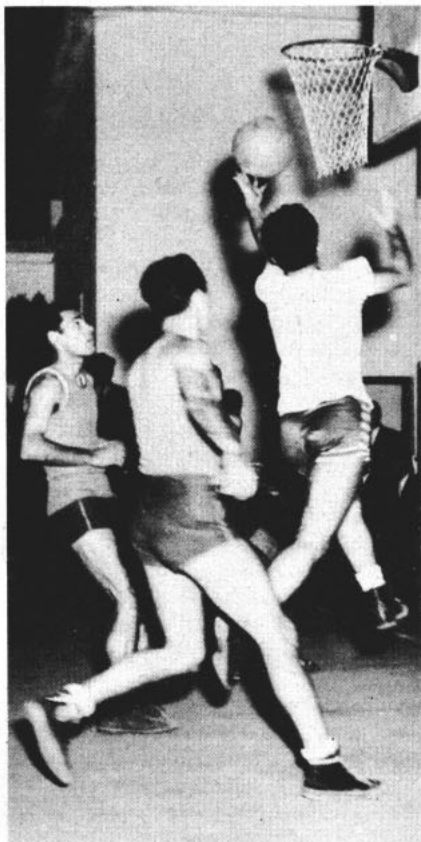
The present location, in Washington, D. C., no longer is satisfactory because of the city's growth. Dirt particles and heat radiation from streets and buildings make fundamental daylight observations difficult.

Decision to keep the observatory in the East was based on the fact that close touch must be maintained with government agencies in Washington, as well as with other scientific establishments in the East. Tests will be made at each of the proposed sites to determine which is best suited for astronomical purposes.

The observatory publishes nearly 2,000 pages of nautical and astronomical information each year besides carrying on extensive research and experiments in close cooperation with other scientific agencies. It has been located at its present site in Washington since 1893.



OFFICIAL FLAG of new Secretary of Defense will be flown by ships when former SecNav Forrestal is on board.



GOING UP for a shot in USS *Leyte* —Athens Panallenas Club game is Navy player. *Leyte* won tilt, 32—28.

Towers Retires

Admiral John H. Towers, USN, the "father of naval aviation," has retired from active duty. He flew the Navy's first airplane and led the fight for development of carriers and their employment in modern sea power.



Admiral Towers

Almost all of Admiral Towers' 41 years of naval service were connected directly with aviation. He was graduated from the Naval Academy in 1906 and qualified as a pilot in August 1911. During the war, he was Commander, Air Force Pacific Fleet, and Task Force 38. Admiral Towers' most recent duty was chairman of the Navy's General Board, to which he was assigned after being relieved of duty as CincPac.

When the Navy established its first air station at Pensacola, Fla., he became the

station's first executive officer. He was born in Rome, Ga., 30 Jan 1885.

Admiral Towers will live in New York while serving as president of the Pacific War Memorial Association, a scientific foundation.

Leyte Cagers Win

The basketball team of USS *Leyte* (CV 32) added another scalp to its international string by rallying in the last period of play to down the Panallenas Sporting Club of Athens, champions of Greece, 32—28.

Trailing 16—8 at half-time, the Grecian basketeers forged into the lead in the second half, but pressure by Navy hoopsters put the *Leyte* cagers on top again, and by the time of the whistle, they had another win.

The American cagers to date have hung up an impressive record of wins over the three top teams in Turkey—Izmir City champions, Turkish University and Turkish All Stars — along with the Panellenians.

Immediately preceding the game, a ceremony including the traditional exchange of gifts was held. *Leyte* team captain Leo Gordon, F2, USN, presented the Greeks with a new basketball, and the Panellenians gave their visitors a specially designated pennant.

President 'Qualifies'

The exclusive Navy society of "deep dunkers" numbers among its members the President of the United States.

Visiting the Key West naval base, President Truman received a plaque and scroll designating him as a "qualified submariner" for participation a year ago in a 450-foot dive by the German submarine XU-2513.

Used for experimental purposes at the Florida base, the German craft was the site of the ceremony.

The plaque consists of duplication in metal of the submarine insignia on a mahogany base.

Unified Command

A unified command in the Caribbean has been established similar to those previously set up in Europe and the Pacific.

In establishing the command, the Joint Chiefs of Staff designated Lieutenant General Willis D. Crittenberger, USA, as Commander in Chief, Caribbean. He has been assigned the U.S. forces in the islands of the Caribbean and in the present Panama Canal administration, except for fleet units at Roosevelt Roads, Trini-

It's Baby No. 1,000 For Ward At Bethesda

Navy doctors have delivered the 1000th baby since opening seven months ago of a maternity ward at the National Naval Medical Center, Bethesda, Md.

Assigned to duty at NAS Anacostia, D. C., the father of the baby is William R. Zepp, AMM2.

The medical center's maternity ward opened 3 Apr 1947.

dad and Guantanamo and fleet air wings and vessels temporarily based at the islands in the Caribbean. These will remain under the operational control of Admiral William H. P. Blandy, USN, CincLantFlt.

Also excepted from General Crittenberger's command are fleet units assigned to Admiral Richard L. Connolly, USN, who has been given a new designation as Commander in Chief, U.S. Naval Forces Eastern Atlantic and Mediterranean. This command normally consists of a division of cruisers, a squadron of destroyers and one aircraft carrier and necessary auxiliary vessels. These ships are assigned from the Atlantic Fleet on a rotational basis.

All three commands are under direction of the Joint Chiefs of Staff.



JOLTIN' Joe Perry, S1, USN, receives WCNFC football trophy from RADM D. Ketcham, USN, ComFair Alameda.

23 Now Admirals

The President has given his approval to the report of the Selection Board headed by Admiral Louis E. Denfeld, USN, which recommended 23 officers for promotion to the temporary rank of rear admiral of the line.

Among those selected were three rear admirals, who already held that rank due to previous spot promotion.

The officers selected and their duties:

- Rear Admiral Earl Everett Stone, USN; Chief of Naval Communications.
- Rear Admiral Augustus Joseph Wellings, USN; Deputy Commander, Service Force, Pacific Fleet.
- Rear Admiral William S. Parsons, USN; Director of Atomic Defense, with additional duty as Deputy Chief, Armed Forces Special Weapons Project.
- Commodore James Edward Maher, USN; Chief of the Base Maintenance Division, Office of Chief of Naval Operations.
- Commodore Leon Sangster Fiske, USN; Chief of Staff and Aide to Commandant, Eleventh Naval District.
- Captain Roy Thomas Cowdrey, USN; Fleet Maintenance Officer, Staff of Commander, Service Force, U.S. Pacific Fleet.
- Captain Edgar Allen Cruise, USN; Commander, Naval Air Bases, Fifth Naval District.
- Captain James Henry Doyle, USN; Inspector and Instructor, Naval Reserve, Seattle, Washington.
- Captain Hugh Hilton Goodwin, USN; Assistant Chief of Staff for Plans on the Staff of Commander in Chief, Atlantic Fleet.
- Captain Lucien McKee Grant, USN; Assembly and Repair Officer, Naval Air Station, Norfolk, Va.
- Captain Byron Paul Hanlon, USN; Commanding Officer, Naval Powder Factory, Indian Head, Md.
- Captain Lloyd Harrison, USN; Director of the Procurement Division, Bureau of Aeronautics.
- Captain Robert Ferdinand Hickey, USN; Deputy Director of the Office of Public Relations.
- Captain Ruthven Elmer Libby, USN; Assistant Chief of Staff for Plans, Staff of Commander in Chief, Pacific Fleet.
- Captain Francis Xavier McNerney, USN; Commanding Officer, Naval Receiving Station, Naval Station, Treasure Island, San Francisco, Calif.
- Captain Lucian Ancel Moebus, USN; Duty involving flying at Maxwell Field, Montgomery, Ala.



BIG SMILE is shown by a submariner while he relaxes during the Atlantic Fleet exercises that were held recently.

- Captain Clarence Edward Olsen, USN; Commanding Officer, Naval Administrative Committee, Central Intelligence Agency, Washington, D. C.
- Captain Herbert Ed Regan, USN; Commanding Officer, Fleet Air Wing Four, Whidbey Island, Washington .
- Captain Harry Raymond Thurber, USN; Chief of Staff and Aide to Commander, Pacific Reserve Fleet.
- Captain Homer Norman Wallin, USN; Commander, Naval Shipyard, Philadelphia, Pa.
- Captain John E. Whelchel, USN; Chief of Staff and Aide to Commander, Service Force, Pacific.
- Captain John Perry Whitney, USN; Chief of Staff and Aide, Chief of Naval Air Advanced Training, Naval Air Station, Jacksonville, Fla.
- Captain John Phillip Womble, Jr., USN; Commanding Officer, Naval Station, San Diego, Calif.

Hospital Colors Hauled Down

The Navy's \$7,000,000 hospital in Seattle, Wash., has been turned over to county officials for use as a civilian tuberculosis sanitarium.

Following the ceremony of lowering the colors and exchanging documents, the hospital was scheduled to be placed into immediate service for civilian use.

The 1,350-bed establishment was turned over to a civilian representative in the brief ceremonies by Rear Admiral John Harper, MC, USN, 13th ND medical officer, who represented the commandant.

Flag Rank Orders

Flag rank orders for December were as follows:

Admiral John H. Towers, USN, Chairman, General Board, Navy Department, was retired on 1 Dec 1947.

Admiral Louis E. Denfeld, USN, was ordered to duty as Chief of Naval Operations.

Admiral Richard L. Conolly, USN, is now CincEasLantMed.

Vice Admiral Charles H. McMorris, USN, has reported for duty as Chairman of the General Board, Navy Department.

Vice Admiral John L. McCrea, USN, was detached as Deputy CNO, and ordered as deputy CincPacFlt.

Rear Admiral Sydney M. Kraus, USN, detached as BuAer general representative, Eastern District, New York, N. Y. Retirement proceedings are pending.

Rear Admiral Carleton H. Wright, USN, has been given additional duty as Deputy Naval Governor of Guam.

Rear Admiral Cato D. Glover, USN, was detached as AstCNO (strategic Plans) and reported for duty as Deputy Director of the Strategic Plans Group of the Joint Staff, Joint Chiefs of Staff.

Rear Admiral Charles Wellborn, Jr., USN, Chief of Staff and Aide to CincPac, has been ordered to Naval Operations for duty.

Rear Admiral Walter F. Boone, USN, was detached as member of the General Board, Navy Dept., and reported for duty as AstCNO (Strategic Plans).

Rear Admiral John A. Snackenber, USN, Chief of the Naval Group of the U.S. Mission to Greece, has been given additional duty as Head of the Naval Section, Joint U.S. Military Advisory and Planning Group in Greece.

Rear Admiral Stuart H. Ingersoll, USN, was detached as ComFltAirWing Two, and ordered as Chief of Staff and Aide to CincPacFlt.

Rear Admiral Lewis B. Combs, CEC, USN, was retired on 1 Dec 1947.

Rear Admiral William H. Smith, CEC, USN, has been detached as Ast. Chief, Bureau of Yards and Docks and ordered as Director of the Atlantic Division, Bureau of Yards and Docks.

Hellcats Win Title

NAS Alameda's *Hellcats* lived up to their name in every way as they swamped the previously undefeated NAS San Diego Flyers 49-13, to retain possession of the West Coast Naval Aviation Conference football crown.

BOOKS: VARIETY OF NEW BOOKS ENROUTE TO LIBRARIES

MOST people usually start out the new year by making all sorts of resolutions—no more this, more of that, and something better here and there.

The BuPers library people are no different than others. They also have made their new year resolutions, one of them being "books about everything for everybody." Result: Books about everything for everybody are on the way to ship and station libraries.

A brief review of some of these books follows:

• **Postscript to Yesterday: America 1896—1946**, by Lloyd Morris; Random House.

Here we have an excellent study of the tides of thought and feeling which have shaped American social life for the past half century.

Mr. Morris' book includes almost everything and everybody who contributed to the shaping of our daily life, from the bicycle built for two to the atom bomb. We rediscover the influence of such a mixture of electrifying personalities as Aimee Semple McPherson, William Allen White, Dutch Schultz, H. L. Mencken, Theodore Roosevelt, Edward Bok, Henry Luce and Time, Inc., John Dewey and Albert Einstein.

In the words and actions of these and other famed American personalities, the author recreates the period in a sparkling manner that will appeal to every reader.

• **Stars in my Crown**, by Joe David Brown; William Morrow.

A questioning silence fell over the smoky room in Jere Higham's place as Parson Gray walked up to the bar.

"Boys," he said, "I'm your new preacher and I aim to give my first sermon right here."

A couple of veterans from General Lee's defeated armies began to laugh, but that didn't bother the parson. He just reached under his long coat and pulled up two long-barreled cavalry pistols and slapped them on the bar.

"Either I speak," he said, "or these do!"

From that moment on the southern town of Walesburg was chaperoned through good and evil by Parson Gray.

One of the most loveable and down-to-

earth characters to step out of the pages of recent novels, Parson Gray can be described as a cross between Will Rogers and Ernie Pyle. However, the story is not his alone. It would perhaps be better to say that *Stars in my Crown* is the story of the people in Parson Gray's congregation.

There is Aunt Pim, who was in love with a memory, and Crazy Ella, who pushed an empty baby carriage around. We learn how the parson prevented the local Ku Klux Klan from lynching an old slave, and how he performed what the townspeople thought was a miracle.

His determination to overcome the ridicule of Young Doc Harris, atheist, and Vienna, educated snob, is impressive. However, once introduced to love and the better things in life, the young doctor turned humble and vindicated the parson.

Stars in my Crown is a wonderful story about greatness of simplicity. It's the story of a man who has peace of mind—and the book is like the man.

• **Mariner of the North**, by George Palmer Putnam; Duell, Sloan and Pearce.

This is the biography of Captain Bob Bartlett, one of the great heroic figures in the annals of modern polar exploration.

George Palmer Putnam, writer and explorer in his own right, has written a comprehensive narrative of the rugged life of Cap'n Bob. We learn of Bartlett's experiences on Peary's trip to the north which resulted in the conquest of the North Pole; the loss of the *Karluk* on Stefansson's Alaskan Expedition of 1914, and his everlasting love for the little schooner *Morrissey*, which was his companion on 20 rugged voyages.

Aside from being a descriptive narrative of Cap'n Bob's life, the book contains a vast amount of information regarding polar history, from the first voyages of the early explorers seeking a Northwest passage, down to the Arctic flights of Andree, Amundsen and Byrd.

There are also most enlightening stories of the Greenland Eskimos.

Mariner of the North is a story of bold adventure and a brave man of the sea whose life added immeasurable luster to this country's brilliant record of Arctic achievement.

• **The Philippine Story** by David Bernstein; Farrar, Straus and Co.

Writing with tongue in cheek, David Bernstein tackles a tough subject: the past, present and future of the United Nation's youngest republic, the Philippines.

Mr. Bernstein is familiar with his subject, having acted during the war as political adviser to Philippine President Quezon and later to his successor, Sergio Osmena. He explores all subjects with judicial completeness, presenting the case of both sides with impartiality.

