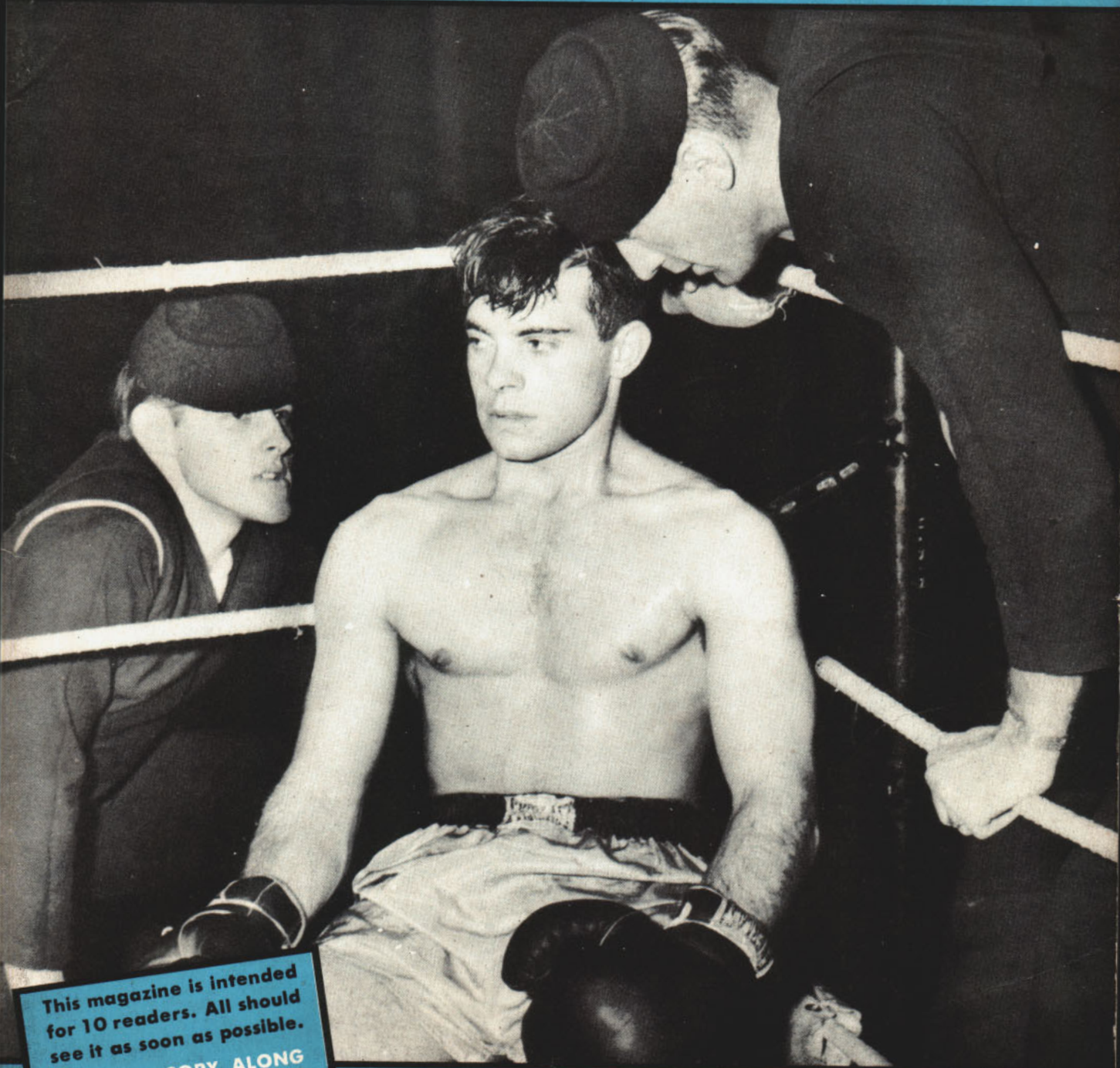


# 100 **ALL HANDS**

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O



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

APRIL 1948



# LAST MILE





# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

APRIL 1948

Navpers-O

NUMBER 374

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The Chief of Naval Personnel

REAR ADMIRAL JOHN W. ROPER, USN

The Deputy Chief of Naval Personnel

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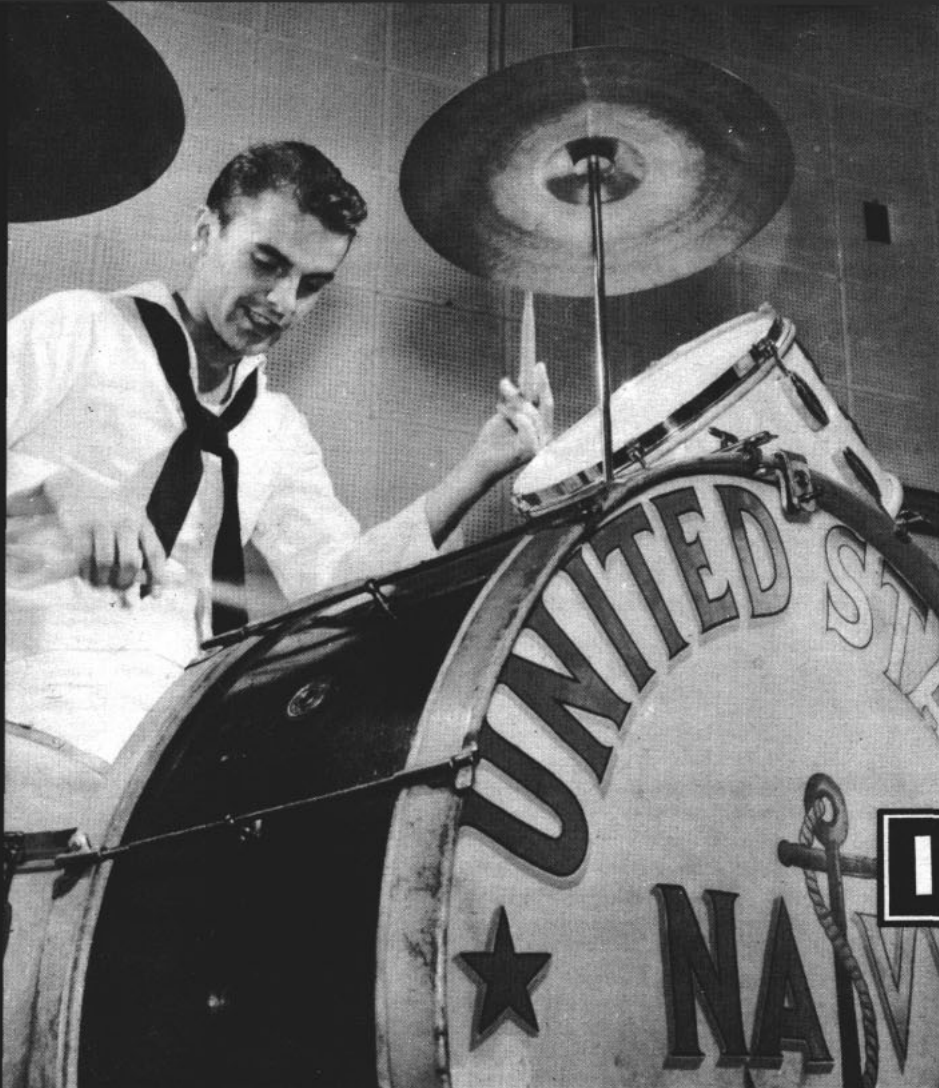
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• **FRONT COVER:** The second annual All-Navy boxing tournament will swing into action during the week of 2 May in San Diego's Balboa Stadium. In this pre-tourney photo Raymond Hamilton, S1, gets advice and assistance from his two seconds, Harry Dancey (right), BM1, and Thomas D. Blais, S1. ALL HANDS photo by Walter G. Seewald.

• **AT LEFT:** The once proud battleship *New Jersey* begins her last mile up the East River heading for the New York Naval Shipyard, Brooklyn. When extensive inactivation is completed the ship will be moved to Bayonne, N. J., where she will be moored along with other illustrious ships. Photo by R. J. Austin, PHOM3.

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





## IT'S SAILOR-

BEATING the drums for the Navy School of Music, 'skin man' (above) gives out with that boogie beat. Teacher (right) gives student French horn know-how.

**W**HETHER you like your music hot, sweet or longhair, Navy musicians can play the tunes that appeal to your taste.

Giving out with Bach and boogie-woogie, the 53 bands at present stationed in ships and at shore stations all over the globe are providing welcome entertainment to thousands of music-hungry sailors.

These trained artists who play with equal ease the overture to Wagner's "Die Meistersinger" and "Flat-foot Floogie" are a far cry from the fife and drum ensemble that provided the music on ships of the early American Navy.

The first music on ships of the Navy was the chantymen's song. As the crew worked, some loud voiced sailor would lead off with a booming "yo-heave-ho" and the rest would join in. Then came the

trumpeter, the drummer and the fifer who were carried on the early frigates to sound calls, give general orders and perform at official ceremonies. They probably entertained the crew in off-duty hours with their own particular brand of "jam-sessions," but there is no record of it.

The earliest known Navy band was acquired in a rather unusual manner. In 1802 the American corvette *Boston* put into the Italian port of Messina, and a group of musicians were invited aboard ship to play. While rendering encores and bowing to the enthusiastic applause of the seamen they suddenly discovered the coastline of Messina was fading into the distance. The sailors had liked their playing so much they had decided to keep the musicians on board!

In 1812 the second Navy band was ob-

tained, not by kidnapping, but was captured by the frigate *United States* from the British ship *Macedonian*. This eight-piece outfit had enlisted aboard a French ship, but was captured by the Portuguese and taken to Lisbon. Here they signed on *Macedonian*, finally ending up on the decks of *United States* blaring out with "Yankee Doodle." Records show that 14 years later *USS Constitution* ("Old Ironsides") shipped a band of 20 pieces.

Musicians in these early bands were usually drawn from the crews, but in 1820 a William Raymond of Norfolk enlisted in the Navy as a first class musician, and in July 1825, the name of Musician James F. Draper was recorded in the log of the American man-of-war *Brandywine*. For performing his musical duties Draper was paid 10 dollars per month.

Vast mobilization during the war years 1917-18 had a powerful influence on band music. Many large capable naval bands were organized and stirred the hearts of the people all over the nation, playing the magnificent music composed during this period. However, with the armistice and demobilization of the armed forces came the sad truth that this prodigy was





## MADE MUSIC

merely a "war baby." The great bands that had so impressed the country began to disappear as quickly as they had been assembled.

At Washington, D. C., the Naval Gun Factory Band dwindled rapidly to 18 pieces. This band, the original antecedent of the present U.S. Navy Band, consisted of civilian musicians until 1916, when it was replaced by a band from USS *Kansas* of 15 pieces.

This desire for a permanent musical organization was realized in 1925 when the official United States Navy Band was authorized by a special act of Congress. The chief function of this band was to provide music for concerts, parades, funerals and military ceremonies.

Although the Navy Band gave excellent music to the capital area, it did not solve the problem of supplying good music to men on board ship. Bands in the Fleet were mostly recruited from such musicians as might be in ship's company. Although some of them were fairly good playing organizations, there existed a replacement problem caused by transfers and expiration of enlistments. Also it was difficult to find capable players to complete the instrumentation and the quality



REPAIR man at music school uses clarinet pad tester to keep an instrument in fine adjustment. Facilities of the shop are at the disposal of sailor students.

of the music suffered while beginners were being trained.

To meet these problems of band organization and training, in 1935 the Bureau of Navigation (now BuPers) established the Navy School of Music.

The idea behind formation of this school was that it would receive recruits who enlisted in the Navy for a musical career, train them thoroughly in applied and theoretical music and send them aboard ship in unit bands of 23 pieces. No replacement problems would arise, as the bands would be transferred as a unit and kept as a unit during their entire enlistment of six years. This gave all the musicians similar training, resulting in a band strong in every section and capable of playing a higher grade concert and dance music than had their predecessors. Starting out in an old building in the

Navy Yard, Washington, D. C., with 12 instructors and 84 students, the school of music commenced operations under this plan.

Under the direction of Lieutenant James M. Thurmond, USN, who has been officer in charge of the activity since it was organized, the School of Music has developed into the nerve center of Navy music, and is now regarded as one of the outstanding music schools in the country, many of its graduates receiving college credit for work completed at the school.

At the beginning of World War II the complement of the school was raised to 344 students and 44 instructors. A new building, carefully planned to fit its needs, was erected in 1943.

Treated throughout with acoustical tile and containing classrooms large enough to be used as rehearsal rooms, the new



**REHEARSAL** is conducted by school's officer-in-charge. Whether you like your music hot, sweet or longhair, the Navy's well-trained musicians can play it.

school building is a music instructor's dream. It has 50 private studios for individual practice, a large auditorium designed for broadcasting, with a direct hook-up to four of Washington's radio stations, two music libraries, a reference library containing approximately 3,000 records, 2,000 books and 1,000 scores, a recording studio, an instrument repair shop and a photostat laboratory. The instrument locker contains all types of instruments from a boatswain's pipe to a bass saxophone. A Hammond organ, 30 pianos and several recording machines are almost continually in use.

Separate libraries are maintained for concert and dance music. In the concert library there are over 6,000 arrangements and transcriptions of modern symphonic band literature on file.

To augment the published music which is used by the various units in rehearsal, a school staff makes many original arrangements and transcriptions for both dance orchestra and concert band. Each month the unit bands in the Fleet are shipped kits of these and other published arrangements. At present this staff is also embarked on the ambitious program of arranging the national anthems of all those nations with which the United States has diplomatic relations.

The school is fitted with a recording laboratory. When a student enters the school a recording is made of his playing and periodically other records are cut to let the student hear and study his faults

as an instrumentalist. Ensembles, orchestras and bands continually record to check improvement.