Vividly describing the progress of Philippine history, the author brings the reader up to date with current problems which confront the new republic.

He asks if the United States is fulfilling its moral responsibilities to the Philippines. It is a subject of knotty difficulties, involving the right or wrong of free trade and quotas, rehabilitation, agricultural relief and political reliability.

We have given the islands their independence (on 4 July 1946), but are we demanding so many concessions that we infringe upon genuine freedom? Mr. Bernstein discusses the question in its entirety—pro and con. The answer, however, must be the old adage that only time will tell.

Ever since our victory in the Spanish-American War the Philippines have been our responsibility. Now, with the islands an independent nation, the question is: Do the Philippines still remain our responsibility?

Mr. Bernstein gives an abundantly clear answer: Yes.

• **Silver Kings**, by Oscar Lewis; Alfred A. Knopf.

The rugged Old West comes to life again!

Silver Kings deals with the era of Nevada's famous Comstock Lode and the fantastic Virginia City of the roaring seventies. Heroes of this epic of Americana are the "big four" of silver, John W. Mackay, James Graham Fair, James C. Flood and William S. O'Brien.

These four men, by their discovery and control of the richest strike of precious metals in American mining history, amassed very large fortunes and for many years made themselves potent factors in affairs of the entire Pacific Coast.

Silver Kings is a rich biography of the Lords of Bonanza which never lags in excitement. It is a magnificent piece of authentic Americana.

GASMEN

WHEN the "gasman" comes around to one of Uncle Sam's fighting ships—especially in today's rocket-conscious Navy—he's a very popular guy.

For he's part of the Navy's vital system to keep the Fleet supplied with oxygen, acetylene, carbon dioxide and other compressed gases.

As the guided missile program expands in scope, the "gasman's" role becomes increasingly important to the armed services.

On board ships and at advanced Navy bases, personnel work as field units to manufacture cylinders of these gases and procure and handle many more.

Main cogs in the important field of Navy gas manufacturing are the graduates of the Compressed Gas School, Norfolk, Va. The Class C school, instructed by enlisted personnel, gives training in the manufacture and distribution of gases needed by the Fleet. Graduates are trained to operate equipment at advanced bases and on board ship.

Personnel with MM or WT rates are eligible for the school, if they meet strict requirements in aptitude for accepting responsibilities and independence of operation.

Men who attend the joint BuPers-Bu-Ships institution are selected by ComServLant or ComServPac in accordance with quotas assigned by BuPers.

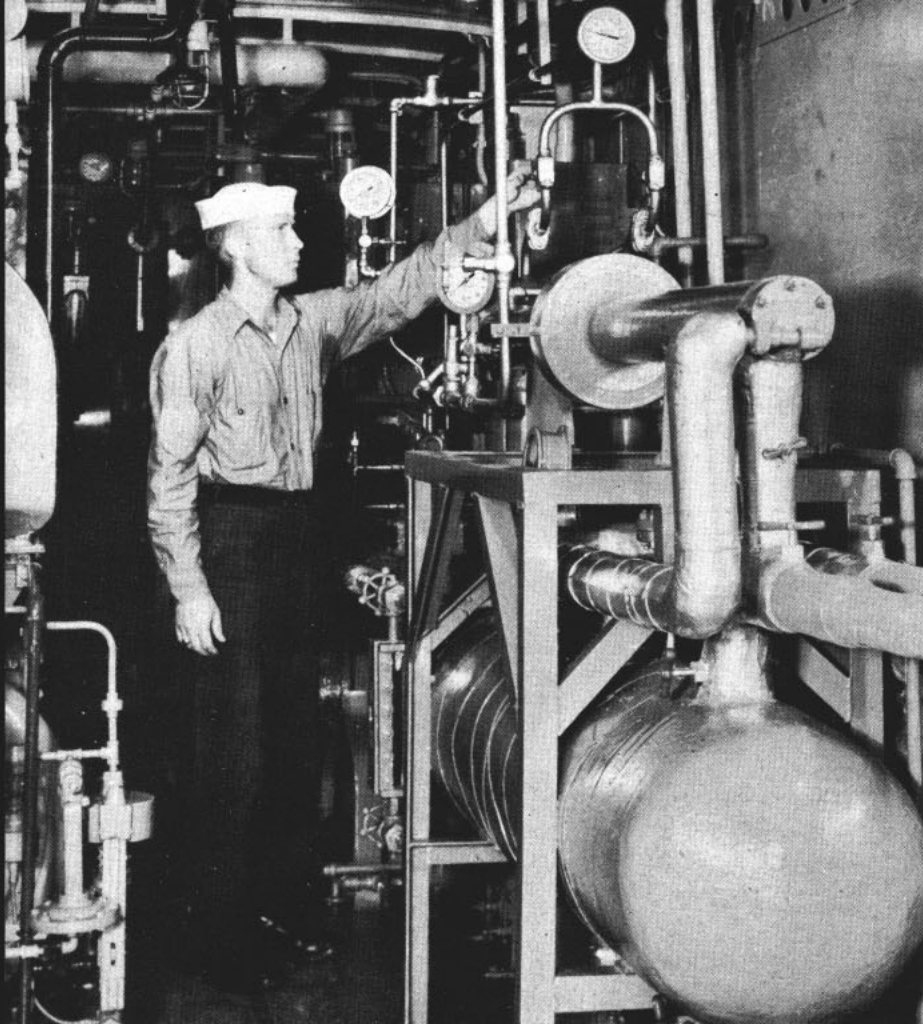
Following completion of the course comes assignment to the Fleet.

In a program under provisions of the new rating structure and to provide for rotation of duty for "gasmen" of the Navy, BuPers sends 15 men to the Compressed Gas School every 17 weeks. All machinist's mates will be qualified in the work when so assigned.

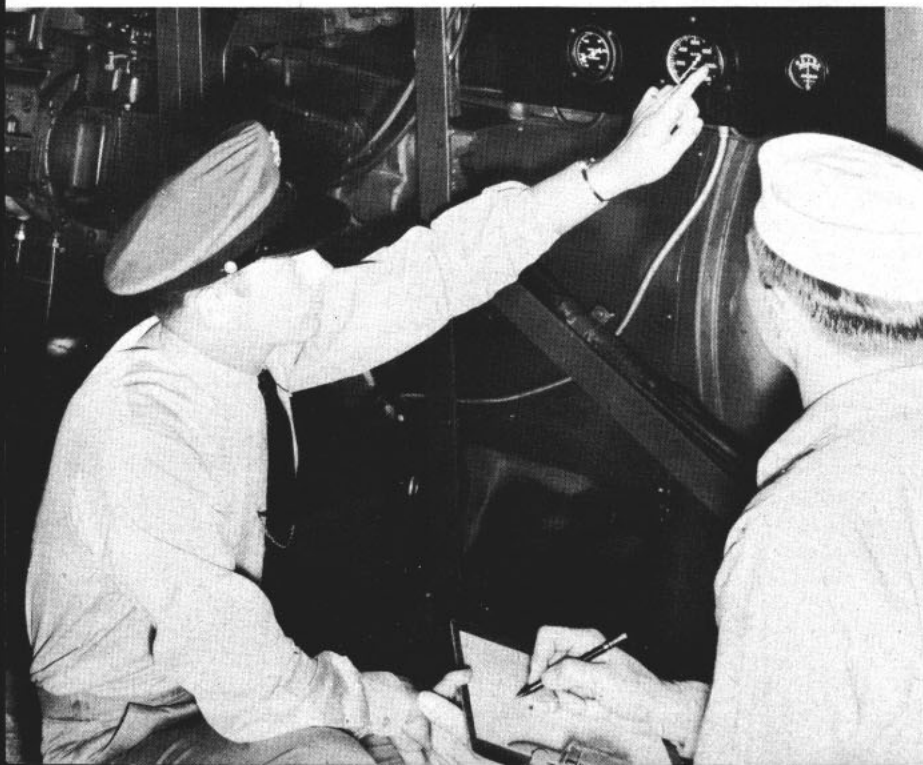
Graduates of the school may be assigned duty at Adak, Alaska, or in Guam or the Philippines for the manufacture of acetylene, oxygen and carbon dioxide; aboard USS *Vulcan* (AR 5) where an oxygen unit is installed; or on board USS *Cadmus* (AR 14) where carbon dioxide is manufactured.

Compressed gases are used in the Navy for fuels, welding and cutting, refrigerants, fumigants, insecticides, germicides, inerting, firefighting and medical purposes.

Liquid oxygen in conjunction with various fuels will provide power for propelling ships and rockets currently under



PLANT for manufacture of CO₂ gas (above), diesel generator set (below) are two of many types of equipment studied at Compressed Gas School, Norfolk.



AFLOAT

development employing liquid oxygen for propelling.

Helium, a light, inert gas is used in lighter-than-air craft.

Aerosol insecticides and various fumigants are used as a means of insect control at advanced Navy bases.

Navy gas-men are aware of the dangers of their important work. Oxygen forced under pressure into equipment containing a residue of oil left by other gases may cause an explosion. All of the gases are highly inflammable. Acetylene in the gaseous state is unstable and may explode under pressure.

Twenty-one major gases are carried in stock by the Navy, plus other minor gases.

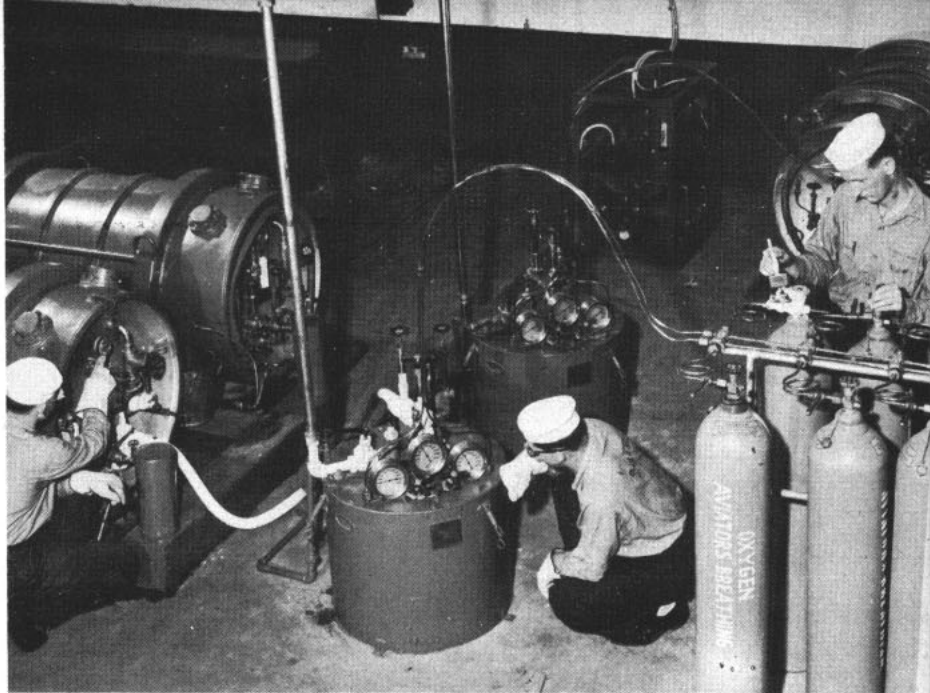
First overseas shipment of liquid oxygen in bulk was made in August 1943, when a 5,500-gallon tank of gaseous oxygen was shipped from San Francisco to Espiritu Santo. The arrival was timely, to say the least. The supply of oxygen was so low it required rationing and its use limited to essential operations. For many months, a regular ferry service was operated to keep up the supply.

At that time, compressed gas schools were not conducted by the Navy. Through the cooperation of civilian concerns, names of former gas employees were obtained and these men formed the nucleus for the Navy's program. Additional personnel were brought into the project—men from chemical and mechanical trade groups—and given special training in the aspects of the Navy compressed gas plants.

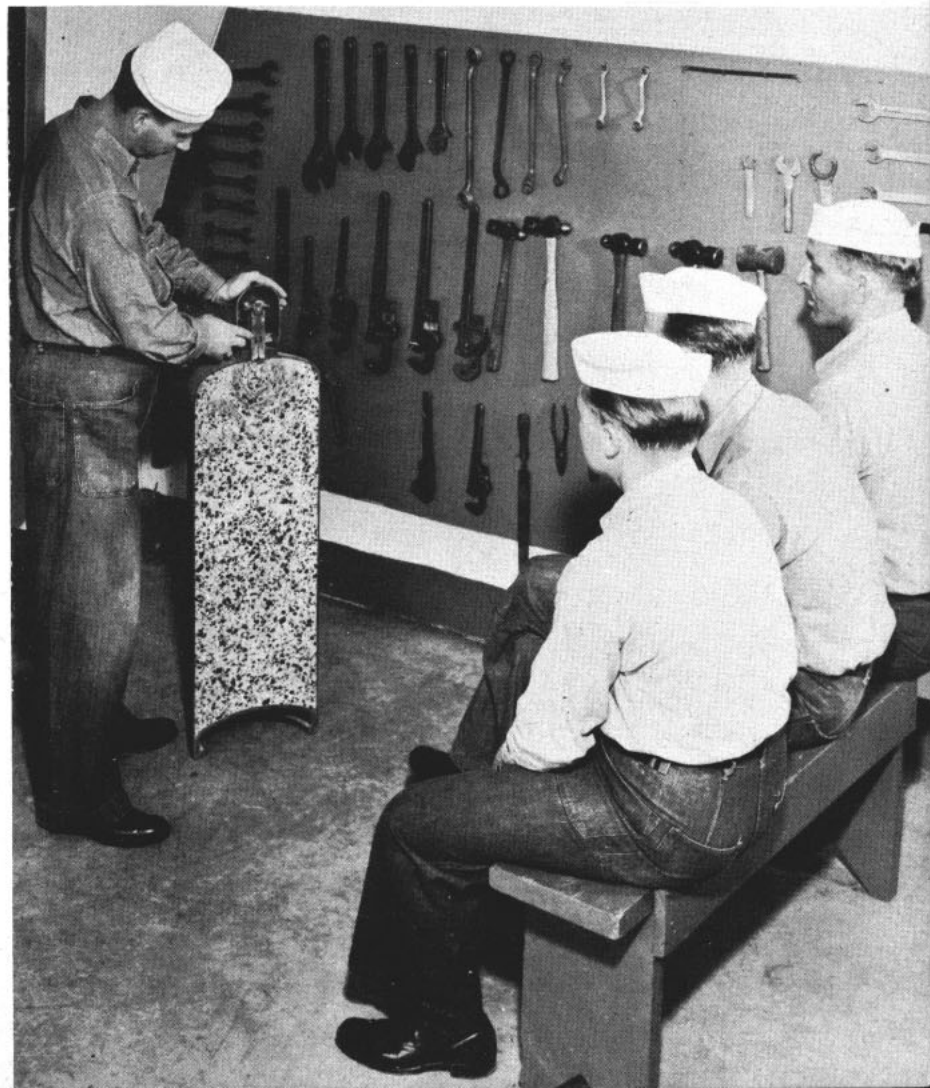
With these trained men, the Navy put its plan into operation. Transportation by air was tried and the first attempt was a success.