Two separate courses of study are offered at the School of Music, the basic course and the advanced course. The basic course is varied and intensive. The length of this course depends upon how much previous training the student musician has received prior to enlistment in the Navy. The idea is that the student will pick up his musical training where he stopped in civilian life and progress

from that point. Each student receives one private lesson each week on both his major and minor instruments and is required to practice a certain number of hours each day. The study of a minor instrument is not required, however, except for those who play the piano, violin or other instruments not normally in the complement of a band.

Courses offered are ear training, theory, history of music, harmony and ensemble playing, which includes band, dance orchestra and chamber music rehearsals. Nonmusical subjects are naval customs and regulations and petty officer training.

Candidates for the advanced course are first class petty officers selected for their musical and leadership abilities. Applicants must have had at least six years naval service with at least one year served at sea as MUS1. A graduate of this course is placed in charge of a unit band for the duration of its tour of duty. This course includes, in addition to theoretical subjects, training in conducting, drum-majoring and leadership. Completion of the advanced course is a prerequisite for advancement to CMUS.

Classroom study of theoretical music is presented four hours a day, five days a week. Band, orchestra and ensemble rehearsals, recitals, lessons and practice periods fill the student's remaining school hours. Due to the concentrated courses it is possible to cover as much ground at this school in one year as is covered in two years at most civilian musical col-



**PLEASANT** break in shipboard routine comes when ship's band performs for the pleasure of crew. Music school was started to provide good music for Fleet.



leges and conservatories. At present there are 177 enlisted bluejackets and 28 enlisted Marines under instruction.

About 60 per cent of the present members of the U.S. Navy Band are graduates of the Navy School of Music. This band, which has soared to a high ranking position in world music has, since 1925, played to a steady roar of applause and critical approval.

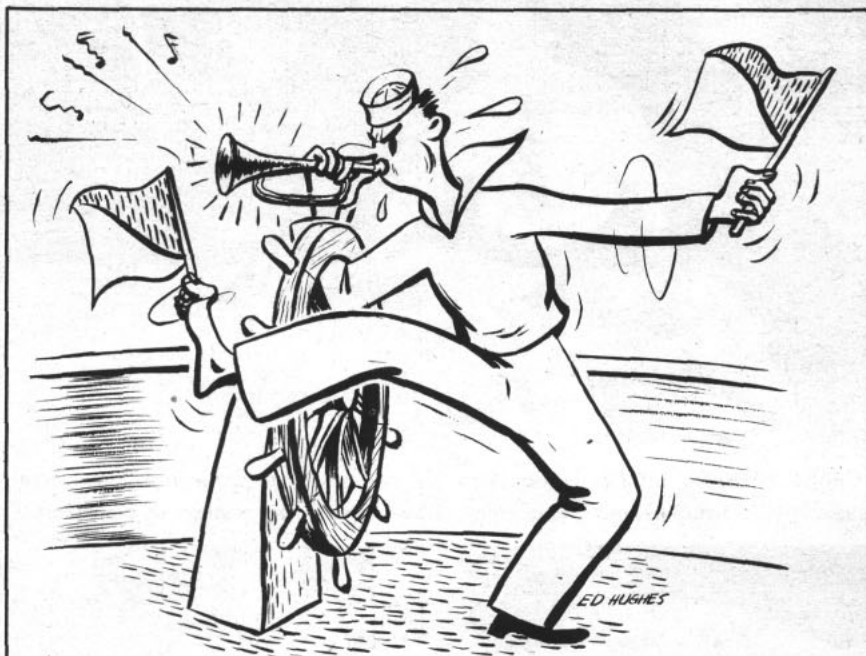
Under the conductorship of Lieutenant Commander Charles Brendler, USN, this band continues playing to the acclaim of diplomats, governmental authorities, private citizens and men of the Navy. Its complement is now two officers and 90 enlisted men. This spring the band will tour the nation, playing concerts in New York, Philadelphia and many midwestern cities. All men assigned to the band, regardless of rating, wear the regulation uniform of a chief petty officer.

In 1852 the Bureau of Ordnance and Hydrography authorized the creation of a "band of music" at the U.S. Navy Academy, but it was a year later before the band of 13 members was organized and brought to Annapolis. In 1884 Charles A. Zimmerman, composer of "Anchors Aweigh" was appointed leader of the Academy Band and continued in this position until 1916.

Seventeen Navy musicians were sent to Annapolis by the Navy Department in 1903 to augment the civilian band, and the combined Navy-civilian organization played together until 1910, when an Act of Congress made the U.S. Naval Academy Band an enlisted organization and increased it to 48 members. Today the band under the leadership of Lieutenant Alexander Cecil Morris, USN, has 79 members, about half of which are outstanding graduates of the Navy School of Music, and ranks with the Navy, Marine and Army bands of Washington, D. C.

The future looks bright for music in the Navy. Most of the sailors in the present day Navy like concert or dance music, and are quite critical of the way it is played. To cope with this situation it has become necessary that every band be a competent organization that can play the selections demanded by its listeners as skillfully as do civilian orchestras.

The Navy Department is keenly aware of the morale value of music in the Navy. It's a sure bet that as long as there are U.S. Navy ships weighing anchor, there will be U.S. Navy bands on deck playing "Anchors Aweigh."—Earl Smith, CY, USN.



## Bugler Rating Gone But Not His Calls

The man you cuss while you crawl slowly from your bunk at 0600 won't be with us much longer.

The rating of buglemaster and bugler will be erased from the Navy's books when the new rating structure goes into effect on 2 April.

However, don't get the idea that in the future soft chimes will remove you gently from the arms of Morpheus. The man who blows the bugle will still be around, traveling in a new guise.

The old rating of buglemaster will be absorbed by the postwar quartermaster rating. This rating, in addition to combining the functions of the old quartermaster and signalman ratings, will include the supervisory function of the buglemaster rating.

Buglers first class and second class become seaman (SN) (parallel to S1 rating) and seaman apprentice (SA) (parallel to S2 rating) under the new rating plan. They will be earmarked by Navy job classification code and primarily will be strikers for the quartermaster rating.

The bugle is one of the oldest of musical instruments. It has been used for centuries as a method of attracting attention and relaying messages to large groups of men by military organizations.

The rating of bugler was established in the Navy on 7 Oct 1878. No insignia

was used until 20 Jan 1917 when a replica of a bugle was adopted to be worn on the left arm between the shoulder and elbow.

On 2 Sept 1920 the rating was broken up into the ratings of bugler first class and bugler second class. The rating of buglemaster was established on 20 Jan 1927 in the first three pay grades. A third class petty officer in this rating was established on 12 Oct 1943.

Certain selected Class "A" quartermaster school graduates in the future will be given additional instruction in the art of blowing the bugle.

The Navy School of Music at Washington, D. C., has set up a 12-weeks course of instruction in bugling. Here the QM strikers will study the various bugle calls used by the Navy and theory of music insofar as the bugle is concerned. They must be proficient at sounding 50 basic bugle calls upon graduation.

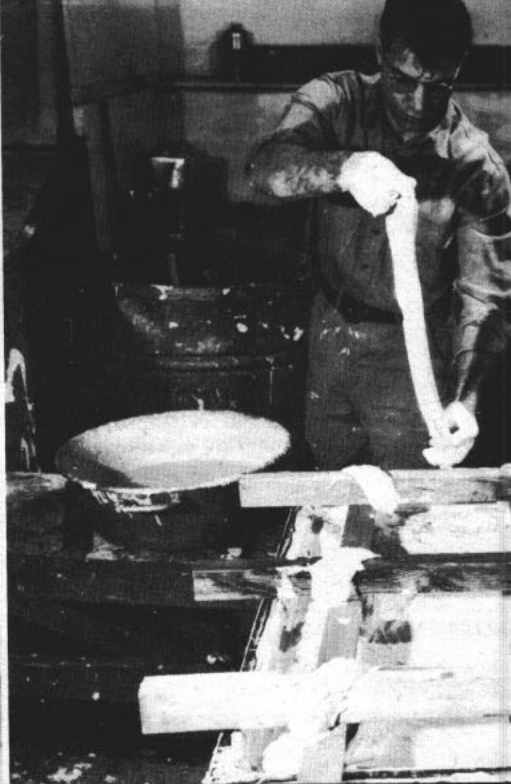
Only a limited number of quartermaster strikers will be required to learn the bugle and the ability to sound bugle calls will not necessarily be a prerequisite for all qualified strikers. Rated quartermasters will be required to know the supervisory function of a buglemaster and written examinations for advancement in rating will include questions on this subject.



RUBBER TERRAIN MODEL production by Naval Photo Interpretation Center meets a vital training need. First step (above) is a study of area to be covered.



ELEVATION is shown by layers of heavy cardboard (above), which are secured with rubber cement, tacked for rigidity. Landscape details are added (below).

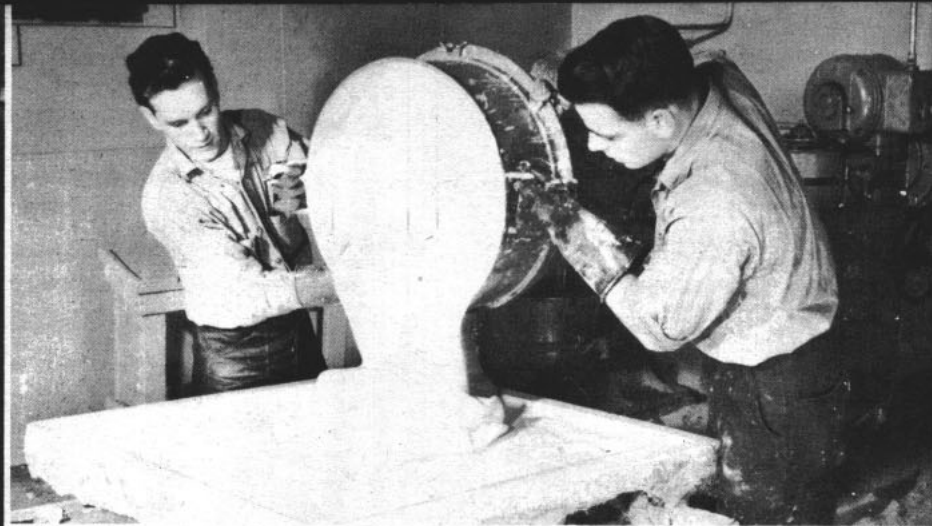


## RELIEF MAPS



TOP: Next step is the preparation of a plaster cast of the original terrain model.





FOAM RUBBER is used in casting (above). After curing, sponge rubber relief map is pulled away from plaster negative (below). Result: perfect scale model.

## OF RUBBER



SPRAYING of map to match nature's colors is the final step in production at the center, a subordinate activity of the Naval Photo Center, NAS Anacostia.



BOTTOM: Cast is lifted off, painted and prepared for rubber model production.



## TENDING TO OUR SAFETY

**A** JAP ZERO came screeching over Pearl Harbor on the morning of 7 Dec 1941. Suddenly it shuddered, spouted smoke, and plummeted earthward.

If the Zero's pilot had time to wonder about the origin of the hot steel that his plane was receiving, he might have glanced down to see a little two-horned ship spitting at him. . . .

A crippled Liberty ship came wallowing into a harbor in 1943 at the end of a towing cable. Up ahead, supplying the power (and the cable) was a small, horn-nosed ship. Others of the same type salvaged downed planes, landed Marines on enemy beaches, and planted buoys as navigational aids in newly-captured har-

bors. Despite the many daring and sometimes spectacular feats of the Navy's little net tenders (AN's; previously called YN's), their purpose and primary task is one of back-breaking and heart-breaking drudgery.

Laying and tending the endless miles of antisubmarine and antitorpedo nets that World War II required was a tremendous undertaking. Usually it was carried on behind the scenes in relative obscurity. Occasionally it was front line action.

An example of the front line performance was the laying of nets off Okinawa while the beachhead was still in enemy hands. This accomplishment diminished

appreciably the danger of underwater attack from seaward during the initial landings.

The story of harbor-guarding nets and booms goes a long way back. In 42 B.C., when Marcus Brutus was invading the Lycian town of Xanthus, he found that some of the Xanthians were trying to escape "by swimming and diving." Brutus put a stop to this evasive action by laying a number of nets which "had little bells at the top to give notice when anyone was taken in them."

The use of chain "booms" for blocking harbors goes back to the 14th century. "A mightie chaine of yron" was forged in 1522 to close the harbor of Portsmouth,



England. An old print shows the chain stretched across the harbor mouth, supported by three lighters.

These old chain booms often proved to have had more bark than bite, for there are many cases on record where ships simply sailed through them. Apparently the ships suffered no damage from these ramming tactics except for some loss of paint and barnacles.

Prized by collectors are links of a massive chain stretched across the Hudson River at West Point by the Americans during the Revolutionary War.

With the advent of the torpedo, another problem was faced by designers of harbor defense booms. Now, not only could enemy weapons float through the defenses, but also beneath them. The net, designed to hang far down from the water's surface, was apparently the answer.

There were difficult engineering angles to be straightened out, however. While nets were designed early in World War I that would discourage a submarine skipper from entering a harbor with his ship, antitorpedo nets met with little success. It was only in the last months of the war that they were finally designed with enough toughness, tightness, and elasticity to stop a speeding, slender torpedo.

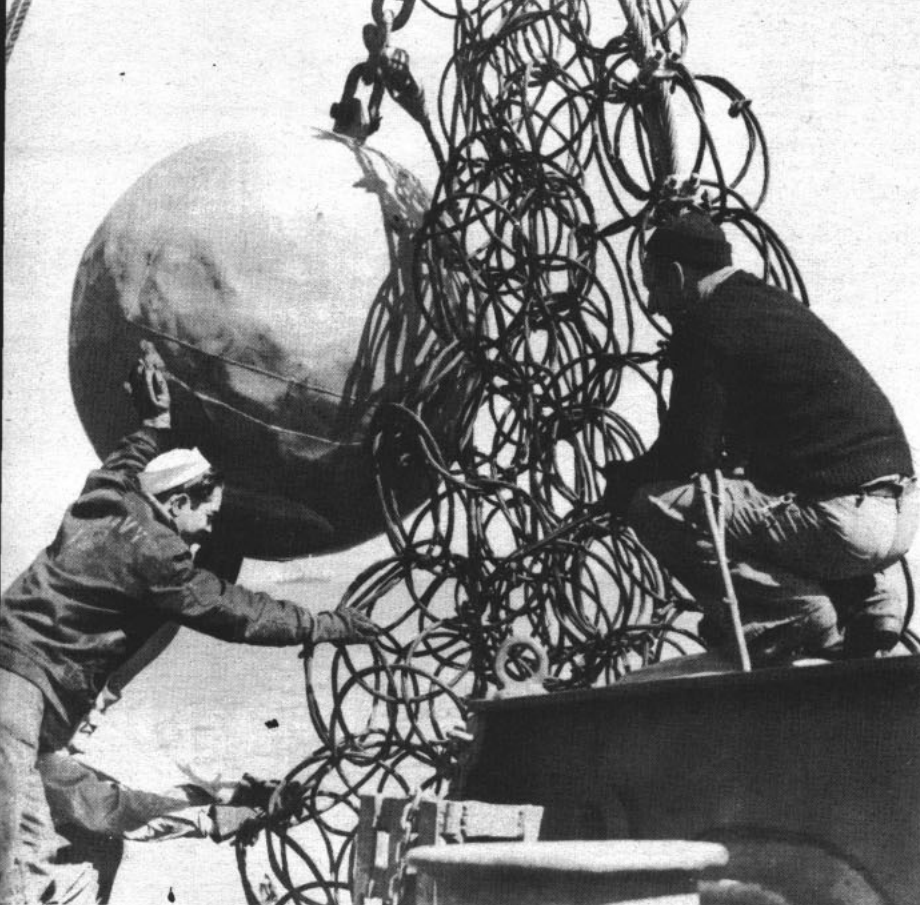
The story was different in World War II.

Soon after Pearl Harbor two Naval Net Training Schools were operating at



NET DEFENSES are tested against torpedoes (above). Odd-looking, horn-nosed net tender (facing page) elevates a broken section of a net. Highly-specialized maintenance work on a net line is carried out (below) in wintry north Atlantic.





REPAIRING break in torpedo net calls for sound training in all aspects of rigging, seamanship. Note net's construction, designed to withstand shock of the torpedo.

flank speed. One was located at Melville, R. I.; the other at Tuberon on San Francisco Bay, where the swift currents and deep water gave future netters true-to-life training under rugged conditions.

A sizeable fleet of tough little 500-ton, 160-foot vessels was already in existence at the time of America's entry into the war. Work was pushed forward on others. Net weaving was carried on rapidly. In Narragansett Bay and in the shadow of the Golden Gate, practice work in laying and recovering nets went on all day, every day, in all kinds of weather.

Veteran deep-sea sailors, ex-shoe salesmen, and youths fresh out of high school labored shoulder to shoulder. And they took their study of this fishing business seriously, for there were serious fish to catch. The principal requirements of a good AN man are seamanship and agility. The countless odd jobs that ANs performed capably during the war testify to the expert marlinpike seamanship of their crews. Agility is essential to every man on deck when anchors are released and heavy chain streaks out over the ship's split bow.

One AN skipper, after tangling with a shot of running chain at a remote anchorage, found it increasingly difficult to stand his watches on the bridge. In port some days later, he learned from a doctor that the discomfort was caused by a fractured leg.

Despite their small size and their small crew (four officers and 44 enlisted men), the ANs made their presence appreciated in every part of the world. They laid their nets and tended them in the most distant parts of the Pacific. There they accepted as part of their job the net-guarding of precious floating dry-docks.

The ANs were among the first Allied ships to enter the harbor at Cherbourg in June, 1944. Steadily they moved along the thick lines of netting that filled the harbor, lifting the nets and apparently devouring them through the tusked,

mouth-like bows. The netting and the barnacled, often viciously-spined buoys were heaped on deck and hauled to sea where they were dumped overboard.

In the winter months in northern waters, ice, snow, frigid temperatures and nasty weather made the repair of a storm-torn net a perilous, hand-freezing job. Everywhere the heavy moorings, the miles of tough wire webbing, the countless shackles, the often tossing deck upon which the crew labored, made the job of the net-men as tough a job as can be found. That is why the diminutive ANs are sometimes called the "workingest" ships in the Navy.

An unexpected but useful ability of the ANs was the laying and shifting of fleet moorings.

A relatively unknown war baby is the AKN (auxiliary, cargo, net). These converted freighters came hustling up, filled to the hatch covers with the raw materials from which the ANs could fashion their webs.

From a job that once took six months, the crews of the ANs made the net-guarding of a new harbor entrance a chore that could be completed before the invading guns had ceased their booming. Before the war was over they had become a familiar sight. No longer did they receive messages such as one AN had flashed to it by a destroyer which came knifing up from aft:

INVESTIGATE SUSPICIOUS OBJECTS FOLLOWING IN YOUR WAKE.

Everyone learned before V-J Day that the suspicious objects usually seen following in the wake of the ANs were only net flotation buoys.

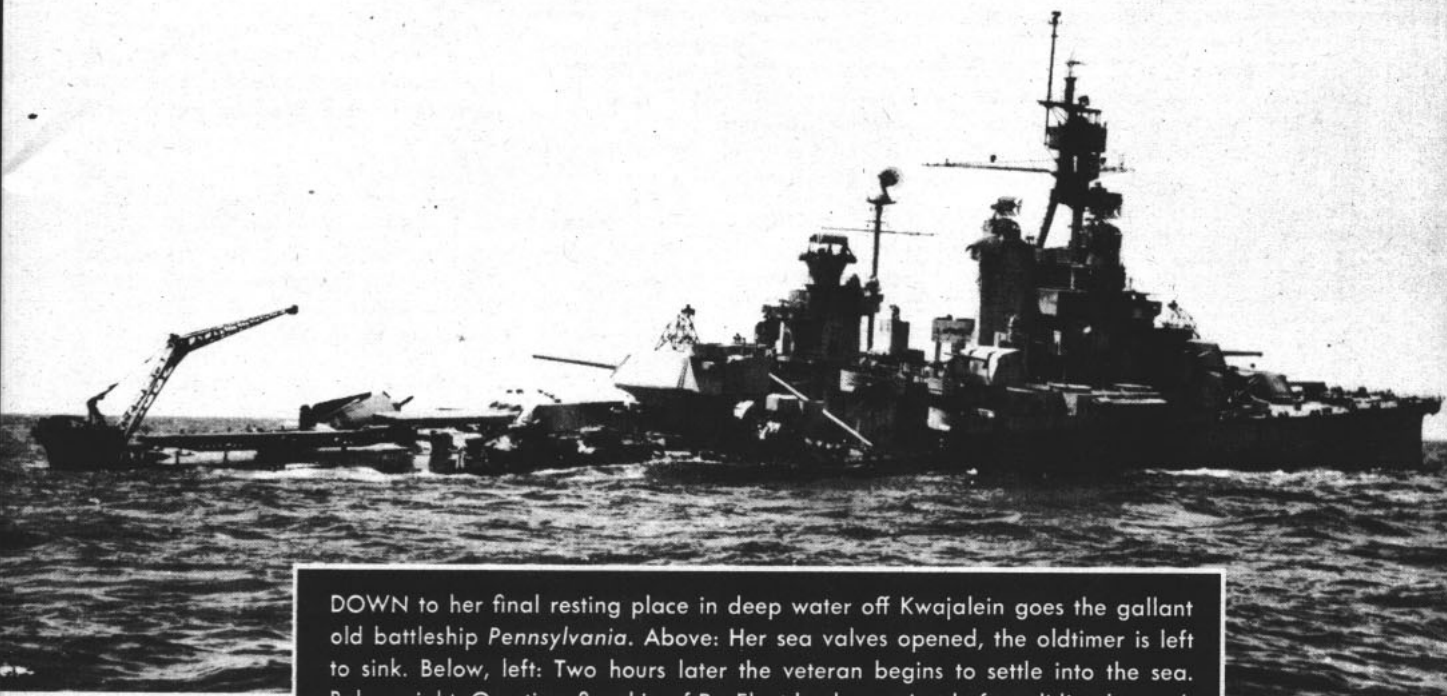
In spite of the flowery names that have embarrassed the salty crews of some ANs (*Teaberry, Palm, Rosewood, etc.*)—in spite of the net tenders' moderate speed (12 knots), their meager armament (one 3-inch AA and a couple of machine guns), and their relatively tender skins (five late ANs are built of wood)—the fork-nosed little ANs and their hard-muscled, dungaree-clad crews have written a chapter in seagoing history that should live for a long time.

As for the future—whatever changes and improvements are to be made in the business of keeping America's harbors safe from underwater attack in war time—the ANs will undoubtedly plod along as in the past, 'still pickin' 'em up and layin' 'em down, quietly, calmly, and effectively.—H. O. Austin, CSF, USN.

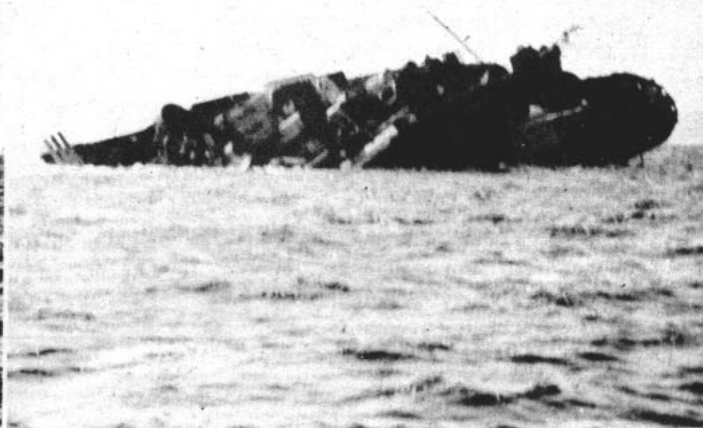
### Navy's Workingest Ships Make Our Harbors Safe From Undersea Attack



# ASLEEP IN THE DEEP



DOWN to her final resting place in deep water off Kwajalein goes the gallant old battleship *Pennsylvania*. Above: Her sea valves opened, the oldtimer is left to sink. Below, left: Two hours later the veteran begins to settle into the sea. Below, right: One-time flagship of PacFleet heels over just before sliding beneath surface. 'Pennsy' was too unseaworthy to be towed back to U.S., so radioactive that extensive decontamination would have been needed. See story on p. 33.



# THE WORD

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

• **ISSUANCE** of continuous service certificates will be discontinued immediately, stated BuPers Circ. Ltr. 26-48 (NDB, 29 February).

Certificates will not be issued on any request dated later than 1 Jan 1946. Existing continuous service certificates will be kept up to date by commanding officers as long as the present supply of continuous service certificate pages is available.

The letter advised that the standard statement of service (NavPers 566) will be modified to serve all the functions of the continuous service certificate, plus the fact that this form will serve as a payment authorization for reenlistment allowances, longevity pay, etc.

The letter cancelled Articles D-4055 and H-1821, BuPers Manual (Revised 1947).

• **EFFECTIVE** immediately, personnel reenlisting must present a standard statement of service (NavPers 566) indicating discharge with an honorable or general discharge by reason of expiration of enlistment or convenience of the government, recent directives indicate.

It will be assumed that men who cannot present a standard statement of service have not been recommended for re-

enlistment. Such cases, and cases in which item 16 of the standard statement of service indicates not recommended for reenlistment, must be referred to the Bureau of Naval Personnel (Attn: Pers 62).

Broken-service men who were discharged before 1 Aug 1947 will not be affected by these directives.

• **APPLICATIONS** for flight training may be submitted by USN midshipmen (other than aviation midshipmen), USNR midshipmen, and NROTC contract students applying for USN commissions, during the six months prior to expected date of graduation.

(BuPers Circ. Ltr. 37-48 (NDB, 29 February) points out that the standard application form should be reworded to indicate the date upon which the applicant will be eligible to be commissioned a line ensign. Only midshipmen commissioned as ensigns, line, USN, will be assigned to flight training in accordance with this authority.

Applicants must be eligible in all respects in accordance with BuPers Circ. Ltr. 209-47 (NDB, 31 October). Facilities of naval air stations will be available wherever necessary for conducting the required physical examinations.

• **VENEREAL** disease control through moral approach is the message of the new 40-minute film "Miracle of Living," which will receive wide distribution throughout the Navy.

Filmed as an appeal to the individual's sense of moral responsibility, the movie is expected to be seen by the large bulk of Navy personnel within a year from now.

Distribution of 150 sets to shore and sea activities has already begun as a supplemental phase of the Navy's extensive anti-VD hygiene program for venereal disease control.

Photographed by the Army Signal Corps, the film will be used by the Navy as a corollary of its own poster series—also emphasizing the role of personal ethics in VD control rather than medical means—which is sent out in monthly installments by BuPers.

• **PRINCIPAL** duty of ship's tailors is to fit properly, at no expense to the individual, such uniforms as are issued to enlisted men by the Supply Corps, states BuPers Manual (Article D-10202, paragraph 2).

U.S. Navy Ship's Store Regulations, 1947 (Paragraph 917), declares that minor alterations, costing less than \$1.00, to new uniforms of enlisted personnel will be performed free of charge by the ship's service store. This should be of especial interest to personnel attached to shore stations which do not have ship's tailors. The observation has been expressed that many men, especially recruits, are unaware of the free tailor benefits mentioned. It is felt that a greater utilization of the right would result in a smarter appearance of personnel and an increase in morale.

• **TO AVOID** transferring transient enlisted personnel to non-existent receiving stations or to naval activities not prepared to perform the functions of a receiving station, BuPers has listed the permanent U.S. naval receiving stations located within the U.S. continental limits.