Special tanks carrying the equivalent of 80 standard 200-cubic foot cylinders at a weight-saving of 75 per cent were mounted in R4D transport aircraft. The first flight was rushed directly from the factory to the airstrip at Bougainville, where Marine fighter craft were grounded for lack of oxygen, with no immediate relief in sight. The gas was transferred to cylinders and the fighter planes operated again.

Low-temperature, low-pressure liquid carbon dioxide was rushed to Army fire trucks assigned to B-29 strips in the Marianas. Through use of Navy carbon dioxide, lives of many B-29 crew members were saved on Guam, Saipan and Tinian.



TRANSFER of liquid oxygen from storage tanks to converter (above), study of acetylene tank (below) are other phases of training given to "Fleet Gasmen."



HOMEMADE HOMES

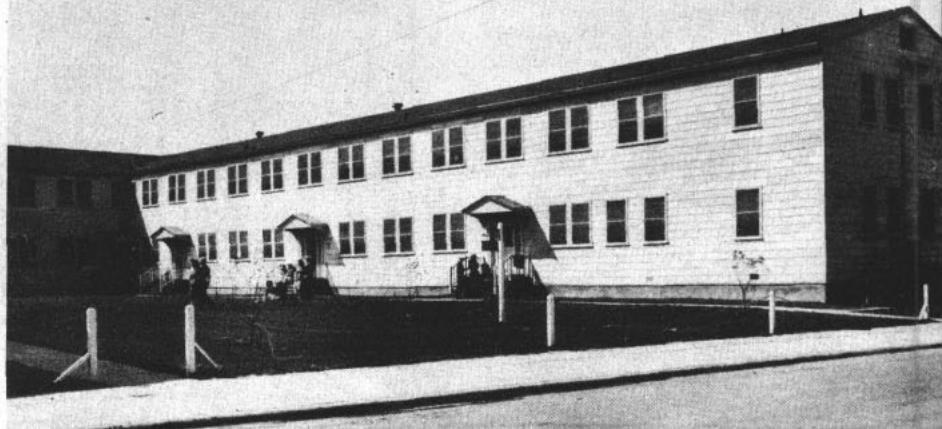
VETERANS who are bitterly complaining about the lack of homes and the high cost of construction can take a hint from the job recently completed at the Naval Air Station, Alameda, Calif.

In its conversion of nine standard wartime barracks into 241 attractive apartments—exclusively for enlisted men—the station overcame many of the obstacles now facing veterans who need low-cost units in many critical housing areas.

Recognizing the part good housing for married enlisted personnel plays in maintaining peak morale, Captain Stanley J. Michael, USN, NAS commanding officer, faced the same problems confronting the average veteran. In addition, his cash allowance per unit was about 25 per cent of today's average unit costs.

The Navy approved the reconversion—on the condition that it be accomplished with NAS personnel.

While civilian contractors toured wholesale houses, NAS personnel scoured surplus sources and decommissioned military camps. When they couldn't buy, beg or borrow (the polite word), they built.



"CARRIER COURTS," converted wartime barracks, now house 241 Navy families at NAS Alameda. Furnished apartment units rent for 90 cents a day.

Unable to obtain many critical items at reasonable low prices, they made all doors, door frames, shelves, cupboards and aluminum showers in the Public Works shops.

The P. W. employees met the challenge and produced material in the face of difficult obstacles.

Salvage material from 14 deactivated naval air stations—plus the wholehearted effort of the workers—completed the job.

Typical of the enormous amounts of material needed from surplus were the 1,250,000 board feet of lining for walls and ceilings. Stoves, plumbing fixtures, radiators, traps, valves, hardware, floor covering and several millions of assorted nails were obtained from surplus at low cost.

To make living aboard NAS Alameda as attractive as possible, the planners included such features as a large laundry building with plenty of electric washers and a large drying space, five well-equipped playgrounds for the youngsters and car parking areas.

The buildings are near the commissary, an indoor swimming pool, a large hobby shop, the NAS movie house—and enlisted men come home for a hot lunch.

All apartments have attractively grained walls done in soft gray, green and natural colors. Colorful rugs, drapes, upholstered furniture and interior furnishings avoid a "regulation" appearance.

Each apartment building bears the name of a Navy vessel: *Enterprise*, *Hornet*, *Langley*, *Essex*, *Lexington*, *Yorktown* and *Cabot*.

"... The housing shortage in this area has often extended the period of separation between our men and their wives," said Captain Michael. "After sea duty or long assignments overseas... a man looks forward to a reunion, planned for his homecoming. We feel... we have contributed materially to the well-being of our married enlisted personnel."



HOUSEWORK is no chore when hubby lends a hand. Sailor behind apron in this kitchen scene is Roland Goss, SKV1. Project is located near commissary.

THE BULLETIN BOARD

Applications Requested for Eight Foreign Language Courses

A call is out for candidates to attend linguistic courses conducted at the U.S. Naval School (Naval Intelligence), Naval Receiving Station, Anacostia, D. C.

This school will offer intensive courses in Russian, Japanese, Chinese (Mandarin), Spanish, French, German, Italian and Portuguese, and cover a period of study from three to 18 months, depending upon what language is studied.

Requirements for applicants were announced in BuPers Circ. Ltr. 212-47 (NDB, 31 Oct 1947), and are briefly:

- Male officers in the regular Navy who have completed a minimum of two and one-half years of college or U.S. Naval Academy work.

- Age limit is 29, but applicants over that age will be considered if they show evidence of exceptional linguistic ability or accomplishment.

Of those selected, preference will be given to applicants whose college record is of high honor standing and who show evidence of special linguistic ability. Applicants who have had no previous language study, but whose general college grades are of high honors quality, also will be considered.

Applications should include a copy of the form "Language Qualification" (PRNC-NIS-14 Rev. 11-46), which may be obtained from the Naval Intelligence School, U.S. Naval Receiving Station, Anacostia, D. C. Applications should be forwarded through proper channels to the Bureau of Naval Personnel, attn: Pers-422.

New Liberty Cards Available at BuPers

Liberty cards are available in limited supply for issuance to ships, BuPers Circ. Ltr. 229-47 (NDB, 30 November) states.

Ships desiring a supply of the cards—colored red, yellow, blue, green or salmon—may requisition them on NavGen 47 forms.

The cards will be used to replace the old liberty cards and will be issued at discretion of commanding officers of individual units in accordance with unit policy.



Windsock, MCAS, Cherry Pt., N. C.

"I want this detail done in five minutes
—and the same to you!"

Memo Warns on Shipping Of Household Effects

Personnel ordered to the naval station at Tongue Point, Ore., should not ship household effects until after availability of public housing has been ascertained after arrival there, a memorandum from the CO to personnel states.

There are no commercial storage facilities in Astoria and only limited facilities at Seaside, Ore., 20 miles away. The next closest commercial storage available is at Portland, Ore., about 100 miles from the station. No household effects may be stored on the base.

The memorandum, prepared for issue to personnel ordered to the station, lists the equipment and furniture available with public quarters and advises what items should be shipped.

Repeat Travel Orders Expense Hike Date Set

Effective date for the increase in reimbursement for transportation expenses of officers in repeated travel orders was established as 17 Nov 1947 in BuPers Circ. Ltr. 227-47 (NDB, 30 November), which stated that outstanding orders should be modified accordingly.

Previous directives set the increase from \$7 to \$8 as the maximum daily rate of reimbursement when an actual expense basis is involved.

Navy, Volunteer Reserve Physical Qualifications For Enlistment Modified

Temporary reductions in physical standards for enlistment and reenlistment in the regular Navy and class V-6 of the Naval Reserve were announced in Alnav 242-47 (NDB, 15 November).

Major physical defects will be recorded in the applicant's medical record.

The modifications are as follows:

- Instead of requiring 18 serviceable teeth with corrected defects, the Navy now will take care of dental work after the enlistee enters, including one or both complete sets of dentures for uppers and lowers if needed.

- Previous vision requirements of 6/20 correctible to 20/20 with glasses have been reduced to not less than 2/20 correctible with glasses to 20/20, if the defective vision is not due to active or progressive organic disease.

- Defective color perception is no longer disqualifying, but the color perception test will be given for entry in the applicant's medical record.

- The former requirement of from 60 to 76 inches in height has been modified to 60 or 78 inches.

- Present mental standards of at least 40 in the Applicant Qualification Test remain in effect.

Travel Allowance Rules Changed for Transferees

Former Reservists who transferred to the regular Navy are entitled to travel allowance to their homes or places of enlistment, as shown in their current service record, upon discharge from the regular Navy or upon extension of enlistment, it was announced by Alnav 223-47 (NDB, 15 October).

Prior to the Alnav, such personnel were receiving travel allowance to the place where the man would have been entitled to travel allowance incident to his discharge from the Naval Reserve had he not immediately reenlisted in the regular Navy.

Five Corps Remain Open To Candidates Desiring Regular Navy Transfers

The program for the selection of candidates for transfer to the regular Navy, under Public Law 347, 79th Congress, has been completed and is terminated except for candidates applying for appointment in medical, dental, medical service, hospital or nurse corps.

Applications for appointment in the medical service corps are limited to individuals graduated from accredited schools of pharmacy or optometry and those with a degree in a science allied to medicine.

Permanent chief pharmacists and pharmacists appointed under the same law are not eligible to reapply for appointment in the medical service corps.

Reserve and former temporary officers may apply for the medical service corps if they served a minimum of six months on active duty during World War II, regardless of the date of termination of the service period.

Applications for transfer to the regular Navy are desired from Naval Reserve and former temporary officers holding

Ex-Jap Destroyer Sunk By Duluth, Henderson

Keyaki, a former Japanese destroyer, was sunk recently by *uss Duluth* (CL 87) and *uss Henderson* (DD 785) in target practice off the coast of Yokosuka.

She was one of the first types of Jap ships using separate boiler rooms to enable damaged ships to return to port under their own power.

Built shortly after the Solomons campaign, *Keyaki* was used principally in convoy duty near Japan during the war. She was allotted to the U.S. in recent disposition of remaining Japanese naval craft.

science degrees in the following fields: Psychology, biochemistry, physics, biophysics, bacteriology, pharmacology, radiobiology, serology, virology, chemistry, medical statistics, public health, industrial hygiene, pharmacy, optometry, and sanitary engineering.

New Board Will Select Dental Corps Admirals

Dental Corps officers will be selected for temporary promotion to the rank of rear admiral by a three-member board appointed by SecNav John L. Sullivan.

Members of the board are Rear Admiral Glenn B. Davis, USN, senior member; Rear Admiral Ernest W. Litch, USN, and Rear Admiral Cornelius H. Mack, DC, USN (Ret).

Engineering Duty Applications Asked

Applications for designation for engineering duty are desired by BuPers from permanently commissioned line officers of the regular Navy.

Eligible to apply are commanders whose date of rank is 1 Nov 1942 and officers junior to them.

Qualifications were announced in BuPers Circ. Ltr. 207-47 (NDB, 31 October), which called especially for officers who have completed postgraduate courses in mechanical, electrical, Diesel, metallurgical, petroleum, electronics and radio engineering. Officers with equivalent educational qualifications also are invited to apply. Preference will be given to officers who have completed postgraduate technical engineering courses.

Volunteer Naval Reserve Commissions Now Open To Some Enlisted Men

Commissions in the volunteer Naval Reserve are open to certain former enlisted men.

Enlisted men who served on active duty in the Navy for less than a year and who have satisfactorily completed a four-year course of at least 120 semester hours at an accredited college are eligible.

Men who have had more than one year's service in the Navy may deduct an equivalent year of college work for each year of active duty in naval services during the war, providing the candidate is of the four-year college educational level. This is determined by making a passing score of at least 50 in the Officer Selection test. No more than two years of the college requirement may be waived because of active duty, and active duty in a student status cannot be considered in waiving the college requirement.

To be eligible for application, candidates must be:

- Honorably discharged as an enlisted man or warrant officer from the Naval services (including the Coast Guard and its Reserve).
- Between the ages of 19 and 30 years inclusive.
- A veteran of World War II, having served some time between 7 Dec 1941 and 2 Sept 1945.
- An American citizen, either by birth or naturalization. (This may be waived by BuPers in exceptional cases.)

WHAT'S IN A NAME?

Bundle Men

Married men in the Navy have been called many pet names by their bachelor shipmates.

Even in the olden days, the so-called benedicts were kidded about being married.

In those days all married crew members were permitted to take a



portion of their provisions ashore, to share with their spouses, in a bundle tied up in a colored handkerchief.

Thus, the privileged few became known to their shipmates as "bundle men."

Now when you see the married men going over the side with a bundle, it usually holds dirty clothing being taken home for the little lady to wash.

Food-Saving Program Shows Huge Results

During the first six months of the President's food conservation plan, Navy men will save an estimated 97,800 bushels of wheat, 3,500,000 pounds of meat and 1,122,000 dozens of eggs.

The savings will be a result from all naval activities participating in stringent conservation plans without affecting either the quality or quantity of the chow.

Servings of bread and pastries have been reduced, saving one-half ounce of flour per man each day. Meatless Tuesdays have resulted in a savings of 20 ounces of meat per man daily, as well as 750,000 eggs each eggless Thursday.

Here are Income Tax Payment Regulations For Service Personnel

Deadline dates for filing past income taxes by certain personnel—including returns on totally exempted salaries—are fast approaching.

In cases where a member of the armed forces was on duty outside the U.S. or on sea duty at the time his income tax return normally was due to be filed, the Commissioner of Internal Revenue has advised that the return must be filed at the earliest of the following dates:

- The 15th day of the sixth month following the month the taxpayer returns to the U.S. or is detached from sea duty.
- 15 June 1948.

Thus, all members of the armed forces who have not filed federal income tax returns for one or more of the years from 1941 through 1946 because of sea or foreign duty, must file not later than the 15th day of the sixth month following the month of return to the U.S. or detachment from sea duty, or 15 June 1948, whichever is earlier.

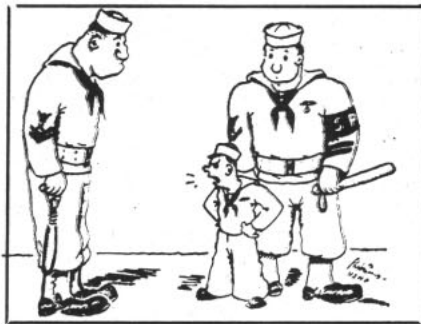
Taxpayers members of the armed forces must attach a statement to each return showing the dates that sea or foreign service duty commenced and terminated.

Federal income tax returns should be filed with the Collector of Internal Revenue in the state where the taxpayer has his legal residence or his trade or business. However, members of the armed forces may file their returns with the Collector of Internal Revenue, Baltimore, Md.

Under present regulations, federal income tax returns for the calendar year 1947 are due to be filed not later than 15 Mar 1948, except when the taxpayer is outside the U.S. on that date. Under such circumstances, the taxpayer has an automatic postponement of the date until 15 June 1948.