The naval receiving stations listed by BuPers Circ. Ltr. 18-48 (NDB, 15 February) are located in the following cities: Boston, Brooklyn, Philadelphia, Norfolk, Charleston, San Diego, Long Beach, San Francisco, Seattle, and Washington, D. C.

All the stations listed are equipped and designated to accommodate transient enlisted personnel.

### HOW DID IT START?

#### Waiting for Ships

The phrase, "when my ship comes in," is another sea-going expression gone ashore.

It is often heard in referring to the day a person will be financially able to obtain something he wants.

This expression is believed to have originated in the early days of sail when ship owners sent their vessels around the world in search of rich cargo. In those days it took months and sometimes years to complete one of these trips, and a great deal of money was required for provisions, supplies and the million and one other things needed for such a lengthy trip.

Ship owners often found themselves "financially embarrassed" when it came to ready cash, so they would go to the

town money lender for financial backing. These gents were always ready to lend the money for a more than fair share of the



profits and the ship owners would sign IOUs promising to pay the money back whenever their ships came in.



## 6,788 Ship Over; Total Of 19,834 Exceeds Quota

A marked gain in Navy recruiting was shown in January 1948 when enlistments and reenlistments totalled 19,834. The figure exceeded the monthly quota of 15,000 for the first time this fiscal year.

New enlistments in January added up to 13,046, almost double the number for any previous month since the beginning of the fiscal year. A total of 6,788 men shipped over during January.

In spite of this important increase, the over-all total of enlistments since 1 July 1947 is still below the number required.

• **SCHOOLING** facilities available to dependents of naval personnel throughout the naval establishment are undergoing a survey by the Bureau of Naval Personnel.

The necessity for greater assistance has arisen because of the increased number of dependents at outlying and remote stations. Greater coordination in school programs within the Navy and among the three branches of the armed forces is a goal toward which the survey is pointing.

Although schools at isolated stations within the U.S. continental limits are receiving attention, the survey is concerned more specifically with those at island and foreign activities.

A questionnaire has been developed and sent to all schools for dependents of naval personnel, to be completed and returned to BuPers for analysis. The number of prospective students, the number and qualifications of teachers and the type and availability of transportation to and from school are among the questions listed. Other details to be studied are the amount and source of teachers' pay, the purchasing of supplies and equipment, and the facilities for classes.

The possible employment of some professionally qualified service wives as teachers is being considered.

• **MEDICAL** records of more than 100,000 ill and disabled World War II veterans of the Navy and other U.S. armed forces will be used by researchers in their efforts to discover the causes and cures of little-known diseases and unusual injuries.

The program by the Veterans Administration will involve an analysis of the

medical records of such veterans. Through a study of the history of the ailments and of the medical treatment given, an attempt will be made to arrive at medical conclusions and recommendations that will be of value in treating similar cases in the future. In order to determine causes of relapses and other delayed after-effects, the research will extend beyond the veterans' discharge from hospitals.

Contents of the medical records used will be guarded carefully.

• **EXTRA DUTY** regulations are clarified in a directive which calls upon COs to plan extra duty assignments during the day to enable men to take at least some of the liberty to which they would normally be entitled.

"While the manner of administering extra duty punishments is recognized as a matter largely in the discretion of the commanding officer," BuPers Circ Ltr. 27-48 (NDB, 29 February) states, "it is considered necessary to point out that if a man is restricted to his ship or station until extra duty assignments are completed, he has, in effect, suffered two punishments, of which only one is authorized."

The directive recognizes that extra duties must be performed largely outside of working hours and necessitates some restriction of regular liberties, but the man could be allowed to go ashore if the duration of liberty is long enough to permit.

Article 24, Articles for the Government of the Navy, authorizes COs to inflict any one of several punishments, including deprivation of liberty on shore and extra duties.

The letter also clarified normal BuPers policy on the duration of extra police duties. While Articles 30 and 64 authorize courts martial to inflict extra police duties for a period not exceeding three months in addition to deprivation of liberty and other punishments, the letter points out that BuPers usually recommends to SecNav that the period of extra police duties should be reduced to a maximum of two months.

"In keeping with this normal limitation," the directive says, "it is considered desirable for commanding officers to limit extra duty punishments so as to require no more than two months for their completion."

The clarification was issued because of a lack of uniformity in interpretation and administration of punishments involving extra duties and extra police duties.

## QUIZ AWEIGH

Here's a chance for you seafarers to prove how good you are. Check your answers to see if you're as good as you think.

- 6—Tops
- 5—Good
- 4—Fair
- 3—Open all ports!



1. This sleek-looking job is being used by the Navy for experimental work. It's (a) R5D (b) JD-1 (c) XY-1.

2. Suspended from its fuselage is a (a) loran unit (b) electrical controlled torpedo (c) pulse jet.



3. Old timers will immediately recognize this (a) eagle boat (b) sea-going tug (c) honey barge.

4. Its main armament consisted of (a) three 21-inch torpedo tubes (b) two 4-inch 50s (c) two 1-pounders.



5. These sailors are rigging (a) magnetic mine (b) sea sled (c) paravane.

6. It is used for (a) destroying enemy shipping (b) target practice (c) cutting mine cables.

ANSWERS TO QUIZ PAGE 53



STANDARD BEARER of Turkish navy is venerable battle cruiser *Yavuz* (above, foreground). Destroyers are in background.

## TURKEY EXPANDS HER FLEET

ONCE a great military power (mid-12th until mid-16th century) and one of the first users of a form of gunpowder ("Greek fire," during the defense of Constantinople in 673), Turkey is now expanding its navy in step with other present day advancements and modernizations in its national life.

The United States Turkish Aid Program, authorized by Public Law 75, 80th Congress, promises to give the Turkish navy an added boost toward new standing among the world's fleets. Under the aid program it is estimated that the Turkish navy will receive \$14,750,000 worth of naval equipment and technical

45 caliber, eight 3.5-inch AAs, 12 40-mm AAs, and four machine guns. A great deal of traditional and sentimental importance is attached to the venerable vessel.

Two other cruisers, older than *Yavuz*, are used as schoolships in the Turkish navy:

- *Hamidiye*—3,830 tons, top speed 22 knots, main battery two 5.9-inch 45 cal-

iber Krupps and eight 3-inch 50 caliber. Completed in 1903.

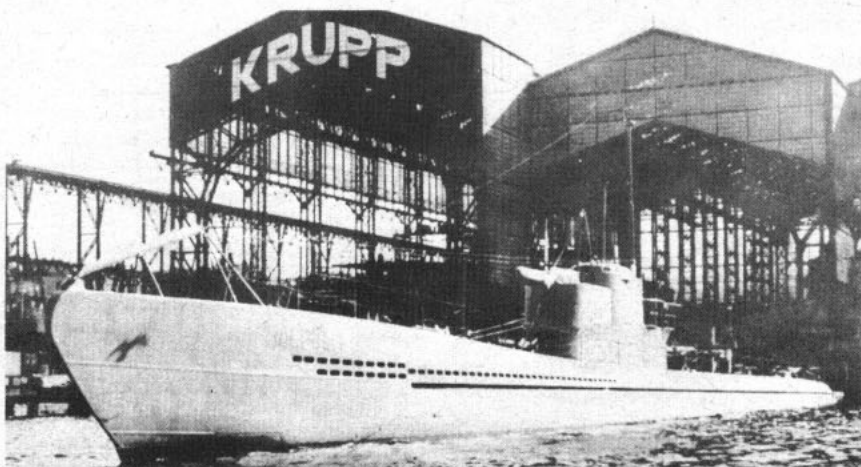
- *Mecidiye*—3,500 tons, speed about 18 knots, main battery six 5.1-inch Vickers and four 3-inch 50s. Completed in 1903. Built by Cramps, in Philadelphia. Refitted and reboilered in 1930.

These two cruisers and two gunboats, *Burk* and *Peyk*, constitute the Turkish reserve fleet. The two gunboats are fitted to serve as minelayers. They were built

(This is fifth in a series of ALL HANDS articles, prepared from nonclassified sources, concerning the navies of foreign powers today.)

training. To this end Turkey has appropriated \$1,600,000 for naval shipbuilding and repairs.

Standard-bearer in the Turkish navy is the battle cruiser *Yavuz*. Built in Germany in 1912 and known as *Goeben*, she was turned over to the Turks in 1914. The displacement of *Yavuz* is 23,100 tons, rated top speed 27.1 knots, main armament 10 11-inch 50 caliber, 10 5.9-inch



UNDERSEA fleet, of which *Saldıray* is a unit, will be strengthened with the acquisition by Turkey of four modern, fleet-type submarines from United States.



in Kiel, Germany, in 1907.

The Turkish destroyer force consists of eight ships, half fairly modern:

- *Gayret*—1,540 tons, speed 36 knots, main battery four 4.7-inch guns, eight 21-inch torpedo tubes. Completed in 1941.

- *Demirbisar*, *Sultanbisar*, *Muavenet*—1,360 tons, speed 35.5 knots, main battery 4.7-inch guns, six smaller guns, eight 21-inch torpedo tubes. Completed in 1942.

- *Tinaztepe* and *Zafer*—1,206 tons, speed 36 knots, main battery four 4.7-inch 50 caliber guns, six 21-inch torpedo tubes. Completed in 1931.

- *Kocatepe* and *Adatepe*—1,250 tons, speed 36 knots, main battery four 4.7-inch 50 caliber guns, six 21-inch torpedo tubes. Completed in 1931.

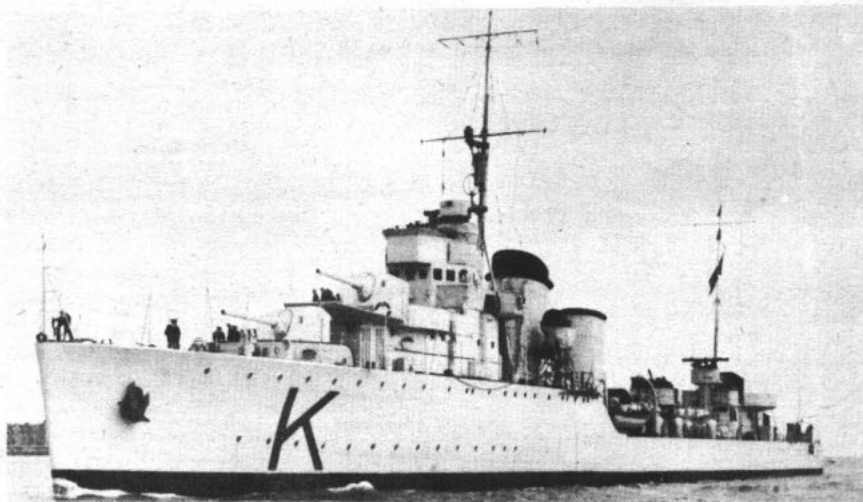
- Ten submarines.

Other warships of the Turkish navy are five minelayers, eight minesweepers, seven motor minesweepers, one survey ship, one cable ship, 19 coastal craft, one submarine depot ship, three boom defense vessels, three tenders, two oilers and one collier.

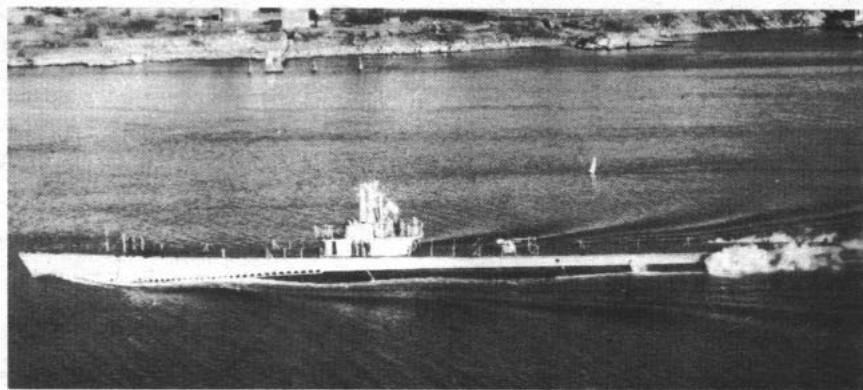
In addition, Turkey will receive 15 warships from the U.S. Navy through the Turkish aid program. These will be eight motor minesweepers, four submarines, one small tanker, one repair ship and one net layer. The submarines are *Blueback*, *Boarfish*, *Chub* and *Brill*. Approximately 350 officers and men of the Turkish navy now are undergoing training in the United States.

Once located in the important commercial city of Istanbul, the Turkish navy's main operating base has been moved to Golcuk, in the Gulf of Izmit because of the more favorable anchorages there. The main operating areas of the Turkish fleet are in the Gulf of Izmit and the sea of Marmara.