Payment of the entire 1947 tax is required with the return for 1947. A declaration of estimated tax for the calendar year 1948, together with the payment of at least one-fourth of estimated tax, will be due at the same time the final return for 1947 is due.

Taxes attributable to active service pay for the years prior to 1947 may be paid in 12 quarterly installments without penalty or interest, as provided by current regulations. This pertains only to personnel who were on sea duty or outside the



The Bluejacket, NATTC, Memphis
"... and if I decide not to come along quietly, what then?"

limits of the United States on the date tax returns for any of the years from 1941 to 1946 were due.

A BuSandA letter contains a suggested form for filing the returns.

Further information may be obtained by writing to the Bureau of Supplies and Accounts, Office of the Professional Assistant, OB-1, Navy Department, Washington 25, D.C.

Legislative Proposals Will Be Coordinated Under New Directive

Legislative proposals by the Army, Navy and Air Force will be coordinated by the departments before submission to the Bureau of the Budget or Congress in accordance with a recent directive by Sec-Defense James Forrestal.

Under the new plan, the first indication of legislative control by the National Defense secretariat, the originating department may submit its legislative programs directly to the Bureau of the Budget if the other two departments have been consulted and an agreement reached.

When a mutual agreement cannot be reached, the recommendation must be submitted to the office of the Secretary of Defense, which will attempt to resolve differences. After the departments are informed of the decisions, the proposal will be sent to the Bureau of the Budget or to Congress.

An exception to this procedure is legislation calling for appropriations, which will be submitted to a special assistant to Sec-Defense.

Free interchange of information between the departments during the formative period of recommendations and reports was emphasized by Secretary Forrestal.

Regulations Outlined For Shore-Based Men Taking Cars to China

Director of the Export Import Board, Import Licensing Department, Shanghai, has advised BuSandA that import licenses for importation of automobiles into China will be approved for shore-based U.S. naval personnel only if they adhere strictly to rules set forth by the Board.

Briefly, the rules are:

- The car must arrive with, or within a short time of, the individual concerned.
- It must have been owned and used abroad (meaning U.S.) by the individual concerned for at least six months before the departure for China.
- The car must not exceed the value limit of \$1,200.00, factory F.O.B. (free on board) price listed on 1 Mar 1946. Thus, cars for which factory price exceeds \$1,200.00 are ineligible for importation into China. Owners of new cars should investigate this carefully to prevent unnecessary shipment of their cars.
- License must be applied for as soon as car arrives in Chinese territory.
- The car must be the first one brought in by the owner or his family since 1 Mar 1946.
- The owner must establish the probability that he will reside in China for a reasonable period after importation of the car—minimum 12 months. Navy tour of duty in China extends over an 18 months period.

All the above mentioned rules must be confirmed and documents again submitted to the shipping officer for verification. Unless this is done, the automobiles cannot be accepted for shipment.

Ships Asked to Record Pacific Ocean Data

If the Pacific Ocean has had her face lifted lately, the Navy's going to find out about it.

In PacFltLtr. 55L-47, all ships in PacFleet were directed to observe and record as much data on the ocean's floor as possible for use by the Navy's Hydrographic Office.

Ships were asked to observe and record soundings in all ocean areas and, when practical, to explore any unusual bottom feature, such as canyons, peaks, and ridges which might be discovered by sounding.

New Directive Clarifies Rights of Veterans Under Servicemen's Act

Rights and entitlements of veterans under the Servicemen's Readjustment Act of 1944 were clarified in BuPers Circ. Ltr. 244-47 (NDB, 15 December).

The directive holds special significance for personnel who enlisted, reenlisted or extended between 6 Oct 1945 and 5 Oct 1946, some of which periods were for two years and are now near termination.

For personnel whose enlistment, reenlistment or extension began between those dates, deadline periods for benefits under the act are counted from the date of separation, as follows:

- Courses of education must begin within four years of the individual's separation date and be completed within nine years of that date.

- Loan guaranty will be available until 10 years from the separation date.

- Readjustment allowance eligibility for unemployment must be established within two years of the separation date, and active service would bar eligibility. No readjustment allowance will be payable after five years from the separation date.

For personnel who extend after having enlisted, reenlisted or extended between 6 Oct 1945 and 5 Oct 1946, the deadline periods are:

- Courses of education must begin within four years of separation (date of expiration of extended enlistment), but be completed within nine years of the date the enlistment would have expired if not extended.

- Loan guaranty will be available from the date of separation (date of expiration of extended enlistment), until 10 years from the date the enlistment would have expired if not extended.

- Application for readjustment allowance must be made within two years after separation (date of expiration of extended enlistment), and completed within five years of the date the enlistment would have expired if not extended.

For all other cases—that is, an enlistment, reenlistment or extension before 6 Oct 1945 or after 5 Oct 1946—the war is held to be officially ended as of 25 July 1947 and the deadline periods begin to run from that date, as follows:

- Courses of education or training must be initiated not later than four years from 25 July 1947 or the date of discharge, whichever is later. Courses must



Navy News, Guam

"You sure are smart, Blackie, no one even thought of looking back there for your knife!"

be completed within nine years after 25 July 1947.

- Application for loan guaranty must be made within 10 years after 25 July 1947.

- Application for readjustment allowance must be made within two years of 25 July 1947 or of the date of discharge, whichever is later, but active service would bar eligibility. (That is, a man separated for purposes of reenlistment is therefore continuing on active duty and by that fact is not eligible.) Benefits will be payable only within five years of 25 July 1947.

The Servicemen's Readjustment Act contains many other benefits without specified deadlines, except that petitions for review of discharge must be filed prior to 22 June 1959 by men who were discharged prior to 22 June 1944. All other personnel must file for review of discharge within 15 years of the separation date.

The Veterans Administration has ruled the war ends for personnel who enlisted, reenlisted or extended between 6 Oct 1945 and 5 Oct 1946 upon the expiration of that period, and deadlines cannot be further postponed by a later enlistment or extension of the original enlistment after 5 Oct 1946.

Another view held by the Veterans Administration is that veterans otherwise entitled to benefits of the act are not eligible until after separation from active service, and any extension of enlistment may not be accepted as a separation within the meaning of that law until the ex-

piration of that or any additional extension.

On the other hand, a discharge and reenlistment does fill the requirement of separation from active service, enabling the veteran to qualify for certain benefits even while active duty is continued.

Only service between 16 Sept 1940 and 25 July 1947 may be counted for eligibility of veterans rights under the act, but borderline cases are as follows:

- Personnel serving at least one day prior to 26 July 1947 and remaining on active duty a minimum total of 90 days may qualify for education or training for one year plus the number of days of active service prior to 26 July 1947.

- Personnel serving at least one day prior to 26 July 1947 and remaining on active duty a minimum total of 90 days may qualify for loan guarantees.

- Personnel may qualify for readjustment allowances if they served a minimum of 16 days prior to 26 July 1947, remaining on active duty a minimum total of 90 days.

Veterans Who Renounce Disability Payments to Join NR Retain GI Rights

Renunciation of disability payments by World War II veterans enrolling in the Naval Reserve does not result in loss of other GI benefits provided by law for them or their dependents, according to a clarification by Veterans Administration.

The veteran is entitled to vocational rehabilitation at government expense and to the same subsistence allowance paid non-disabled veterans training under the GI bill. These allowances are \$65 a month for veterans without dependents and \$90 a month for veterans with dependents.

Disability compensation or pension may be reapplied for at any time in the future, according to the Navy's Civil Readjustment Section. Approved awards will be payable from the date of the second application, but will not include retroactive payments covering the period when the renunciation was effective.

The Veterans Administration ruling resulted from an application from a disabled veteran for training under the Vocational Rehabilitation Act.

Enlisted Classification Procedure Training Open to Yeomen, Strikers

Training in enlisted classification procedures will be given at Naval Training Center, San Diego, to a limited number of yeomen and strikers to prepare them for specialized requirements of Personnel Man, one of the rates in the new postwar rating structure.

Personnel men will perform duties of an enlisted personnel specialist and must be fully conversant with the many phases of enlisted personnel administration ashore and afloat. The special training is necessary because enlisted classification comprises a relatively large portion of the duties of the rating.

BuPers Circ. Ltr. 236-47 (NDB, 30 November) announced that the Chief of Naval Personnel would accept for consideration a limited number of individual applications from enlisted personnel for specialized training. Personnel accepted will be ordered to the training center for 60 days' temporary additional duty under instruction in enlisted classification procedures.

Upon completion, they will return to their former ships or stations, unless specific instructions to the contrary are given in the CO's endorsement to the original request.

The circular letter listed the following qualifications for applicants:

- Be a rated yeoman in pay grades 4 through 1 (seaman strikers who have been striking for yeoman for a period of at least six months may submit requests; indicate number of months as a yeoman striker in forwarding endorsement).
- Have minimum test scores — GCT plus CLER = 110.
- Must be USN.
- Have at least six months' naval experience as a personnel yeoman.
- Possess emotional stability and maturity, and be able to work easily with people.
- Have at least 18 months to serve in current enlistment at the time ordered to the school, or execute an agreement to extend enlistment on form NavPers 604 to meet this requirement.

It was requested that COs indicate in their endorsements that the above requirements are met by the applicant. Requests should be addressed, via chain of command, to the Chief of Naval Personnel.

Records of Navy Men Since '84 Being Filed

The Navy is carrying on what is probably the largest record filing operation in the country, besides the National Archives, at the Naval Records Management Center in New York City.

In a former warehouse, the Navy is filing service records of all naval and marine personnel who have been discharged since 1884, in addition to handling all the active records of Com 1, Com 3, Com 4 and the Atlantic Ocean areas, including overseas bases.

All Navy payrolls are put on microfilm at the center. To date, 301,645 documents have been reduced to 191 rolls of film, greatly reducing the cubic footage.

—WAY BACK WHEN—

Scrimshaw

This conversation is often heard aboard ship today: "I made it myself." "Aw gwan, I don't believe it." The men talking like this can usually



be found staring at a miniature engine that works, or at a handsome piece of wood carving.

Hobbies, great stuff in the Navy of today, have been in existence almost since the beginning of the Navy.

The old tars would take wood, bone, or whatever other material they had on hand and carve out fancy designs. In those days the art of carving was called Scrimshaw. Any seaman who wasn't handy with his knife wasn't worth his salt.

Nowadays a man can build just about anything his heart desires, all he needs is heart and patience. The Navy supplies everything else. Almost all ships have a hobby shop where men can build and invent to their heart's content.

There is nothing like a good hobby to take one's mind off of the difficulties which may have arisen during the day.

As one old Persian philosopher said, "To choose a hobby is to create and begin life anew."

Corpsmen Urged to Take Opportunity Now To Further Education

Noting that high school diplomas among hospital corpsmen are fewer than in prewar times, BuMed urges corpsmen in BuPers Circ. Ltr. 47-148 (NDB, 15 November) to take advantage of several means for furthering education.

The directive points out that the Army-Navy Medical Services Corps Act of 1947 authorizes advancement within the service through warrant grade and possible appointment to permanent commissioned officer status through captain rank.

"Every hospital corpsman should commence to prepare himself to partake of these benefits and opportunities at his earliest convenience," the directive stated, "and should continue this preparation through a planned system of education and training."

Authorized training was listed as follows:

- Postgraduate courses in various schools and universities in any subject of value in performance of corpsmen duties, provided the courses do not interfere with regular duties.
- Technical and on-the-job training provided by the Navy. Educational departments of practically all states recognize this training in accreditation for high school diplomas. In some cases an official statement of service with description of the training will suffice and in other instances the corpsman may be examined by the GED test battery.
- USAFI extension courses offered by BuPers.

Anti-Germ Inspections Set For Overseas Planes

Measures are being taken by the Navy to prevent airplanes from carrying human disease or insect vectors of diseases to foreign ports.

Naval district commandants, area commanders or senior naval officers in command of embarkation areas establish the nature and extent of preventive measures, which are administered prior to embarkation for overseas ports.

Passengers and crews of planes making overseas flights must be immunized for air travel. If insect media are noted, aircraft must be disinfected. Quarantine inspections will be held upon the arrival of aircraft at point of embarkation and upon request by plane commanders.

Plans are Outlined for the Enlistment of Women in Regular Navy

Tentative plans and policies for enlistment of women in the regular Navy have been set forth in BuPers Circ. Ltr. 220-47 (NDB, 15 November) in anticipation of the enactment of legislation authorizing the action during the next session of Congress.

BuPers points out that this is a "letter of intent" and that proper directives governing actual instruction for enlistment will not be issued until after passage of legislation.

According to present plans, women of the regular Navy will be rotated on duty between districts and commands within the continental U.S. and selected overseas bases. They may express preference for duty but all assignments, including overseas, will be based on needs of the service.

General policies for enlistment of women in the regular Navy are outlined as follows:

- All provisions of law pertaining to pay, leave, money allowances for subsistence and rental of quarters, mileage or other travel allowances, benefits or emoluments of male personnel of the regular Navy will apply equally for women personnel of the regular Navy, except that their husbands may not be considered dependents unless they are in fact dependent upon their wives for chief support.

- Women enlisted in the regular Navy must have no children under 18 years of age, regardless of legal custody.

- Enlisted women coming back into the service within three months of last discharge or last release to inactive duty will be enlisted under "continuous service" conditions in rate and pay grade held at the time of discharge, provided they were serving on active duty on the date of, or within three months prior to, enactment of the proposed legislation. Those enlisted more than three months after last discharge or last release to inactive duty will be enlisted under "broken service" conditions in rates and pay grades to be determined by the needs of the service.

- Women enlisted in the regular Navy under "continuous service" conditions will be enlisted for a term of two, three, four or six years at the option of the individual concerned. All others will be enlisted for a term of three, four or six years.

Marine Bands Directed To Avoid Competition

Marine Corps bands were directed in Almar 109-47 to make sure that public performances will not be of such a nature as to be considered competition with local musicians.

- If enlistments in the regular Navy are subsequent to implementation of the new postwar rating structure, women will be enlisted in the new postwar rates only.

Voluntary extensions of enlistments to remain on active duty until 30 June 1948 will continue in effect.

52,000 Veterans Under Hospital Care from VA

All-time high mark for the number of World War II veterans receiving hospital care under the Veterans Administration was recorded on 1 Aug 1947.

More than 52,000 men were in hospitals of VA on that date, an increase of more than 100 per cent over the total for two years prior to that date.

Temporary Appointment Termination, Reversion In Rank Affects 493

Reversions in rank and termination of temporary appointments were scheduled for 1 Jan 1948 for 493 regular Navy officers.

The termination of the temporary appointments to commodores and the reversion from captain to commander are in accordance with the Officer Personnel Act of 1947, which prescribes the number of officers for each grade as percentages of the total number of officers on the lineal list.

The law requires that only the prescribed numbers may hold such rank and that all officers in excess of the prescribed number must revert to their permanent status. It also applies to staff corps officers, since they have been assigned general line running mates.

In addition to the computation which was required on the date of the act, the law requires that a new computation be made on 1 January of each year. This computation will determine how many officers will hold their rank until the next computation is made.