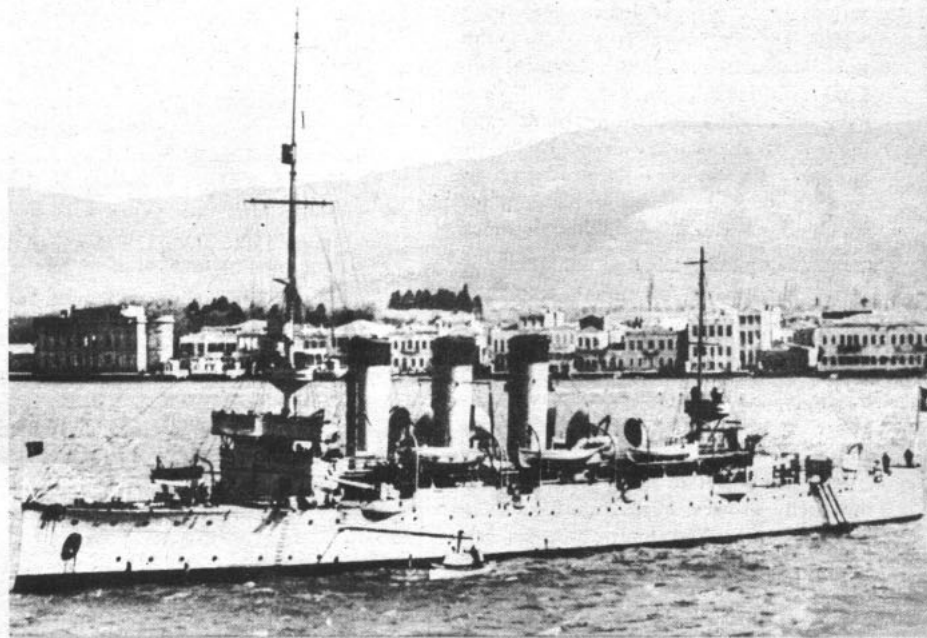
The Turkish navy's wartime administrative set-up consists of four grades of admirals: admiral of the fleet, admiral, vice admiral, rear admiral. There is no rank of commodore, but there are two grades of captain (senior and junior). Below the rank of captain (junior), the Turkish ranks parallel closely the structure of the U.S. Navy. The Turkish equivalent of our lieutenant (junior grade) is the sub-lieutenant. Instead of ensign, the rank next above midshipman in the Turkish navy is that of acting sub-lieutenant. A seaman, first class, rates a chevron; a CPO, four of them topped by a star and crescent and the specialty insignia.

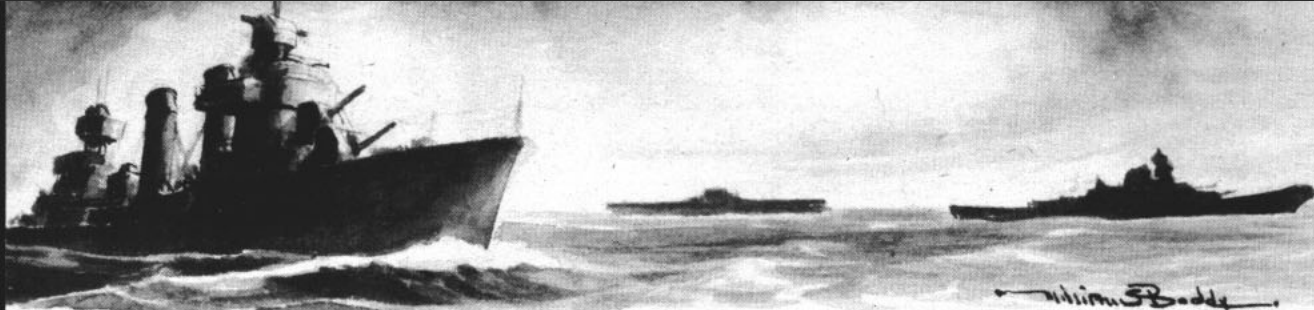


DESTROYER force of Turkish navy consists of eight ships, half of them fairly modern. Built in 1931, the 1,250-ton *Kocatepe* (above) has a speed of 36 knots.



TYPICAL of the four U.S. submarines being made available to Turkish navy is *Brill* (above). The veteran cruiser *Mecidiye* (below) is utilized as a schoolship.





William B. Diller

# HOW DEEP IS THE OCEAN?

**S**IX MILES below the ocean's surface off Mindanao, in an abyss 20 times greater than Grand Canyon, lies a strange world of complete darkness, near-freezing temperature and terrific pressure.

So deep is this sea cavern that a penny tossed into it from a ship above would fall downward for several hours. Its 35,616-foot depth is farther below sea level than the world's highest peak, Mount Everest, is above.

Officers of the German cruiser *Emden* expected to find one of the ocean's great deeps there, for in 1912 another German cruiser, *Planet*, had let out miles and miles of piano wire in sounding the bottom.

It took many hours for *Planet's* men to make a single sounding. No one was sure exactly when the weight struck bottom nor if the wire was straight up and down.

*Emden*, however, was fitted with the relatively new echo sounder. After cruising back and forth for several days during April 1927, a time lapse for echo return of 14 seconds was recorded. Sea bottom approximately six and two-thirds miles beneath had sent the sound pip back to the ship.

The floor of Mindanao Deep must be entirely barren of plant life, which cannot survive without light. Whatever animal life is there must be able to stand temperatures constantly hovering a degree or so above freezing, and except for eating other organisms, their food must drift down from richer heights above.

For each square inch of their bodies, animals there must stand seven tons of pressure. This crushing power is 10 times greater than the pressure at a thousand meters which forces air out of a block of wood and squeezes it to half-size. Thus having lost its buoyancy, the wood would sink to the bottom. But since the animals themselves are mostly water, their internal pressure balances the outside pressure, and no armored shell is required.

Deep sea fish that can survive in Mindanao Deep had better stay there. Venturing too far from their accustomed depth and pressure, fish may begin to tumble

upwards to the surface as air in swim bladders expands.

Enormous pressures are the main reason why man has been unable to penetrate more than a few thousand feet below sea-level. Were it suddenly to come off, the sea level would increase something like 90 to 100 feet, flooding cities for hundreds of miles inland.

Oceanographers have noted some 57 "deeps" in the world's seas. In addition to Mindanao Deep, there are two others in the Pacific at a greater depth than the Atlantic's lowest level, discovered by USS *Milwaukee* off Haiti. Japan Deep is 34,626 feet and Guam Deep was recorded by piano wire at 31,614. The Milwaukee Deep is 30,264.

The Navy's Hydrographic Office at Suitland, Md., recently asked COs and navigators of ships to operate their echo sounders continuously while cruising on unusual routes, since there are great areas not chartered as yet.

During the war, the navigator of USS *Cape Johnson* charted large numbers of flat-topped peaks in the Pacific. Believed to consist mostly of volcanic rock, they rise from the sea bottom like mountains.

Their curious flat tops several hundreds of feet below sea level arouse speculation among oceanographers that they were once level with the sea surface. Wave action, they opine, may have toppled the loose lumps off to form the great plateaus.

Some 70 per cent of sea areas are not included in general traffic lanes, and the echo sounder readings of vessels in those areas will add to sea knowledge. During the 1947 Antarctic expedition, vessels took soundings all the way along their routes. This year, USS *Edisto* and *Burton Island* were sent over slightly different lanes to further soundings of hitherto unknown areas.

The Navy thus is returning to an old method initiated by the indefatigable Matthew Fontaine Maury, "Pathfinder of the Sea," who called upon the world's mariners to compile information on winds and currents. His findings were compiled in what is recognized as the first textbook



on oceanography, published in 1855 while he was in charge of the Depot of Charts and Instruments, later the Hydrographic Office.

The work of the colorful Maury, interrupted during the Civil War when he served as a commodore in the Confederate Navy, cut the sailing time between many world's ports by several days.

Maury was the first to recognize that there really are not five distinct oceans but only one, in that the waters are constantly crossing the imaginary lines of division. The deep and bottom water of all oceans can be traced to Arctic and Antarctic region. Because of the great dynamic flows, the phenomena of one affects another and all are organically connected.

The restless ocean is moved by internal and external forces. Parts of the ocean surface may become actually lower than others through density changes, which may occur when large areas are heated unequally or when salinity is changed by evaporation. Inflow of rivers, melting icebergs and rainfalls also affect the amount of salt in a certain ocean area.

Rotation of the earth is the greatest outside force but also felt is the influence of wind, form of the coast line, topography of the bottom and changes in atmospheric pressure, all affecting the course of the ocean currents.

Old Ben Franklin, part-time scientist when free from duties as diplomat and statesman, would have been greatly interested in one of the newer oceanographic discoveries.

The Gulf Stream, first plotted by Franklin in 1770, is not an ocean river 100 miles wide flowing at a speed of about two miles an hour. *Atlantis*, exploring ship of the Woods Hole Oceanographic Institution, found that the ocean river was only about 15 miles wide and flows at a speed of about six miles an hour.

The finding was made possible by loran. The Gulf Stream was previously charted from ships whose positions had

been determined by morning and evening star sights, with daytime navigation by dead reckoning.

*Atlantis*, however, found the Gulf Stream zig-zags every few miles instead of the previously conceived idea that the flow was within fairly steady borders.

That most of northwestern Europe is habitable can be laid to the climatic effect of the Gulf Stream, whose effects can be traced from the Gulf of Mexico to the ice-free harbor of Murmansk.

Oceanographers say the Gulf Stream is only one of five great rivers in the ocean which greatly affect the world's climate in flowing away from the equator along continental coasts. Others are the Japan Current flowing northeastward in the Pacific, the Agulhas Current flowing southward along the eastern coast of Africa, the East Australia Current and the Brazil Current.

Because of the Gulf Stream and its companion winds, northwestern Europe is 35 degrees warmer than would be the ordinary case in those latitudes.

The ocean also moderates the effect of cold weather. The earth's lowest recorded temperature was not recorded in ice-capped Antarctica or at the North Pole but in the inland Siberian town of Verkhoyansk. Its 94 degrees below zero represents the low point of the earth's greatest variation, for summer temperatures there range an equal number of degrees above zero.

Icebergs from the Antarctic and Arctic are carried through a range approaching about 40 degrees in latitude, and the cold currents in which they travel cause great effects on temperature. The more prolific Antarctic produces more icebergs than

the Arctic and they last longer, 10 years to two.

Today's icebergs aren't large enough to be even little brothers of the glacial sheets of between 10 and 20 thousand years ago.

Before that, there was the beginning—of earth, sea and—life.

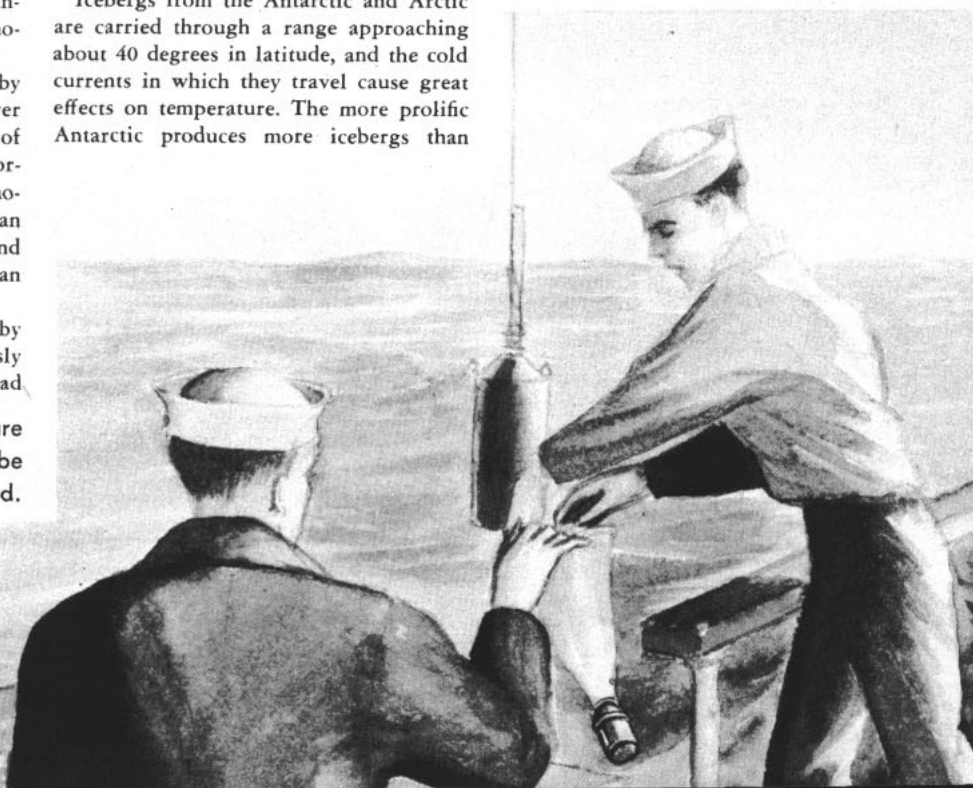
No one seems to know, even to round off a few million years, when the earth came into existence. Some scientists may mutter something like two billion years but it takes sharp ears to catch the number.

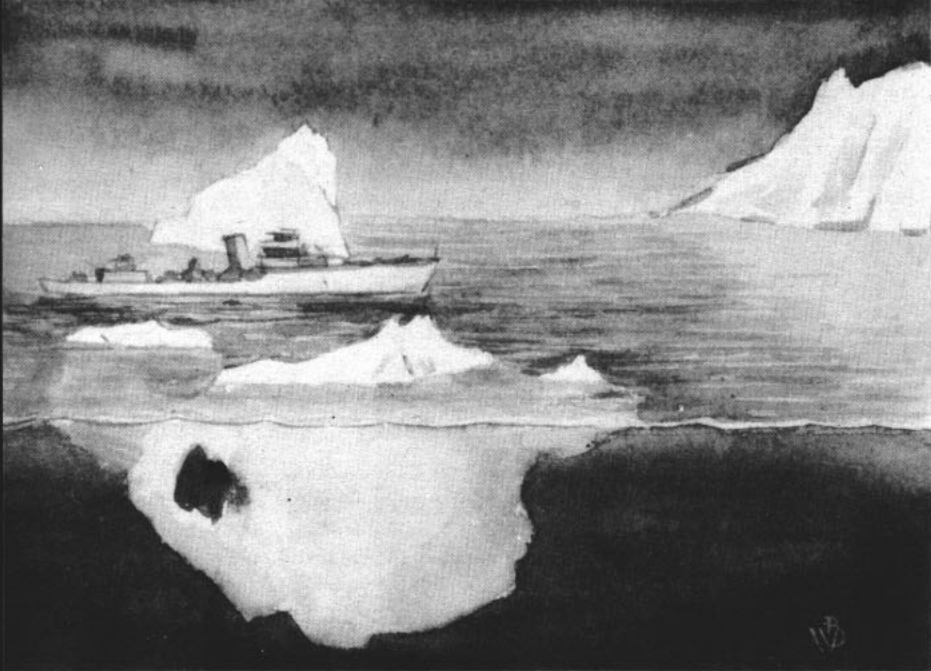
Anyway, some cosmic casualty sent the earth spinning off from the sun, according to astronomers. Thickening slowly from blazing gas to boiling mush, a crust coated its surface like that over a vat of molten iron.

The oceans, one school of thought says, appeared as clouds in the sky while the earth was spinning something like a complete rotation every four hours. Incessant rain beat against the boiling earth for many milleniums, finally winning out against the fire. As the earth's crust cooled, it buckled to fit a shrunken interior. The folds became continents, the depressions the beds of seas.

But this is too simple, says the other school, contending that the earth crust must have been mainly dry land. The tiny amount of water then existing collected in pools. Moisture forming in deeper rocks was shot out in geysers and volcanoes,

SAMPLES of water at great depths are taken with bottle (right), which can be lowered the desired distance, closed.





ICEBERGS from Arctic and Antarctic are small in comparison with glacial sheets of 10-20,000 years ago. The icebergs of Antarctica are more numerous.

slowly building up the surface water in aeons of time.

By the end of what is known as Archeozoic times, both continents and ocean beds, geologists believe, assumed shapes which have changed but little during seven hundred million years.

Animal and plant life had progressed to a great extent when along came the great ice ages, the last of which reached its peak about 20,000 years ago and finished its major melting 11,000 years ago. One glacial period is believed to have occurred in Archean times, before the first flicker of life on the earth.

The ice invasion lowered the sea level all over the world by amounts estimated at from 300 to 2,300 feet. At any rate, much that is dry land now was much higher then. Hudson Bay, the Baltic and a sizeable proportion of the North Sea were dry or filled with solid ice.

Geologists say the last great ice age moved its glassy cloak over most of Canada and into the United States as far down as Nebraska and Kansas, covering approximately four million square miles with an estimated average ice thickness of 10,000 feet. A smaller ice field crept down over northern Europe and parts of Asia.

The last great movement of ice brought its mantle over about one-fifth of the earth's surface, and it was truly an ocean of ice.

The earth is coming out of the last ice age slowly and two great fields still exist. Icebergs break loose from the Greenland

cap as it pushes against rocky formations and in Antarctica, the field covers the continent and projects far into the sea. Great ice islands, some as large as 50 miles long, have been known to break away from the Ross Barrier.

Melting ice dilutes the amount of salt in the sea, noticeable in analysis of Arctic and Antarctic waters. Where the salt came from is another matter of conjecture, some experts saying the oceans were originally fresh water because they floated in clouds above the earth and others state the oceans have always been salty because water seeping up through the surface brought up great quantities of minerals.

One oceanographer estimates there is enough salt in the sea to cover the entire United States with a crystal layer a mile and a half deep—or enough to form a continent as big as Africa.

Surrounded by hot, arid deserts and with great and constant evaporation, the Red Sea is the saltiest of all with as high as 42 parts in a thousand. The Baltic is the freshest sea with as low as seven parts per thousand of sea water.

Some three billion tons of material from the land is being dumped into the sea every year, by rivers, winds and other

causes, and a small portion of this is salt.

Scientists say there is little danger of the sea filling up, however, since all land submerged in the sea would only displace about one-eighth of its total volume—a fact which lends little comfort in its contemplation.

There is, however, a compensating movement in the gradual elevation of great areas of sea bottom to become dry land. Studies of geological formations show that many mountains were once at the bottom of the sea.

The earth has been known to heave up in the middle of the sea. In 1880 the United States steamship *Alert* sighted in the Pacific a great upsurge of ashes with strong sulphur smell. At night flames burst forth but at the end of fiery display, only a patch of discolored water remained. Later soundings in the area discovered only a shoal at eight fathoms.

Near Minami, an islet formed and attained a height of 480 feet in 1903 but the next year, it had become a low reef less than 10 feet high.

A new island, formed in 1914 by the eruption of a submarine volcano, attained two miles in circumference and a height of 400 feet. Two years later the island disappeared and soundings revealed a depth of 40 fathoms.

A British warship in 1946 sighted off Japan a volcanic peak projecting out of the water. It has since disappeared, its blocks of lava being cut off to the lowest depth of wave action.

Knowledge of such phenomena has proved uncomfortable to some skippers. During the war, the CO of a U.S. naval vessel observed an echo sounder reading of 200 fathoms in mid-Pacific. Believing his vessel about to run aground, he ordered full speed astern.

Navy hydrographers at Suitland glanced at a chart of the area and scoffed, for the true sea bottom was many times the depth recorded by the vessel. What actually happened, they said, was that a "phantom bottom" caused by concentrations of animal life showed on the echo sounder.

What the animals may have been is as yet unknown. One creature that has been recognized as an underwater nuisance elsewhere is the "snapping shrimp." Movement of its large claws makes a sound great enough to be recorded on underwater sound detectors from vessels.

Other fish chomp, croak, thump and even cry like the high-pitched sound of monkeys. Pompano, croakers, many other

## **Navy Soundings Will Add To Knowledge of Weird World Beneath the Seas**



fishes, and porpoises contribute to sea sounds.

Extensive efforts have been made not only to sound the bottom but also to bring up samples for study. Since the ocean catches the residue of the land and the sea, its treasures tell much of the history of plant and animal life and of the history of the earth.

A less important discovery was brought up by the British oceanographic survey vessel *Challenger*. A red clay bottom sample from two and a half miles down yielded several thousand sharks' teeth and 50 ear bones of whales.

The sea floor has accumulated only about a foot of residue each 50,000 years, and most of this is sediment which cannot be eaten by denizens of the deep. Most food in the sea exists near the surface and on the bottom of more shallow areas. Where these two come together near continental shores is the most sea life.

The continental shelf extends outward from land to about 100 fathoms, where the continental edge begins. Beyond this is the steeply sloping continental slope, notched by great gorges and leading down to the deep floor of the ocean.

Marking the water from land has been a problem to man ever since ships first plied the sea, and the most dangerous places often have been the most difficult to establish.

Ar'men Rock, off the coast of Brittany,

#### —WAY BACK WHEN—

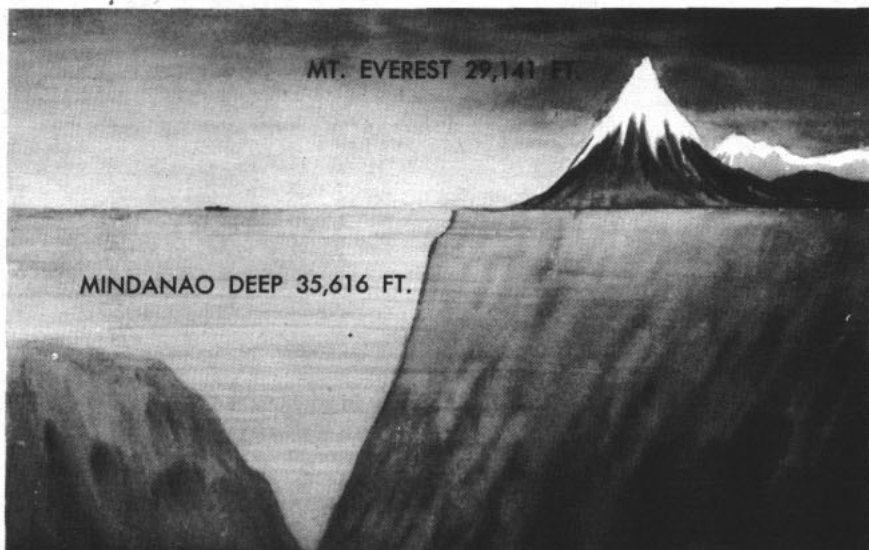
### Sea Mystery

One of our Navy's most baffling and still unsolved mysteries is the disappearance of the collier USS *Cyclops* in March 1918.

Underway from South America to the U.S. the *Cyclops* pulled into Barbados, B.W.I., for fuel and provisions. A few days later she again got underway for the U.S. and from that day until the present, no trace of her or her crew has been found.

Loaded with manganese, equipped with radio and carrying a crew of about 272, she simply disappeared into thin air. Not a survivor or a trace of wreckage was ever found, despite intensive searching by the U.S. and other countries.

After the surrender of Germany in 1918, a thorough search of U-Boat logs was made but this too proved fruitless. No mention of a ship sinking or submarine sinking in that part of the ocean, or at that time, was recorded. No reasonable explanation can be given to this day. The Navy closed USS *Cyclops* record with a terse, "mysteriously disappeared."



DEEPEST DEEP, off Mindanao, has depth of 35,616 feet below sea level, as compared with the highest high, Mt. Everest, which stands 29,141 feet above.

was submerged at high tide before the present lighthouse was constructed there. At low tide, it projected only about five feet above the turbulent waters.

Engineers waited a whole year before conditions permitted preliminary examination, and during the next two years builders were able to work there only 26 hours. It took 14 years to complete the edifice.

Even when completed, lighthouses are dangerous. On North Unst Rock, north of the Shetland Islands, a wave climbed the 196-foot rock formation and up the steep sides of the lighthouse to stave in a door weighing nearly half a ton.

Lighthouses have been carried away during furious storms, and the present Eddystone tower in the British isles is the third on that spot. During severe winters, some have become coated with as much as 30 feet of ice.

Lightships and buoys frequently are carried away by icebergs. One buoy from New York harbor appeared later off Ireland.

There were only 12 lighthouses in operation off the U.S. coasts at the birth of the government in 1789. There are now some 15,000 lighthouses, beacons and navigational aids shining from American shores.

Of the five oceans, the Atlantic is perhaps more important to man than any other, for it has seen the greatest volume of international trade. Into it drains about half the rivers of the earth, and its Gulf Stream is the greatest of ocean currents.

Stretching nearly from pole to pole, it is the longest.

The Pacific, largest of all, could cover all the continents and islands, could contain all other oceans and seas.

Much of the Arctic is covered by never melting ice and, as the point of origin of cold winds and currents, it exerts a chill influence upon northern waters.

Antarctica and its sea sees the least life of any place in the world and has been aptly named the "forbidden continent."

Oriental glamor and mystery is part of the Indian Sea which, in actuality, is a great bay between Africa and Australia. Marco Polo, Cheng Ho and Vasco de Gama knew its weird monsoons in early travels.

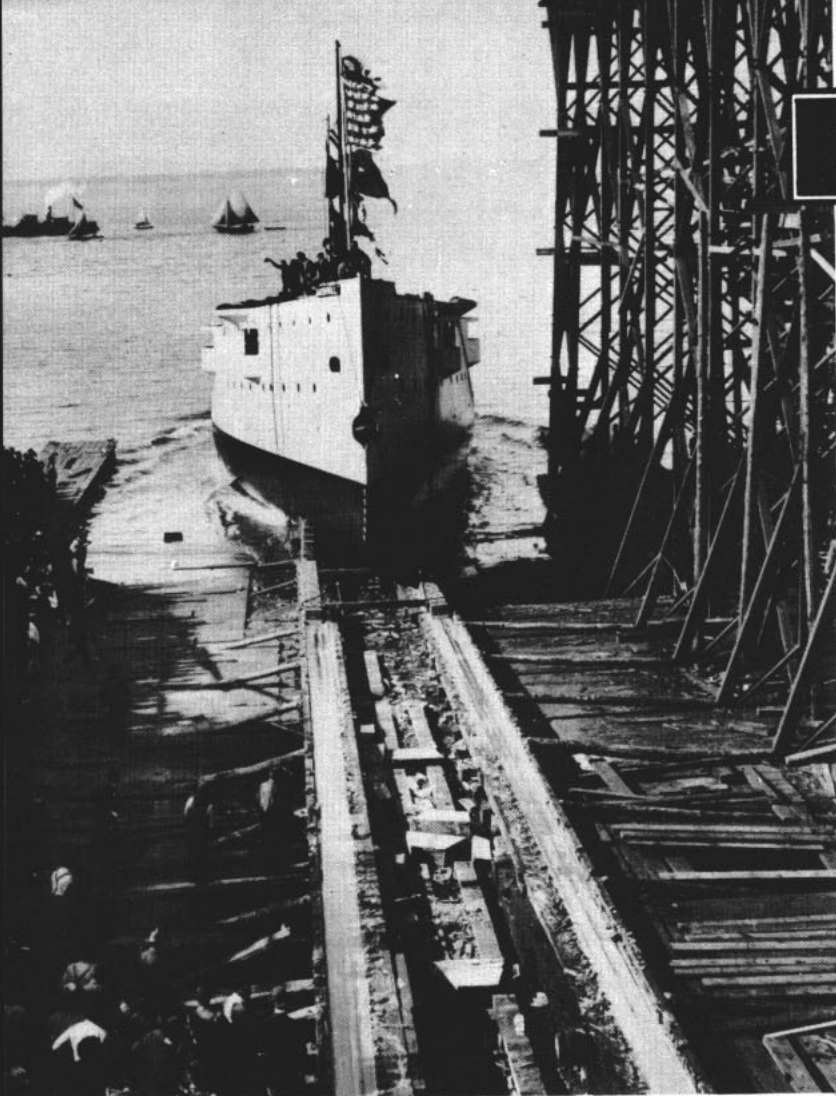
The sea intrigues and mystifies man, who in many instances supplants knowledge with legend. Not the least of these concern sea monsters, seldom authenticated but widely reported.

Not long ago a California newspaper rushed a photographer to factually record by photo the existence of a dead sea serpent washed near to shore as reported in a frantic telephone conversation.