ENLISTMENT REQUIREMENTS FOR WOMEN

Here are the basic requirements for enlistment of women in the regular Navy, V-10 active, inactive and ex-V-10:

	Enlisted under "Continuous Service" Conditions	Enlisted under "Broken Service" Conditions
Age	20-31*	Same*
Education	Two years high school or business school	Same
EQT	Not required	Required
Citizenship	Citizen of U.S.	Same
Physical	As prescribed by BuMed	Same
Marital Status	Single or married	Same
Dependents	No restrictions**	Not more than two dependents at time of enlistment**
Type of discharge	Honorable or general**	Honorable, under honorable conditions, or general***

*Women over 31 years of age are eligible if subtracting number of years of active duty from present age brings their service age under 31. In addition, waivers for over-age may be referred to BuPers for consideration in cases of those especially well qualified.

**With exceptions as noted in accompanying article.

***Women released with an honorable discharge by reason of dependency will be required to submit documentary evidence that dependency which warranted discharge no longer exists. Applicants released with a general discharge or discharge under honorable conditions must obtain prior BuPers approval before enlistment is effected.

ALL HANDS SEEKS EDITORIAL MEN

Enlisted article writers, news writers, copyreaders and artists may apply for duty with ALL HANDS Magazine in accordance with BuPers Circ. Ltr. 228-47 (NDB, 30 November).

Although amateurs may apply, professional magazine or newspaper experience is particularly desired.

The following information should be included in requests for this duty:

- Publication experience in writing, copy reading or art with dates of employment, name of periodical and employer, and specific duties.
- Other pertinent information regarding journalism experience, including schools attended and dates.
- Date of expiration of enlistment and agreement to extend enlistment on form

Nurse Corps Reservists, Former Nurses Eligible For Transfer to USN

Nurse Corps Reservists and women veterans of the Nurse Corps are now eligible for a career in the Regular Navy if they are single, under 35, and can meet physical and educational requirements.

Eligible nurses are urged to apply immediately, according to Circ. Ltr. 233-47 (NDB, 30 November). Reserve Nurse Corps Officers now on active duty will submit their requests through their commanding officers, who will forward their applications to the Bureau of Medicine and Surgery.

Upon reporting for active duty, nurses will be given such rank as they would have attained had they remained on active duty. However, they will lose lineal position of five numbers for each month from the date of her release to inactive duty until the date reporting to first duty station.

Ex-POWs Urge Making 6 May Liberation Day

A resolution calling for universal military training was adopted by the National Association of Barbed Wire Clubs, composed of former prisoners of war. The board of directors also resolved to petition President Truman to name 6 May, the date of the fall of Corregidor, as National Liberation Day.

ENP 604 if selected, in order to have 18 months of obligated service at date of initial assignment.

• Estimated wordage published, broken down by percentage for which remuneration was received.

• Free lance writers and artists list names and issues of publications in which contributions have appeared.

Requests are particularly desired from personnel not now engaged in public relations duties, who are available without relief.

Orders will be issued to those selected and the remainder of requests will be kept for possible future use. Requests should be forwarded via the commanding officer to the Chief of Naval Personnel (Attn: Pers 54).

No loss will be more than 100 numbers and no officer will be advanced higher than the rank of lieutenant. Promotion above the rank of lieutenant will be made by selection and only when a vacancy occurs in such higher rank.

Applicants must be high school graduates and graduate registered nurses in good standing. Each application will be accompanied by a special fitness report made out by commanding officers containing recommendations and comments on fitness. All applications shall be submitted via the commandant of the nearest naval district.

Appointment of nurses in the Regular Navy will be made by a series of circular letters after appointments have been made by the President. Applicants will be informed by letter of their selection or rejection.

Excess Electronic, Radar Gear Will be Released to Schools

Excess electronic and radar equipment will now be donated to schools, according to Alstacon 142350 of 14 November.

Current needs of educational institutions for this and other types of equipment to be used in the actual training of students prompted the Navy to adopt a less restrictive interpretation of the types considered donable.

Applications for Navy donations should be submitted to the nearest Field Representative of the U.S. Office of Education.

First General Line Class At Monterey School Will Convene 26 Feb

First class will convene at U.S. Naval School (General Line), Monterey, Calif., 26 Feb 1948, with an enrollment of 500 transferred officers. Established by SecNav 8 Sept 1947, the new graduate school is under command of Captain Frank T. Watkins, USN.

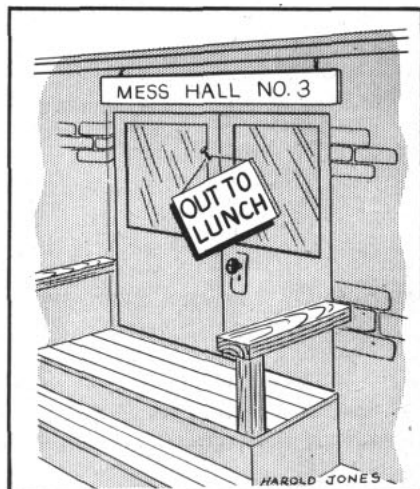
Eligible transferred line officers in the commissioned ranks of lieutenant commander and below need not request this training; prospective candidates will be ordered from officers available. Officers transferred to the regular Navy now holding the rank of commander who desire general line instruction should submit requests immediately.

Studies include engineering, navigation, naval law, ordnance, seamanship, operations and tactics, organization and administration, and mathematics sufficient to understand practical A.C. electricity and elementary electronics.

Aircraft and air operating facilities will be placed in full operational status to maintain flight proficiency of aviators ordered to attend the school, and aviators attached to the staff of the graduate school. The NAAS at Monterey will be reopened to provide flight facilities.

Approximately 500 students, divided equally between line and aviation officers, will attend the first 10-month course at Monterey.

The Navy is now renting the Del Monte Hotel properties until final arrangements are made to purchase the site, located on Monterey peninsula.



Various States Enact New Bonus Payment Legislation for Veterans

New York voters recently authorized a maximum bonus payment to World War II veterans of that state.

The bonus law, which provides for a maximum payment of \$250, is summarized below:

- Amount—The bonus will be paid for the highest single category as follows: \$50 for service of 60 days or less within the continental limits of the U.S.; \$150 for service of more than 60 days within the continental limits, or \$250 for service of any duration outside the continental limits.

- Service—Applicants must have been on active duty with the armed forces at any time between 7 Dec 1941 and 2 Sept 1945, must have been discharged or separated under honorable conditions or must be still in the service.

- Residence—Applicants must have been residents of New York state for at least six months prior to entry on active duty and must be residents of the state when application is made.

- Survivors—Next of kin of veterans who died after separation or discharge from the service will receive a bonus in the same amount as the veteran would have received. A bonus of \$250 will be paid to next of kin of veterans whose deaths were not due to their own misconduct while on active duty at any time between 7 Dec 1941 and 2 Sept 1945, or who died on active duty subsequent to the latter date. Residence of next of kin has no effect on eligibility.

Application forms, which must be notarized before presentation for payment, will not be accepted if signed or notarized before 1 Jan 1948.

Inquiries as to eligibility or interpretation should be addressed to the Veterans Bonus Bureau, Department of Taxation and Finance, 1875 North Broadway, Albany 4, N.Y.

Necessary substantiating documents and certificates should be executed by COs to minimize correspondence with BuPers.

Cholera Shots Required Before Travel to Egypt

All persons traveling under the cognizance of the Navy Department must be immunized against cholera prior to embarkation for Egypt, according to Alnav 209-47.

Other Bonus Payments

Seven other states and the Territory of Alaska previously authorized bonus payments to World War II veterans.

Vermont was the first to take action, passing its bonus law in 1943. Others are Connecticut, Illinois, Massachusetts, Michigan, New Hampshire, Rhode Island and the Territory of Alaska. (See ALL HANDS, June 1947, pp. 49 and 51; May 1947, p. 53.)

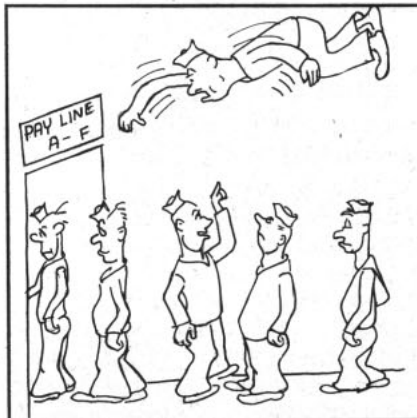
Further questions regarding state and territory bonus laws will be answered by the Civil Readjustment Section, Room 1608, Building T3, Navy Department, Washington 25, D. C.

Two Training Courses Scheduled in 1948 By Material Division

Two more 10-week training courses have been scheduled by the Material Division Field Services Branch of the Office of Under SecNav to convene on 23 Jan and 9 Apr 1948.

These courses include such subjects as management engineering, material planning and control, inspection administration, industrial security and industrial mobilization.

Students for the January course, the sixth in a series to prepare officers for duty with Field Services Branch offices, will be selected from the applicants for the October 1947 course who were not ordered at that time because of unavailability.



NAS, Pensacola, Fla.

"He's an aviation mech. They draw flight pay, you know."

Ohio veterans of World War II may apply for service bonuses under a recent amendment to the state's constitution.

Provisions of the law, as compiled by the Navy's Civil Readjustment Section, are as follows:

- Amount—\$10 for each month of domestic service and \$15 for each month of foreign service. For a fraction of a month, compensation will be paid on the basis of 1/30th of the above amount for each day. The total payment must not exceed \$400.

- Service—Honorable service of at least 90 days between 7 Dec 1941 and 2 Sept 1945. Any person in service on 7 Dec 1941 who did not serve at least 90 days thereafter because of a service-connected injury or death is deemed to have served at least 90 days.

- Residence—Must have been a resident of the state of Ohio for at least one year immediately preceding commencement of service.

- Survivors—If the veteran's death was service-connected and in line of duty, the sum of \$400, regardless of the length of service of the deceased person, will be paid to one of the following in the order named: surviving wife or husband, surviving child or children, surviving parent or parents. If the veteran's death was not service-connected, survivors will be paid the same amount that such persons would be entitled to if living.

- Limitations—Service in the Merchant Marine of the United States is not included. No compensation will be paid to any person for a period of time spent under penal confinement during active duty.

For additional information, write to Courtney E. Whitney, Commissioner of Soldier's Claims, Wyandotte Bldg., Columbus 15, Ohio.

Discharges Given Certain Enlisted Aviation Pilots

Enlisted aviation pilots of Naval Reserve class V-8 and USN-1 were transferred prior to 1 January for separation processing and discharge for the convenience of the Government.

The move was necessary because of the critical operating forces personnel situation and because of budgetary limitations.

Certain Line Officers Eligible for UDT Duty; Good Swimmers Desired

A call for applications from a limited number of regular Navy line officers for underwater demolition team duty was issued by BuPers recently. (NDB, 30 November.)

The directive listed the following necessary qualifications:

- Applicants must be of rank of lieutenant commander, lieutenant, lieutenant (junior grade) or ensign with regular Navy line commissions and two years of commissioned service.

- Physical requirements are the same as for submarine training. High swimming ability is particularly desired.

- Applicants must be qualified to stand OOD watches underway.

Applications from temporary officers who are permanent chief warrant officers or warrant officers will be considered.

A medical certificate stating that physical fitness meets submarine duty standards must be forwarded with the application as well as an endorsement from the commanding officer that the candidate is qualified as an OOD underway. Applications should be addressed to the Chief of Naval Personnel (Attn: Pers 3114).

The directive points out that interested officers should read the article concerning UDT entitled "Warriors In Trunks," published in ALL HANDS, November 1947, p. 10.

Marines Receive Warning About Altered Uniforms

Marine Corps enlisted men have been warned that recent inspections disclosed an increasing amount of improperly fitted and altered uniforms.

Most prevailing faults were short trousers and tight fitting coats and jackets. The warning, issued in Almar 106-47, stated that many service jackets had been cut down to a tight fit similar to the Army Eisenhower jacket, contrary to existing regulations.

The directive stated that garments are not being fitted properly for proper size and as many as 50 per cent of uniforms issued required alterations. Normally, about 10 per cent require minor changes.

Costs of initial alterations to uniforms are figured on the basis of an average of \$2.50 per man each year, and in no case is the individual required to pay for authorized first alterations.

WAVE OFFICERS CAN NOW ASK USN TRANSFER

Applications are desired by BuPers for transfer to the Regular Navy from Women's Reserve officers on active or inactive duty, or from former Women's Reserve officers who have resigned, according to BuPers Circ Ltr. 231-47 (NDB, 30 November).

Plans for the program are tentative, pending enactment of legislation.

Deadline for all applications is 28 Feb 1948.

In general, promotion of women line or staff officers of the regular Navy will be similar to procedure authorized for promotion of male officers of the regular Navy. Regulations concerning pay, leave and money allowances will be the same as for male officers.

Women officers of the Naval Reserve will be transferred to the regular Navy in accordance with provisions of Public Law 347, 79th Congress. Each woman officer will be assigned an initial lineal position according to grade and date of rank at the time of transfer. Following transfer any officer now on inactive duty will be advanced to the grade she would have attained had she remained on active duty.

However, the final lineal position of any officer now on inactive duty will be determined in accordance with regulation governing transfer and subject to the general rules for loss of precedence commensurate with the period of inactive duty.

Final selection of applicants will be made by a selection board, which will be instructed to select those officers who meet the high standards required of an officer of the Regular Navy.

Candidates for transfer must meet the following requirements:

- Applicants for grade of ensign must not have reached the age of 30 on 1 Jan

1947; applicants for grade of lieutenant (jg) must not have reached the age of 35 on that date; applicants for grade of lieutenant must not have reached the age of 40 on that date; applicants for grade of lieutenant commander must not have reached the age of 45 on that date; and applicants for warrant officer or commissioned warrant officer must not have attained age of 37 when their active service is subtracted from their age on 1 January of the calendar year in which they are appointed.

- These ages apply to line, SC, MC, H, law specialists or any other classification to which women officers may be assigned.

- An applicant for commissioned status must have completed a minimum of 60 semester credit units in an accredited college or university.

- In accordance with standards established by BuPers, applicants must be physically qualified to perform duties appropriate to the grade to which they are eligible for transfer.

- Women officers are ineligible for transfer to the regular Navy if they have children under 18 years of age, regardless of legal custody.

Women Reserve officers on active duty should submit applications to their commanding officers, to be forwarded to BuPers along with a special fitness report and a report of physical examination taken at the time application is submitted.

Applications from Women's Reserve officers on active duty or from officers who have resigned should be submitted to BuPers via the commandant of the district in which they are presently located. Physical examination will be given at an activity designated by the commandant. Both the application and physical examination report will be forwarded by the commandant to BuPers (Attn: Pers 362).

SRNC Reserve Affairs Administration Shifts

Administration of Naval Reserve affairs in the Severn River Naval Command has been shifted to the cognizance of the commandant of the Potomac River Naval Command, a SecNav letter states.

Naval Reserve matters of SRNC previously were administered by Com 5.

Chute Experimental Unit Moves from N. J. to Calif.