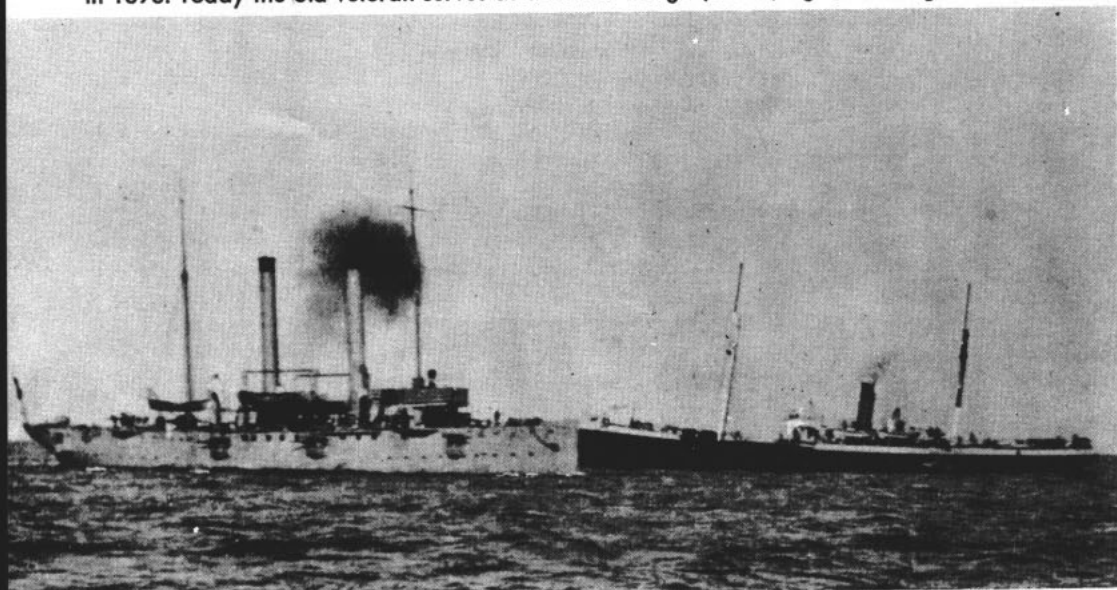
Sure enough, the decomposed body of the evil smelling monster, flesh dripping from its bones, was found right where the informant had said.

But as the photographer raised his camera, he noticed a note pinned to its head: "Don't worry about it—it's a basking shark." It was signed by Dr. Rolf Bolin, Hopkins Marine Station.

# SHE LIVES IN



**PROUD SHIP** at time of her launching (above) in 1895 was the gunboat USS *Nashville*, shown below (left) capturing Spanish ship *Buena Ventura* in 1898. Today the old veteran serves as a lumber barge (below, right).



**D**ESPITE its contemporary acclaim, the first shot of the Spanish-American War appears an anticlimax half a century later.

Following U.S. recognition of Cuban independence, Spain declared war on 21 Apr 1898, and early the next morning Admiral W. T. Sampson's squadron, standing by at Key West during the precarious situation, departed to undertake the blockade of Cuba.

Less than two hours later, USS *Nashville* fired the first shot of the war.

In addition to *Nashville*, the squadron consisted of the battleships *Indiana* and *Iowa*, the armored cruiser *New York*, the protected cruiser *Cincinnati* and lesser units including gunboats and torpedo boats.

Dawn revealed the presence of a merchant steamer west bound out of the Gulf of Mexico. *Nashville* spotted its Spanish colors and the flagship *New York* signalled: *Heave to strange vessel*.

*Nashville's* log 0400 to 0800 of 22 April tells the story:

*Went to general quarters at 7:10. Fired three shells across the Spanish steamer's bow and then she stopped and bauld down her colors. Sent Ensign T. P. Magruder on board with armed crew. Found vessel to be Spanish steamer Buena Ventura laden with lumber from Pascagoula, Miss., bound for Norfolk, Va., for bunker coal.*

Upon orders from the squadron commander, *Nashville* turned about to stand in for Key West anchorage, followed by the Spanish steamer.

First Sergeant Phillip Groghan, USMC, commanding the marine guard of *Nashville*, is credited with firing the shots. But it was little more than



# MEMORY

routine gun practice and the episode wherein a dozen warships subdued a lone, unarmed merchantman who was unaware that war even existed does not reflect great credit on the country despite the enthusiasm with which the news was then received.

As it was, it turned out to be perhaps the most spectacular moment in *Nashville's* long and useful career in the Navy.

After uninteresting service in the Philippines during the Insurrection and various duty during World War I, *Nashville* was decommissioned in 1918.

Her staunch hull still had many more years of service after being sold out of the Navy. In 1921 her entire superstructure and all machinery were removed for conversion to an open barge of 435 gross tons. Renamed *Richmond Cedar Works No. 4* for the past quarter century, old *Nashville* has served her owners well, if ingloriously, riding along at the end of a topline and laden with logs destined for the rip saw mills of Camden Mills, Va.

Compared to present day standards, *Nashville* was an ugly duckling whose profile was characterized by two slim extremely tall funnels.

Having fired the first shot, *Nashville* gave the U.S. its first ship-hero in the four months' war.—CDR A. L. Brown, USNR (Inactive).



CREW MEMBERS of globetrotter *Merrimack* (AO 37) haul in line on catwalk amidships. The vessel twice held, and twice broke record for refueling ships.

## Globe-Circling Oiler Has Colorful Career

She circled the globe—she hauled oil from Saudi Arabia—she transported Greek sailors—and she was the object of a force of Red Sea pirates. Such are some of the highlights in the career of USS *Merrimack* (AO 37).

Commissioned 4 Feb 1942 at Staten Island, *Merrimack* made her trial run to Norfolk, Va., which was to be the first in a long list of ports of call for a new ship and a new crew.

On her first cruise, *Merrimack* touched Atlantic ports north, south, east and west. Included were Greenock, Scotland; Montevideo, Uruguay; Freetown, Africa; Gibraltar; and Trinidad.

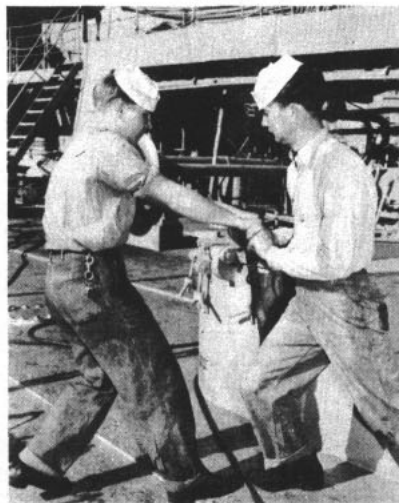
*Merrimack* took part in the invasion of North Africa, carrying as cargo two aircraft rescue boats. During the next year and a half she supplied millions of gallons of oil in support of the military operations in the Mediterranean area.

Following a winter of rough Atlantic crossings on oil runs to Greenock, Scotland, *Merrimack* was forced into Norfolk for overhaul. This put her back into condition for a few wind-up trips to North Africa which finished her service in the Atlantic Fleet. "*Mack*" twice held and twice broke the record for refueling ships, a feat she accomplished during the Atlantic phase of her career.

After refueling more than 800 ships, 629 of which were at sea, USS *Merri-*

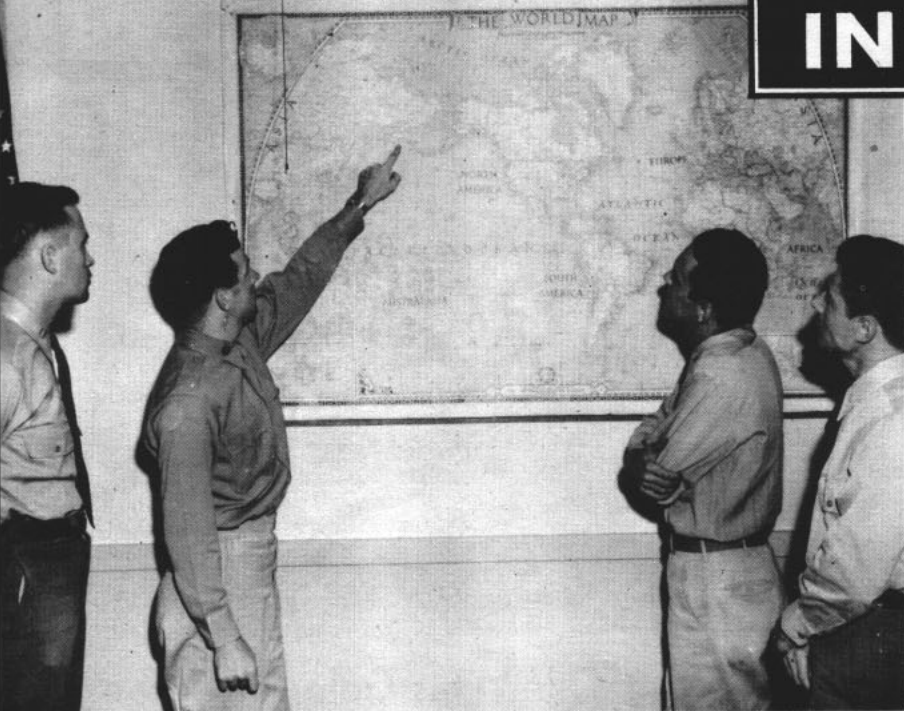
*mack* is now operating with the Navy Transport Service. Her crew was awarded "Globetrotter" certificates on the basis of *Merrimack's* 'round the world activities.

One of the odd incidents in her career occurred at Port Said in the Red Sea. Under cover of darkness, pirates attempted to board *Merrimack*. Being forewarned, *Merrimack's* crew manned fire hoses and drove the raiders off.—Felix B. Grosso, JO2, USN.



VENT in oiler's tank is opened to admit air. Pirates once made attempt to board vessel while at Port Said.

# INTELLIGENCE



WORLD situation comes in for comprehensive study by officers who attend the two-week training courses given at the Naval Reserve intelligence schools.

*"We are going to land troops at several places on Island X. We want information on landing beaches, roads, weather, hydrography and topography.*

*"Are the natives likely to be friendly to our forces?"*

*"What is the available water supply? Are there any protected harbors? Find out the exact time the sun rises in this locality."*

The officer speaking, echoing orders out of the khaki-colored past, might be a four-striper at a World War II round table conference at CinCPac headquarters, Pearl Harbor.

Actually he is an instructor of an intelligence class for Naval Reservists at Little Creek, Va. Or the scene might be a naval school at Coronado, Calif.

Seated around the instructor, a group of intelligence officers in the Naval Reserve is reviewing the problems of gathering the necessary information which precedes every military operation. In time of war such an assignment may take days or weeks of exhaustive research, interpreting aerial photographs, deciphering symbols on complex maps and charts, studying local land configurations and hydrography.

Assignments such as this were repeated

time and time again in the planning of amphibious campaigns to seize Guadalcanal, Tarawa, the Marshal and Gilbert Islands, Lae and Salamaua, to mention just a few of the Islands.

These routine jobs are only part of the tasks of naval intelligence officers, whose qualifications call for probably more extensive knowledge in a wider variety of specialized fields than any other naval group.

Today the training necessary to carry out these tasks is being continued by ONI and the naval districts with the peacetime Reserve's intelligence component.

During World War II, ONI enlarged its small regular Navy staff with thousands of Naval Reservists. By V-J Day more than 90 per cent of the officers of the intelligence service came from the Naval Reserve. In the event of another war Reservists would again play a similar major role in intelligence.

To preserve the organization which functioned so well during the war, the Navy officially activated the Reserve intelligence component in May 1946, with units established in all continental naval districts as well as Hawaii, the Canal Zone, Alaska and Puerto Rico.

Providing for a Reserve force with a strength of 4,000 intelligence officers en-

rolled in both Organized and Volunteer units, the intelligence program has already reached 75 per cent of its planned requirements.

A naval intelligence officer must learn the fundamental ABCs of each outfit of the Navy with which he may come in contact, whether it be in such varied fields as submarine, mine, air or amphibious warfare. He must understand strategy, counterintelligence, world affairs, escape and survival tactics. He must be an administrator, investigator, research specialist. He must keep up with new developments and research programs in science applied to naval warfare.

ONI's training policy is aimed to aid the inactive Reservist to maintain these skills and develop new ones; with the view of creating a pool of efficient personnel for any future emergency.

In each naval district supervision and administration of the Intelligence Reserve is the responsibility of the district commandant. The district intelligence officer of the commandant's staff handles the actual direction of the program within the district. Most districts have been divided into smaller units, called zones, for the administration of the intelligence component. Each zone has an officer in charge.

Approximately 1,475 intelligence officer

AT SEA in a rubber boat, these officers participate in exercise which is a part of





# RESERVE

billets have been provided in the Organized Reserve, half of which are filled. A quota of approximately 2,500 Reservists has been established for volunteer units. The training program is similar for both Volunteer and Organized Reservists, and includes regular meetings and annual training duty.

Seminar-type training is included in a new program promulgated to the naval districts in January 1948, which calls for instruction in various subjects for the Operational Intelligence components of the Reserve.

Briefing, action reports, cartography, radar, flak and target analysis, photo-interpretation, combat information center, search and rescue, mapping, hydrography and "estimate of the situation" are some of the subjects covered in the program.

Providing for special lectures and training during weekly drill periods, the seminar course consists of 52 sessions of two and one-half hours duration, which qualifies an officer for an OpIntel mobilization billet.

To supplement the various training programs within the districts, two-week courses have been organized for intelligence officers participating in annual active duty training. Approximately 1,000 officers have already taken their annual training in the Office of Naval Intelli-

the training given in amphibious intelligence at the Little Creek, Va., school.



PHOTO-interpretation is one of many specialized fields in which members of the Naval Reserve Intelligence Component must gain an extensive knowledge.

gence at Washington, D. C., district intelligence officers, schools and fleet operating forces.

Using the medium of field work, lectures and training films, the intelligence course offered at the Naval Amphibious Base, Little Creek, Va., provides a streamlined 60-hour session pointed towards intelligence problems involved in amphibious landings.

Reservists study the preparation for making landings, reconnaissance, critiques and analyses of landing areas. Refresher training is provided in the interpretation of maps, charts and aerial photos. Staff functions and administrative procedures are examined, as well as counterintelligence, hydrographic reports and study of the theater of operations.