The Navy's 70-man parachute experimental unit, originally stationed at Lakehurst, N. J., has been transferred to El Centro, Calif., to put the unit in closer contact with guided missile and related experiments being conducted at Point Mugu, Inyokern and Muroc Lake, Calif.

Procedures Established to Maintain Aviation Efficiency

Procedures for disposition of naval aviation personnel failing to meet required flight standards were outlined in BuPers Circ. Ltr. 206-47 (NDB, 1 November).

To meet the demands for safe operation of aircraft and flight equipment and to maintain the high efficiency of the aeronautic organization, BuPers officials feel it may be necessary from time to time to review carefully, consider and recommend on the qualifications of naval aviators, naval aviation pilots and naval aviation observers who may become unfit or unsuited for continuation in a flight status, or who fail to maintain required flight standards.

In these cases, the following procedure was prescribed:

An informal board will be appointed by the CO to investigate the case if the required board members are attached to the command. Otherwise, a report by the CO will be made to the immediate superior in command with a request for establishment of such a board.

The board will be composed of three naval aviators and one flight surgeon, all senior if possible to the personnel concerned, who will have the privilege of appearing in person before the board.

In instances involving an aviation officer who is not attached to an aviation activity or who is attached to an activity not having custody of the aircraft involved, the CO of the activity will make a report to BuPers, which will issue appropriate instructions for convening a local board.

The board will submit a report containing a summary of the facts pertaining to the case, statements of witnesses, a statement by the subject officer, a classification of the aviation personnel as outlined in the directive and the board's recommendation as to disposition.

The report of the board will be forwarded to BuPers via the CO, the immediate superior in command and the next senior officer in chain of command who is an aviation flag officer, except in cases where the immediate superior in command is an aviation flag officer.

Where the aviation flag officer in the chain of command has authority to take final action for disposition of the case, the matter will be considered closed.

When the aviation flag officer in chain of command does not have authority to take final action, the original of the re-

port will be forwarded with endorsements and recommendations to BuPers for final action and disposition.

The final action which an aviation flag officer may not take is: (1) Revocation of the right to wear aviation insignia, (2) Orders to duty not involving flying, (3) Reclassification of Naval Reserve personnel, (4) Release to inactive duty, (5) Revocation of commission or disenrollment, or (6) Orders to further training.

Cases referred to BuPers will be awarded final action by a board representing the aviation liaison, discipline and officer procurement sections of BuPers, the aviation training section and the avi-

ation personnel subdivision of CNO, and the aviation medicine section of BuMed.

The report from the informal board, as outlined above, is necessary for prompt action in all cases pertaining to naval aviators, naval aviation pilots and naval aviation observers.

In general, naval aviators, naval aviation pilots and naval aviation observers failing to meet required standards will fall into one of the following types:

- Type I—Unfit for flight duties by reason of lack of general aeronautical ability or lack of sufficient skill in any particular feature of flight duties to which assigned.

- Type II—Unfit for flight duties because of breaches of flight regulations or air discipline, or both.

- Type III—Unfit for flight duties by reason of expressed desire to discontinue flight status.

The directive recommended disposition or further action as follows, either singly or in combination:

- Regular Navy officers, Type I—Orders to duty not involving flying, revoke right to wear insignia, or further training.

- Type II—Appropriate disciplinary action, orders to duty not involving flying, or revoke right to wear insignia.

- Type III—Orders to duty not involving flying, or revoke right to wear insignia.

- Naval Reserve officers on active duty, Type I—Reclassification with orders to duty not involving flying or release to inactive duty, revoke right to wear insignia, or further training.

- Type II—Appropriate disciplinary action, release to inactive duty, reclassification, revocation of right to wear insignia, or disenrollment if not considered qualified or suitable for other classification.

- Type III—Reclassification with orders to duty not involving flying or release to inactive duty, revocation of right to wear insignia, or disenrollment if not considered qualified or suitable for other classification.

- Naval Reserve officers on inactive duty, Type I—Reclassification with cancellation of orders for training duty involving flying or release from Organized Reserve if applicable, further training, or disenrollment if not considered qualified or suitable for other classification.

- Type II—Appropriate disciplinary action, reclassification with cancellation of orders for training duty involving flying,

HOW DID IT START

Recruiting

Recruiting in today's Navy is a far cry from the days of the old sailing ships.

In those days, able bodied men had no choice as to whether or not they wished to volunteer for continuous service in the navy.

As each voyage was completed, the crew was paid off. Upon getting



their money they would be at least temporarily, finished with the Navy. It wasn't until 1853 that continuous service was introduced.

As the men were paid off they would go to their habitual haunt, the waterfront, to spend their hard earned money. After shooting the works, they would again be ready for service, but would have to be bribed with "ready" money.

This ready money was called "prest" money. "Prest" was an old French word meaning ready. Accepting this money voluntarily or under duress made the recipient again ready to be pressed into service. The recruiters at that time were called "prest" gangs, and it was their duty to see that enough men were "prest" into the service to man the ships of the Navy.

release from Organized Reserve if applicable, or revocation of right to wear insignia.

Type III—Reclassification with cancellation of orders for training duty involving flying or release from Organized Reserve if applicable, revocation of right to wear insignia, or disenrollment.

When disenrollment of a Naval Reserve officer is recommended in Type I and Type II cases, the officer concerned will be informed and his statement to the effect that he does not wish to resign his commission under honorable conditions should be attached to the report.

The procedures outlined in the directive will not apply to:

- Personnel ordered to duty involving flying under instruction. Such personnel, including those who may have received designation as a naval aviator or naval aviation pilot prior to completion of flight training, will be nominated by the training command to BuPers for separation from further flight training and for appropriate non-flying duty when they fail to satisfy requirements of the syllabus of the training command, or request that their flight training cease.

In this connection, the directive invited attention to the fact that personnel who do not successfully complete the one-year probationary period after designation as a naval aviator, naval aviation pilot or naval aviation observer may have revoked the privilege of wearing the appropriate insignia.

- Personnel involved in disciplinary cases. Instances of infraction of naval law or regulation, not solely involving breaches of flight regulation or air discipline, or both, will be handled as disciplinary cases by local authorities.

- Personnel who fail to meet the physical or psychological requirements for unrestricted flying in the service group to which assigned. Such personnel will be removed from a flight status by an administrative action of BuPers when recommended by BuMed.

Higher Burial Allowance Granted to Next-of-Kin

Expense allowance for interment of Navy and Marine Corps personnel who die on active duty has been increased from a maximum of \$50 to \$75. The increase was set forth in Alnav 219-47 (NDB, 15 October).

Quick Action by Leyte Saves Afflicted Man

Deck hands and doctors teamed together to save the life of *USS Massey's* Charles Rudder, afflicted with acute appendicitis on board that ship in the middle of the Mediterranean.

Despite heavy seas, deck hands made a faultless job of transferring Rudder by breeches buoy to *USS Leyte*, where doctors and corpsmen promptly administered anesthesia.

Forty-five minutes later, the patient rested comfortably in his hospital bed after a successful operation.

79,000 Naval Reservists Received '47 Training

A total of 79,000 Naval Reservists participated in annual two-weeks training assignments during 1947 and there is evidence of even greater activity for 1948.

Navy ships carried 40,000 Reservists on training cruises to American and foreign ports during the past year and 39,000 received their training at shore establishments and in the air.

Fifty cruises were conducted abroad in the Navy's most modern ships.

About 2,000 submarine Reservists participated in afloat and ashore activities, while some 18,000 aviation personnel returned for training.

Joint Board to Study Reserve Components

A joint board has been set up to study the problems and coordinate the programs of the reserve components of the Navy, Army, and Air Force. SecDefense James Forrestal, in creating the new board, named Gordon Gray, Assistant Secretary of the Army, as its chairman.

An assistant secretary and a ranking officer representing each of the three services are included on the six-man board. John Nicholas Brown, AstSecNav for Air, and Vice Admiral William Fechtler, USN, Deputy CNO for Personnel, represent the Navy Department.

The Air Force is represented by Cornelius V. Whitney, Assistant Secretary of the Air Force, and Brigadier General John P. McConnell, USAF, who is Chief of the Air Force Reserve and National Guard Division. Lieutenant General Raymond S. McLain, USA, and Mr. Gray represent the Army.

BuDocks Training Film Will Dramatize Need For CEC Personnel

During the war the Navy's shore facilities mushroomed from a \$600,000,000 establishment into an \$8,000,000,000 operation.

Today, BuDocks urgently needs qualified engineering personnel to carry out the tremendous task of maintaining this huge establishment and to supervise new construction.

As part of its current program to interest qualified men in the Civil Engineers Corps, BuDocks is producing a training film to be shown to college engineering classes throughout the country in addition to engineering societies and other civilian groups.

The film, lasting about 20 minutes, is scheduled for completion about 1 March in time for spring college semester. It is expected to help CEC compete with private industry for talent by proving that the corps offers a greater and more diversified realm of professional opportunity.

CEC work runs the gamut of all civil construction encountered in municipal construction, plus the many strictly military installations. Examples of CEC ingenuity and skill from the four corners of the globe are shown in the movie.

The film is being produced at the Naval Photographic Center, NAS, Anacostia. The script is being written by John Stuart Martin, the man who wrote *The Fighting Lady*.

Three CEC officers will visit the various engineering schools and lecture in conjunction with showings of the film. In addition, they will distribute a special booklet outlining CEC opportunities.

CEC's current strength as of 1 October numbered 519 officers. Congress has authorized a boost to three per cent of the 35,000 authorized line officers, or 1,050 officers.

Evening Dress Uniform Joint Study is Started

A joint study by the Secretaries of the Army, Navy and Air Force has been undertaken to authorize an appropriate evening dress uniform for officers of the three services.

The Secretary of Defense has authorized officers who now possess evening dress uniforms to wear them at state functions both at home and abroad.

Reserve Disciplinary Action During Annual Training Duty Outlined

Commandants of continental naval districts, PRNC, Chief of NART and commanding officers of fleet vessels carrying Naval Reservists on annual training duty were provided an outline for necessary disciplinary action in a Naval Reserve directive dated 29 Oct 1947.

Unless a court-martial sentence awarded Naval Reservists could be served during the authorized period of training duty, the trial is not considered as warranted.

The directive outlined the following action:

- In cases of minor offenses in which it is possible to complete disciplinary action, the individual should be awarded appropriate mast or court-martial punishment before being released to inactive duty. When this action is not possible and would delay the Reservists' return to inactive duty, the CO may recommend undesirable discharge by reason of unfitness or general discharge by reason of unsuitability.

- In cases of major offenses involving a breach of discipline of such character as to warrant general court-martial, the offender should be retained in active duty status until completion of action.

The directive listed authorizing references for action on both minor and major offenses.

Economy in Issuance of TAD Orders Directed; Travel Rules Streamlined

Issuing commands and others involved in preparation of temporary additional duty orders for enlisted personnel were instructed to economize as much as possible in transportation, messing and quarters in BuPers Circ. Ltr. 221-47 (NDB, 15 November).

Because of limited appropriations for travel expenses, the directive ordered that government facilities for transportation, including air travel, and quarters and messing be utilized to the fullest in execution of all temporary additional duty orders.

In addition to calling for economy measures and cancelling the requirement of issuing commands to submit monthly reports of temporary additional duty orders for enlisted personnel, the directive streamlined previous travel regulations.

'FILL THE FLEET' RECRUITING DRIVE OPENS

A mounting deficit in Navy first enlistments is being met by a special nationwide recruiting campaign which got underway 1 January.

The vigorous campaign will reach a climax of national and local publicity and recruiting activity with "Fill the Fleet" week, 22-29 February.

Although Navy enlistments and reenlistments exceeded 99 per cent of the monthly quota during October, accumulated new enlistments from 1 July to 1 Nov 1947 were 35 per cent under the number required to keep the Navy at planned strength.

The special campaign was designed to assist the Navy Recruiting Service in en-

listing the required number of men to man the Fleet efficiently. Civilian committees have been organized in communities throughout the nation.

Commandants of all continental naval districts are cooperating with the Navy Recruiting Service and the civilian committees in making available naval facilities ashore. In addition, senior officers of available seagoing units which will be in port or based ashore during January and February have been requested to make available their facilities.

The importance of the special recruiting campaign was emphasized in BuPers Circ. Ltr. 234-47 (NDB, 30 November), which outlined plans.

225,000 Navy Men Get Civil Readjustment Aid

Civil Readjustment offices handled approximately 225,000 requests for assistance from naval personnel and Navy veterans during 1947, according to preliminary estimates.

Figures for the last two months of the year were expected to swell the total of 213,072 requests during the first 10 months to more than 225,000 by the end of the year.

Navy Civil Readjustment district offices, which handled 167,252 requests for assistance in 1946, are established in all naval districts in the United States, Puerto Rico, Alaska, Hawaii, and the Canal Zone.

Mission of the program is to inform naval personnel of their rights and benefits prior to and at the time of separation and to coordinate for them after separation the services of rehabilitation, re-employment, and readjustment to civilian life.

Typical assistance requests from veterans and personnel on active duty concern problems about claims for back pay, mustering out pay, terminal leave pay or family allotment, request for issuance of discharge certificates, replacement of lost separation papers and other records.

Established in 1944, the Civil Readjustment program does not duplicate the work performed by federal, state, and civic or community organizations. Problems concerning employment, GI benefits, income tax, legal assistance, or financial queries other than claims arising from naval service are handled by the proper agency after

the Civil Readjustment officer suggests the proper contacts for the individual.

After 31 Dec 1947, an officer on the staff of the commandant of each naval district will be assigned collateral duty for responsibility of all phases of the program within his district. In accordance with existing instructions, an information service will be continued at all ships and stations. An information manual, which will be distributed to all ships and stations, including Naval Reserve units, is in process of compilation at this time. Distribution will be made immediately following publication.

Personnel are asked not to submit advance requests for the manual. Appropriate publicity will be given when it is ready for distribution.



"Jones sure can handle this boat, can't he?"

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. 237—Amends per diem allowance for foreign duty of enlisted personnel attached to naval missions in Brazil, Colombia, Ecuador and Peru.

No. 238—Announces termination of a portion of the transfer program to regular Navy of Medical Service Corps officers. (See page 48.)

No. 239—Outlines information which should be made available to the four staff selection boards which will recommend eligible officers of the Supply Corps, Medical Corps, Dental Corps and Chaplain Corps for temporary promotion to rear admiral.

No. 240—Gives special instructions regarding holiday menus in relation to the food conservation program.

No. 241—Describes provisions for extra monthly benefits available to Reserve medical officers on active duty.

No. 242—Lists modifications of physical standards for enlistments and reenlistments in the Regular Navy and class V-6 Reserve. (See page 47.)

No. 243—Calls attention to changes made in BuSandA Manual regarding opening and closing of new pay accounts.

No. 244—Gives general provisions pending issuance of detailed instructions for air transportation.

No. 245—Announces presidential approval of officers recommended for promotion to the grade of rear admiral of the line for temporary service.

No. 246—Announces new extra hazardous duty rates authorized by the Navy Mutual Aid Association.

No. 247—Lists names of officers of the Marine Corps who have received presidential approval for promotion to the ranks of colonel and lieutenant colonel for temporary service.

No. 248—Suspends action on annual inventory reports of ordnance material until receipt of BuOrd Circ. Ltr. X1-48.

Procedure For Delivery Of Ensign Appointments Outlined In Directive

Instructions for the delivery of appointments as ensign in the Navy to regular Navy midshipmen are contained in BuPers Circ. Ltr. 216-47 (NDB, 15 November).

The directive set the procedure for the first and subsequent appointments under the Holloway Plan. Previously, naval aviators reached commissioned status upon completion of training as Naval Reserve aviation cadets.

Status as midshipmen, U.S. Navy, will be considered as having terminated on the day immediately preceding the day on which the oath of office as ensign, U.S. Navy, is executed.

Appointments delivered to individuals are subject to qualification by physical examination, which will be conducted by a board consisting of one or more medical officers and a dental officer.

Instructions to the medical board contained the following provisions:

- A careful review of the current health record shall be made in each case followed by a complete physical examination. The examination report will be forwarded to BuMed with a signed statement concerning physical qualifications from both the board and the midshipman concerned.

- If upon physical examination the candidate is found to be physically qualified in all respects, the appointment may be delivered. If he is definitely not qualified, the appointment will not be delivered.

- In questionable cases when the health record contains entries which require a review of the applicant's medical file in BuMed or if for any other reason a definite finding cannot be made at the time of examination, the report of the board will be forwarded to BuPers via BuMed. In these cases, the delivery of the appointment will be withheld until further notice from the bureau.

Appointments will not be delivered to the following persons:

- Midshipmen under disciplinary action or awaiting such action.

- Midshipmen on sick leave or under treatment in a hospital.

- Midshipmen who, upon examination as directed above, fail to qualify for appointment in the U.S. Navy.

PT Boat Group Seeking All Former Shipmates

The 389 motor torpedomen who lost their lives during World War II were honored at the second annual convention of the Patrol Torpedo Boat Veterans Association, in Boston, Mass. The P.T. Veterans Association is endeavoring to locate all former shipmates. The address of the organization is 173 Branch Street, Lowell, Mass.

MPs, SPs Have Joint Disciplinary Control

Joint disciplinary control over military and naval personnel by military police and shore patrolmen was reasserted in BuPers Circ. Ltr. 213-47 (NDB, 15 November).

The directive eliminates some confusion resulting from cancellation of a previous circular letter concerning the subject. The new directive points out that the basic directive on joint disciplinary control, Alnav 251-42, remains unchanged.

In 1942 the War and Navy Departments agreed that Army military police and Navy, Marine Corps and Coast Guard shore patrolmen might take corrective measures, including arrest if necessary, against any member of the armed forces committing peace violations, disorderly conduct or other offenses reflecting discredit upon the services.

In 1946, after its return to the Treasury Department, the Coast Guard reaffirmed its adherence to Alnav 251-42.

BuOrd Closes Holly Ridge Ordnance Test Activity

Naval Ordnance Test Facility, Holly Ridge, N. C., has been inactivated by BuOrd, and testing of guided missiles components will be carried out at other naval facilities.

The shut-down was brought about in the interests of consolidation of naval facilities and conservation of personnel and funds, after more than 18 months' operation.

Complete de-activation of the unit, including transfer of personnel and equipment, is expected to require several months.

The site was acquired by the Navy after the Army declared Camp Davis, by which name it was then known, surplus to its needs.

DECORATIONS & CITATIONS

15 Escort Carriers Awarded Unit Citations for Combat Records

Presidential and Navy unit citations have been awarded 15 escort aircraft carriers for outstanding combat records in World War II.

Eight of the "jeep" carriers, USS *Suwannee*, USS *Sangamon*, USS *Santee*, USS *Natoma Bay*, USS *Lunga Point*, USS *Petrof Bay*, USS *Savo Island* and USS *Fanshaw Bay*, were awarded Presidential Unit Citations.

Seven others, USS *Chenango*, USS *Marcus Island*, USS *Anzio*, USS *Makin Island*, USS *Wake Island*, USS *Hoggatt Bay* and USS *Manila Bay*, were awarded Navy Unit Commendations.

- The citation received by USS *Suwannee* (CVE 27) praised the ship for her action in the Battle for Leyte Gulf and for her continuous period at sea from 27 Mar to 19 June 1945. The carrier and attached aircraft squadrons caused heavy losses to the enemy in warships, aircraft, merchant shipping and shore installations destroyed or severely damaged.

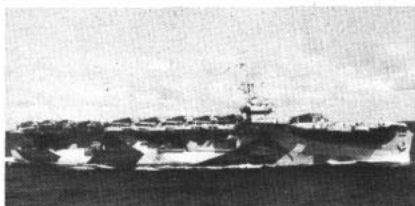
She was hit twice and severely damaged by Japanese suicide planes in the Battle for Leyte Gulf, but she continued to fight and assisted in the final rout of the enemy. During the latter period for which she was cited, she furnished powerful support for the Okinawa assault and land offensive and covered our ships during their advance and retirement.

- USS *Sangamon* (CVE 26) also participated in the Battle for Leyte Gulf. Her citation calls her "the first escort carrier to prove the feasibility of complete night air group operations."

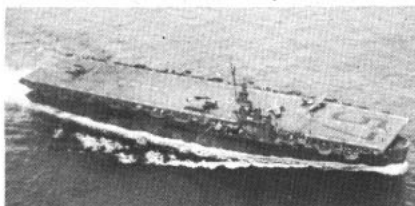
In the Battle for Leyte Gulf her crew aided substantially in turning back a large force of Japanese capital ships from San Bernadino Strait with heavy damage inflicted on the enemy.



Wake Island



Fanshaw Bay



Anzio

Despite the strain of constant alerts and long periods of unrelieved action, the *Sangamon* launched her planes in day and night operations and contributed to the success of landing assault forces and craft and of maintaining cover until air bases had been captured and established. Although seriously damaged when crashed by a suicide plane, the *Sangamon* succeeded in retiring to a rear area under her own power.

- For extraordinary heroism against enemy forces in the air, ashore and afloat, USS *Santee* (CVE 29) received the PUC. She operated in advanced areas and, together with her attached air squadrons,

struck at warships, aircraft, merchant shipping and shore installations in the face of intense antiaircraft fire.

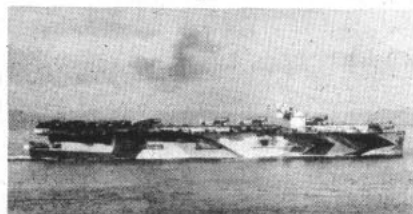
During the Battle for Leyte Gulf she withstood the explosion of a suicide plane in her flight deck and a torpedo hit and continued conducting flight operations and fighting her antiaircraft guns through the period of emergency repairs. Despite her long periods of unrelieved action, she sent out planes to cover landing operations and to destroy the enemy's airfields and dispersal areas.

- An illustrious record of achievement qualified USS *Natoma Bay* (CVE 62) for her PUC.

As flagship of Task Unit 77.4.1 in the Battle for Leyte Gulf, she fought her guns against enemy dive bomber and suicide planes and—at the same time—launched her own planes to strafe and bomb Japanese fleet units. During the Mindoro assault, *Natoma Bay* aided in covering the invasion successfully despite active Japanese airfields surrounding the Sulu Sea. Although she was crashed by a kamikaze while participating in a heavy assault on Miyako Jima, she launched 55 sorties from her own damaged flight deck.

- Operating as a well disciplined and coordinated team, the officers and men of USS *Lunga Point* (CVE 94) won for her a PUC.

Fighting her guns effectively, she defended herself against repeated kamikaze attacks, destroyed five planes by her own fire and assisted the screen in the destruction of two others. Her air groups furnished powerful fire support for our landing operations and land offensives and provided aerial photographic coverage of enemy installations.



Lunga Point



Sangamon



Manila Bay

- Her distinguished combat record won USS *Petrof Bay* (CVE 80) her Presidential Unit Citation.

In action for 133 days, she and her attached squadrons participated in the major campaigns conducted during that period. As one of the southern carrier groups which received the brunt of Japanese land-based plane attacks in the Battle for Leyte Gulf, *Petrof Bay* fought against enemy dive-bomber and suicide planes, while maneuvering to avoid damage.

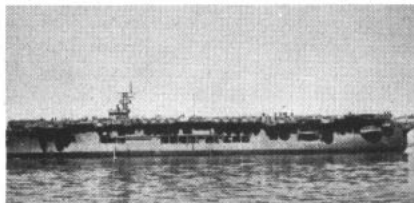
While under attack, she launched her fighters and torpedo planes to strafe and bomb Japanese fleet units with damaging results to the enemy.

- For her own readiness for combat and her contribution to the defeat of the Japanese, USS *Savo Island* (CVE 78) was awarded her PUC.

During her participation in the Battle for Leyte Gulf, she fought fiercely against suicide planes and dive bombers while maneuvering radically to avoid damage. While under attack, she continued to launch planes to strafe and bomb Japanese fleet units.

During the Mindoro assault, she aided in covering the operation despite the active enemy airfields surrounding the Sulu Sea. Her air power protected our invasions and land offensives and covered our ships during their advance and retirement.

- A record of performance in combat which reflects highest credit on herself



Suwannee

and her crew won USS *Fanshaw Bay* (CVE 70) the Navy's highest unit award.

She operated continuously through 124 days of action in the most advanced areas, and, together with her air squadrons, destroyed or damaged Japanese warships, aircraft, merchant shipping and shore in-



Hoggatt Bay

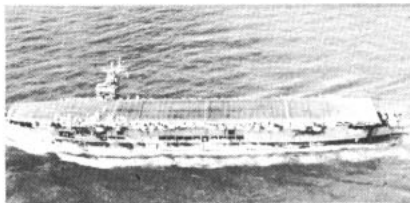
QUIZ ANSWERS

Answers to Quiz on Page 25

1. (c) *Banshee*, built by McDonnell of St. Louis, Mo.
2. (c) The *Banshee* exceeds 600 miles per hour and is powered by two Westinghouse jet engines.
3. (c) Fishing kit designed by well-known fishermen serving as advisers to the Life Saving Board of the Navy and Coast Guard.
4. (b) Life rafts.
5. (a) AGC. It's USS *Taconic* (AGC 17).
6. (b) *Flagship*.

stallations despite frequent and sustained air attacks.

She launched planes repeatedly on spotting and strike missions to annihilate the enemy's ground installations, troops, tanks, trucks and parked aircraft and to destroy many airborne planes.



Santee

The Navy Unit Commendation was awarded the remaining seven baby flat-tops for their participation in Pacific engagements. One of these, USS *Wake Island*, fought in both the Atlantic and Pacific war areas.

- The officers and men of USS *Chenango* (CVE 28) achieved a notable record of service in combat which won for her the Navy Unit Commendation.

She operated for long periods in the most advanced areas and her attached air groups penetrated submarine-infested waters to seek her targets and to destroy or damage Japanese warships, aircraft, merchant craft and shore facilities.

The *Chenango* furnished protection against submarines and aircraft for vast fleets of combat, logistic and landing



Petrof Bay

craft. She attacked by day and night in the face of heavy enemy resistance, covered landing assaults and provided fire support for shore-based forces.

- USS *Marcus Island* (CVE 77) won her NUC for action against Japanese forces in the air, ashore and afloat.

As one of the southern carrier group which received the brunt of Japanese land-based plane attacks in the Battle for Leyte Gulf, *Marcus Island* fought her guns against enemy dive-bomber and suicide planes, while launching her own aircraft to strafe and bomb enemy fleet units. During the Mindoro assault, she aided in covering the operations successfully despite active enemy airfields surrounding the Sulu Sea.

In periods of crisis, she carried out the missions of disabled ships in addition to her own, servicing, rearming and launching their planes.

- The highly disciplined and coordinated team-work of the officers and men of USS *Anzio* (CVE 57) won for her the Navy Unit Commendation.

While operating in advanced areas, she and her attached squadrons destroyed or damaged Japanese warships, aircraft, merchant shipping and shore installations despite furious enemy air attacks. She launched her planes in the face of unfavorable weather and pioneered in around-the-clock hunter-killer tactics which resulted in destruction of four Japanese



Marcus Island

submarines by the task unit under her direction.

On 17 June 1944, she brought her own guns to bear on a large enemy dive-bombing attack group and shot down four, and possibly five, of the attackers.

- The NUC won by USS *Makin Island*



Natoma Bay

★ DECORATIONS

(CVE 93) was awarded for her combat record against Japanese forces.

She was the first escort carrier to enter the South China Sea during the war with Japan and she and her attached air squad-

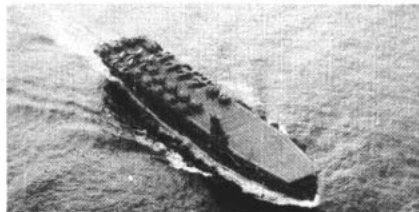


Savo Island

rons conducted a sustained offensive against airborne and grounded planes. She destroyed surface craft, shore fortifications and equipment in preparation for our invading forces.

Operating with undiminished effectiveness despite adverse weather, the strain of constant alerts and almost daily attacks by kamikazes, the pilots and aircrewmembers worked as an indomitable and efficient team.

- USS *Hoggatt Bay* (CVE 75) achieved

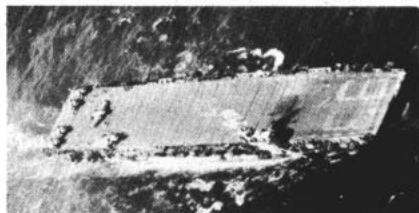


Chenango

a notable record of success in action against the Japanese.

Her commendation praises her pioneer work in development of the first joint air-surface-antisubmarine attack operation by escort carrier and screen in the Pacific, and the establishment of a successful pattern for subsequent hunter-killer teams.

Despite bad weather and adverse operational conditions, the *Hoggatt Bay* relentlessly conducted antisubmarine warfare and provided air, radar and sound



Makin Island

submarine searches and vectored destroyer units of the screen to the contact area for the kill. She launched planes to furnish night and day air cover and destroy Japanese airfield runways, antiaircraft batteries, installations and equipment.

- For her participation in the Battle for Leyte Gulf, USS *Manila Bay* (CVE 61) won her NUC.

She was assigned to a southern carrier group that received the brunt of Japanese land-based plane attacks. While fighting her guns against enemy dive-bomber and suicide planes, she launched her own planes to strafe and bomb Japanese fleet units.

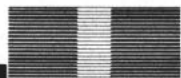
Although crashed by two suicide planes in the Lingayen Gulf, the *Manila Bay* was brought back into action by efforts of the ship's company and her air group, and within 36 hours resumed her mission of launching aircraft in support of landings.

- USS *Wake Island* (CVE 65) received her unit award for participation in action in both the Atlantic and the Pacific.

After completing a successful antisubmarine cruise against German Atlantic raiders in which the German U-543 was sunk, she and her attached air squadrons joined our escort carrier force to participate in the three final invasion operations which led to the defeat of the Japanese empire.

The *Wake Island* sent out her planes repeatedly in spotting and strike missions to destroy enemy emplacements, aircraft and equipment.

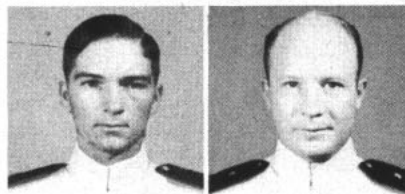
Her fighter directors completed interception of enemy aerial forces threatening the task force, and the concentrated fire from her own antiaircraft batteries destroyed or fought off attacking planes.



NAVY CROSS

Gold star in lieu of second award:

★ HEWITT, Henry K., ADM; USN, Hackensack, N. J.: As Commander of the Western Naval Task Force in action against German forces during the invasion of Salerno, September 1943, Admiral (then Vice Admiral) Hewitt commanded more than 600 Allied men-of-war, ships and large landing craft responsible for the safe seaborne movements of the Allied Fifth Army to the Gulf of Salerno. He brought them through mined approach courses and developed a sea frontier length of approximately 50 miles despite limited maneuvering space. As the second



LCDR Andrews

CDR Arnold



LTJG Chaffe

LT Harris

wave of our landing craft hit the shore, strong German armored elements deployed along selected beaches launched heavy counterattacks. They raked the sands where our troops were trying to dig in; tanks rolled out of the valley and charged; artillery continually shelled ships in the anchorages; enemy air forces attacked with high and low-level bombings, dive-bombing and strafing, and with radio-controlled and rocket-glider bombs. The entire operation was in jeopardy. Aware of the narrow margin of success, Admiral Hewitt went ashore. He made a personal reconnaissance of the situation and learned of the peril in the low coastal plains where Allied formations were enveloped in two small detached areas pounded by artillery fire from rugged high ground inland, and requested immediate air and sea reinforcements. With his flagship marked for destruction by the German command and pursued as a vital target, he shifted his flag to a less important unit. His long-range naval guns blasted enemy formations without respite. German penetration was sealed off and rendered an immobile target for heavy strikes by Allied bombers, thus insuring the success of the Salerno campaign.

★ MOORE, John A., CDR, USN, Memphis, Tenn.: As CO of USS *Grayback*, CDR Moore fought his submarine during a war patrol of the vessel in Japanese-controlled waters in December 1943. Making contact with a convoy of four freighters accompanied by a destroyer and two submarine chasers, he surfaced under cover of darkness and fired into the protected merchant vessels, sinking one freighter and damaging two others. He executed a fast dive to evade enemy gunfire and the escorts bearing down on the *Grayback*. With depth charges dropping near, he moved to other positions and made preparations for finishing off the remainder of the convoy. He attacked and destroyed a

gunboat and three freighters. During the same patrol, he sank a converted mine-layer and a trawler.

First award:

★ **ANDREWS, Thomas L. Jr., LCDR, USN, Amarillo, Tex.:** While serving with CompRon 5, attached to USS *Kitkun Bay*, LCDR (then LT) Andrews flew in action against the Japanese in the Battle off Samar on 25 Oct 1944. When our unprotected destroyer escorts and escort carriers were attacked by major units of the Japanese fleet, he organized a torpedo attack. After his ship had been under fire for several hours, he braved intense anti-aircraft fire to press home a well-coordinated assault against a heavy cruiser, scoring one of several direct hits amidships which caused the enemy ship to sink a few hours later.

★ **ARNOLD, Jackson D., CDR, USN, Alexandria, Va.:** As group commander and flight leader in FitBomRon 2, attached to USS *Hornet*, CDR Arnold flew in action against the Japanese in the first Battle of the Philippine Sea on 20 June 1944. Participating in a strike against enemy surface units, he scored a damaging near-miss on a carrier and directed his flight in obtaining a torpedo hit on a cruiser. After leading his flight back to base, he assisted several of his group in landing under extremely difficult conditions in darkness before boarding his carrier.

★ **CHAFFE, Robert D., LTJG, USNR, Paoli, Pa.:** As pilot of a torpedo bomber in TorpRon 15, attached to USS *Essex*, LTJG Chaffe flew in action against the Japanese in the Battle for Leyte Gulf on 25 Oct 1944. Despite enemy aircraft fire, he pressed home his attack to score a torpedo hit on an enemy carrier, thereby contributing to its sinking.

★ **HARRIS, Cecil E., LT, USNR, Onaka, S. D.:** As a fighter pilot in FitRon 18, attached to USS *Intrepid*, LT Harris flew

in action against the Japanese on Luzon, Philippine Islands, 29 Oct 1944. Quick to intercept two successive flights of Japanese fighter planes preparing to attack our bomber and torpedo squadrons as they completed a strike on Clark Field, he led his division on the enemy planes. He shot down one enemy plane from each flight and put the others to rout. He was quick to intercept a superior force of enemy fighters descending in waves in furious attempts to wipe out our fighter protection, and engaged in the fierce dog fight which ensued. He knocked down two enemy planes closing two of our Hellcats whose pilots were unaware of their immediate danger, and he averted the certain destruction of our planes and assisted in the utter defeat of the entire enemy formation without the loss of any of our planes from enemy action.

★ **KEATING, Robert A. Jr., CDR, USN, San Francisco, Calif.:** As CO of USS *Barbel*, CDR (then LCDR) Keating fought his vessel during its first war patrol in Japanese waters from 15 July to 21 Aug 1944. Penetrating strong enemy escort screens, he launched five torpedo attacks against enemy shipping to sink four enemy vessels and damage an additional one. Maneuvering his ship to avoid enemy countermeasures, he succeeded in bringing her to port without damage to the *Barbel* or its crew.

★ **LIGHTNER, Earl F., LT, USNR, San Diego, Calif.:** As pilot of a torpedo bomber in TorpRon 15, attached to USS *Essex*, LT Lightner fought in action against the Japanese in the Battle for Leyte Gulf on 24 Oct 1944. Skillfully piloting his plane in the face of intense and accurate anti-aircraft fire, he scored a direct torpedo hit at close range on an enemy heavy cruiser.

★ **LOONEY, Foster, LTJG, USNR, Fort Worth, Tex.:** As pilot of a plane in Air Group 2, attached to USS *Hornet*, LTJG (then ENS) Looney fought during action against the Japanese in the First Battle of the Philippine Sea on 20 June 1944. Despite enemy anti-aircraft fire, he carried out a dive-bombing attack on major Japanese units and scored a direct hit to assist in the destruction of a large enemy carrier. He later returned safely to his base in darkness.

★ **SCHMIDT, Joseph, LTJG, USNR, Chicago, Ill.:** As pilot of a torpedo bomber in TorpRon 47, attached to USS *Bataan*, LTJG Schmidt flew in action against the Japanese off the Japanese home island of Kyushu on 7 Apr 1945. Participating in a strike against enemy units in the East China Sea, he pressed home his attacks in the face of severe anti-aircraft fire, scoring a direct hit with his torpedo on an enemy heavy battleship and contributing to its ultimate sinking.

★ **SMITH, Henry E. Jr., LT, USNR, Baltimore, Md.:** As pilot of a bomber in



LTJG Schmidt

LT Smith



LTJG Stauber

LCDR Wood

BomRon 14, attached to USS *Wasp*, LT (then LTJG) Smith flew during action against the Japanese in the Battle for Leyte Gulf on 25 Oct 1944. Despite the threat of enemy fighters, he pressed home an attack against major units of the Japanese fleet. Diving his plane to low altitude through an intense barrage of anti-aircraft fire, he scored a direct hit on a heavy cruiser.

★ **STAUBER, Van G., LTJG, USNR, Hyattsville, Md.:** As pilot of a torpedo plane in TorpRon 2, attached to USS *Hornet*, LTJG (then ENS) Stauber flew in action against the Japanese in the First Battle of the Philippine Sea on 20 June 1944. Flying beyond the normal combat range of his plane in the face of intense anti-aircraft fire, he carried out a torpedo attack, scoring a hit on a heavy cruiser and contributing to the success of the mission.

★ **WOOD, Edward E., LCDR, USNR, Santa Monica, Calif.:** As CO of TorpRon 31, attached to USS *Cabot*, LCDR (then LT) Wood participated in action against the Japanese in the First Battle of the Philippine Sea on 20 June 1944. Leading his four-plane division in a strike against units of the enemy fleet west of the Marianas Islands, he repeatedly defied intense anti-aircraft fire to press home his attacks, personally scoring two direct hits on an enemy carrier and subsequently leading his flight through darkness safe back to base.



ADM Hewitt

CDR Keating



LT Lightner

LTJG Looney

The USS *John C. Butler* (DE 339) was awarded the Navy Unit Citation for "the accurate gunfire and teamwork of her entire company during her participation in action at Okinawa on 20 May 1945," rather than the DMS 29, ex-DD 636, as stated in the October ALL HANDS. The USS *Butler* (DMS 29) was named for General Smedley D. Butler, USMC.

FANTAIL FORUM

QUESTION: What is your opinion of the Navy's Educational Service?

(Interviews were conducted at 10th ND, San Juan, Puerto Rico.)



Howard G. Fleshman, PFC, USMC, St. Louis, Mo.: Education never did hurt anybody and I'm glad that fellows like us in the service have an opportunity that our parents didn't have when they were in the Armed Forces.



Charles Guerra, MAM3, Scarsdale, N.Y.: I think that the Navy's Educational Service is an excellent opportunity because it gives us fellows who did not finish high school a chance to get a diploma while still in the service.



Raymond J. Lyczak, PFC, USMC, Chicago, Ill.: I am glad because it's giving me a chance to graduate. I joined the service and my studies were interrupted. Now I can finish my studies while still on active duty.



William D. Mannix, Y3, Glens Falls, N.Y.: I think it's all right except for the fact that some college subjects are not recognized by all outside colleges. The course on bookkeeping and accounting that I took on USS *North Carolina* was not accepted by a school in Boston.



Lyle M. Fisher, MUS2, Washington, D.C.: I think it's a priceless opportunity to be enjoyed by every serviceman. With a few minor changes it would be 4.0 all over. Of course, the time consumed waiting for corrections and gradings could be lessened considerably.



Rafael N. Arellano, STM1, Dinalupihan, Bataan, P.I.: The Navy's Educational Service speaks for itself. I started photography as a hobby and have improved myself through the text books and courses I got from our Educational Services Officer.



Sewell C. McCown, BM1, Lebanon, Tenn.: It's a good deal for a fellow who joined the Navy before finishing high school. He can study through the Navy's Educational Service while on active duty and still receive his diploma.



Shelby H. Ringo, CPHOM, Dayton, Ohio.: Today's Navy rates an eternal "well done" for this deal called the Educational Service. In my white hat days, we didn't have this opportunity that has been recently started in the Navy.



Walter D. Lipps, PHM2, Saint Joseph, Mo.: I think it's fine and it has a lot of advantages. I received my high school diploma through the Navy's Educational Service at San Juan, Puerto Rico. This service is a real help.

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.

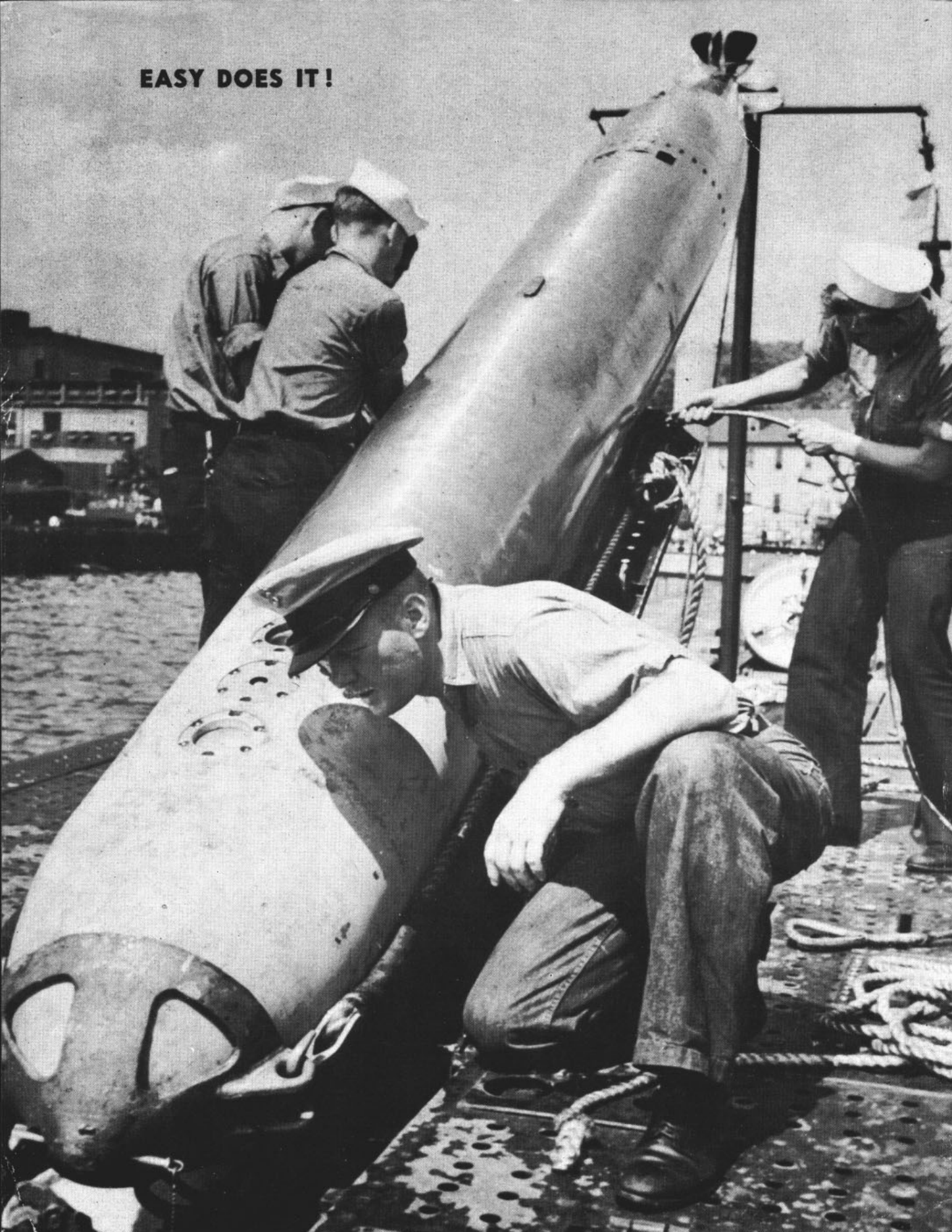
Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price \$2.00 a year, domestic (including FPO and APO addresses for overseas mail); \$2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

• **AT RIGHT:** It's teamwork and careful savvy that count as this detail eases a torpedo on board one of the Navy's submarines tied up at an East Coast base. ➔

EASY DOES IT!



THE WORD

Has it reached you?

**DURING OCTOBER
8687 NAVY MEN
REENLISTED**
7798 reenlisted on board

**DURING SEPTEMBER,
7481 NAVY MEN SHIPPED OVER,
6633 on board.**

Chiefs have had the word for a long time—
72.38 per cent of them reenlist **REGULARLY.**