Coordinating information on all aspects of a landing operation, including aviation, Marine and ship units, the intelligence officers participate in field exercises which put theory and classroom study into practice.

A similar course has been established at the Coronado, Calif., amphibious base. Instruction at both schools is given in photo-interpretation, CIC (Combat Information Centers) and the preparation of intelligence plans.

The Coronado course has classes in aerial photo plotting, stereographic examination, contour and height determination of land masses, use of the polyconic grid, and problems of target location. Methods

used in the application of information obtained from radar scope photography are also studied.

Currently, the U.S. Navy Intelligence School at Anacostia, a subordinate activity of the Post-Graduate School, Annapolis, Md., is conducting the second in a series of two-week intelligence classes for Reservists.

Training a quota of 48 students in each class from continental naval districts and PRNC, the Anacostia course covers strategic, operational, air and counter intelligence as well as a comprehensive examination of the world situation.

Geopolitics, world geography, transportation and resources, and foreign economic problems are discussed by instructor specialists selected from the armed services and civilian occupations.

ComSubLant provides Reserve intelligence training slanted toward problems involving submarine warfare, while ComMinLant conducts similar two-weeks' training in mine warfare.

The Reserve intelligence component is under the general cognizance of the Chief of Naval Intelligence. Through ONI's Reserve section, administrative and domestic branches and support sections, the Chief of Naval Intelligence has integrated the activities of the Reserve component with those of the regular Navy.

Many inactive Reserve officers, although carrying on their civilian jobs, are still assisting the Navy, which draws upon





MICROFILMED records of naval personnel are made available for use in intelligence analysis work. Here part of a jacket is flashed onto the Recordak.

their fund of knowledge of a particular area or section of the world. The Reserve's trained experts who are specialists by virtue of past travel or study may be called upon to assist in making reports of an unfamiliar area which is required by ONI. Such reports by Reserve Officers are of considerable aid in planning U.S. naval policy in relation to what is going on in foreign countries.

By keeping these officers active in performing tasks for the Naval Intelligence the Navy is assured these officers will keep in touch with what is going on in Naval Intelligence, and will learn of new developments and procedures employed by ONI in their specialized field.

Reserve intelligence officers also assist in making security checks for ONI on persons living in their own locality.

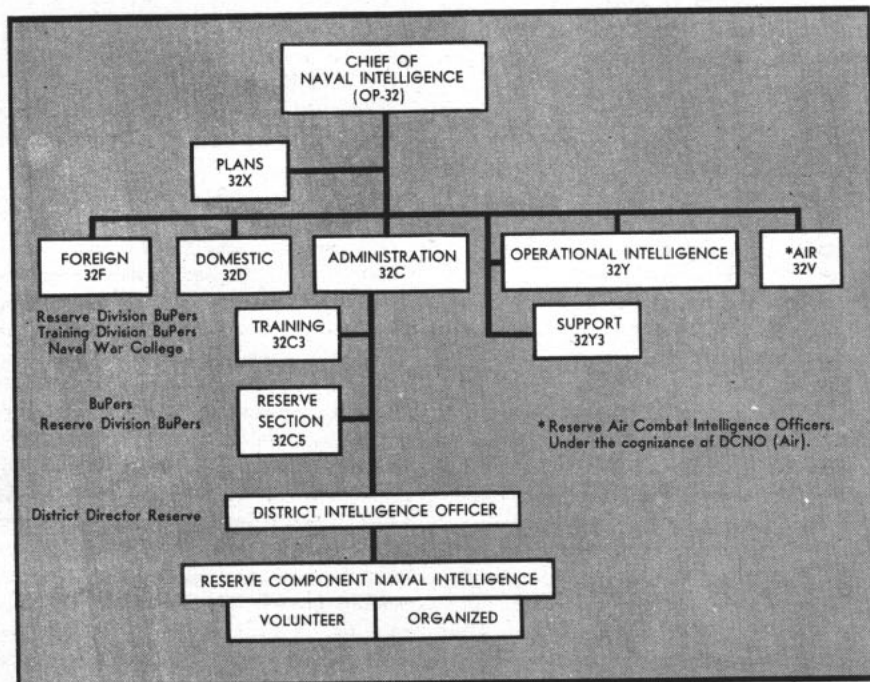
This procedure saves the time and expense that would be involved by ONI in sending an active duty officer to an isolated community to make security investigations. The facts concerning the person investigated are obtained by intelligence officers from vital statistics and other pertinent sources of information and are forwarded in an official report to the district intelligence officer.

In such activities as research and investigations, two important purposes are served. The Navy continues to derive benefit from the knowledge and experience of inactive Reservists, and they in turn are able to retain their proficiency in their Navy specialty.

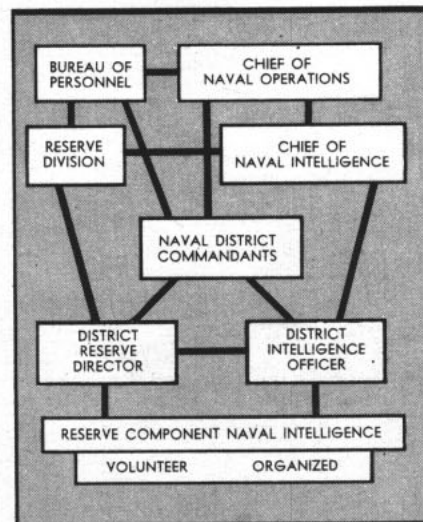
Training for Reserve intelligence officers varies, according to facilities available in their naval districts and depending on their background of experience. Officers with 18 months duty in naval intelligence billets during the war are considered fully qualified professionally, but officers with less service are required to complete basic intelligence courses.

New officers coming into the program must complete within two years of their enrollment correspondence courses in such subjects as naval intelligence, Navy regulations and naval customs and traditions.

The Office of Naval Intelligence and the various Naval Districts are carrying on the training of the peacetime Reserve's intelligence component; the same component that was so effectively employed during World War II.



RELATIONSHIP of the Naval Reserve component to entire Naval Intelligence organization, and to other activities, is shown in the charts, at left and below.

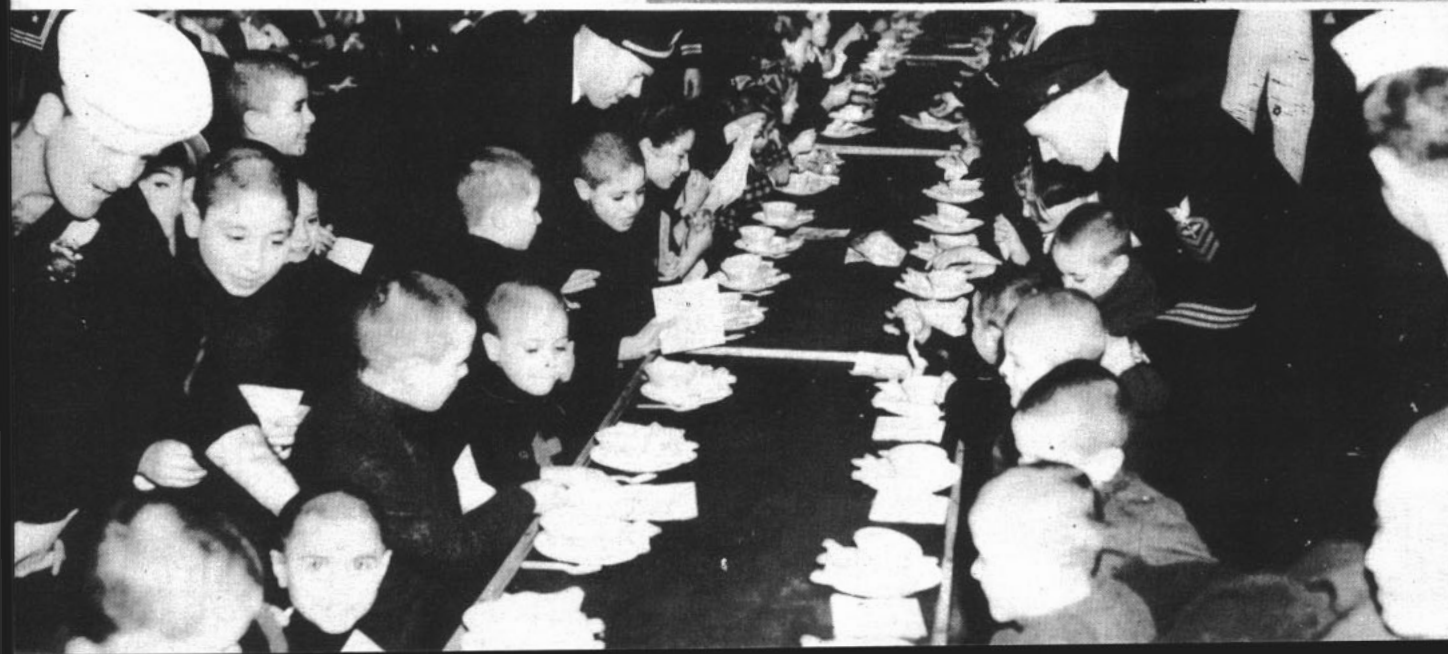






## ORPHANS' PARTY

AMERICAN SAILORS bring joy into the drab lives of Italian war orphans with a party on board USS *Midway* during visit of the ship to Mediterranean areas. Above, left: Sailors assist orphan girls down the gangway. Above, right: Happy smiles of these visitors spread to crew members. Right: Eyes widen as launch approaches huge carrier. Below: Ship's company lends hand during refreshments.



# SEEKING ABSOLUTELY NOTHING



**D**OWN in the ultra-frigid climes approaching the absolute zero of temperature there is a strange world known only to scientists.

In this realm of very low temperatures some substances suddenly become superconductors of electrical current.

Helium will turn into a liquid and then develop such tremendous capillary action that it will overflow any container in which it is placed.

The great disorderly activity of molecules in matter will slow down almost to a standstill in the supercold, thus enabling physicists to study the electrical and magnetic properties of solids more closely.

Fully realizing the vital need for maintaining basic research in this lush field of low temperature study, or cryogenics, the Navy is sponsoring an extensive program with respect to it.

The program will add to the nation's scientific stockpile of knowledge for war and peace and is expected to pay big dividends.

Coordinated by the Office of Naval Research, the program includes experimental work at 11 universities, plus studies at the Naval Research Laboratory and the

National Bureau of Standards at Washington, D. C.

In its program ONR is attempting to fill a gap in research which was created upon the expiration of the Office of Scientific Research and Development last summer and which probably will not be filled on a permanent basis until establishment of the proposed National Science Foundation.

Universities participating in the program are Columbia, Yale, Duke, Ohio State, Stanford, Johns Hopkins, University of California, Georgia School of Technology, Massachusetts Institute of Technology, Rice Institute and Carnegie Institute of Technology. The schools are conducting research on their own campuses.

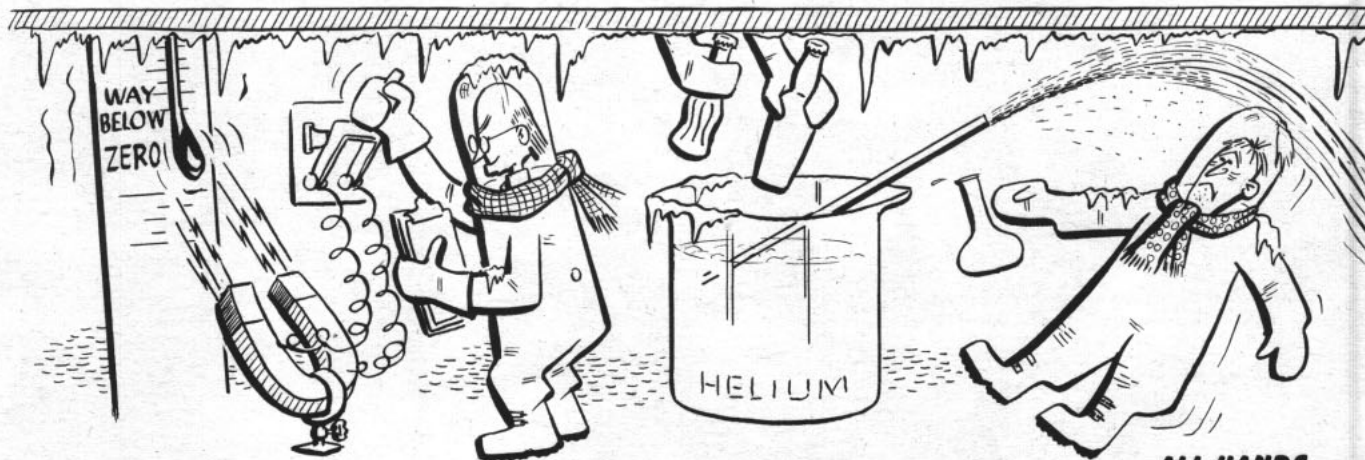
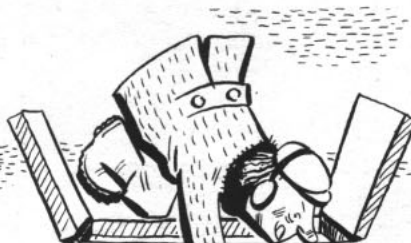
Each has individual objectives correlated by ONR. Overlapping of work at the various schools is held to a minimum through close cooperation. Scientists heading each unit meet periodically under ONR auspices to report progress, exchange ideas and pool information.

Ordinarily a cryogenics project might be classified as a civilian function, according to the physicist who represents ONR in college work contracts.

"However, since basic research now is a matter closely associated with national defense and has been recognized as such by the Navy, it is not unusual that ONR is leading the way in cryogenics studies at the present time," he explained.

"Research is not being carried on with respect to any particular future operation or known practical application, however, but rather for the common good."

Nevertheless, it is possible that certain





phases of the project may develop practical applications. For instance, experiments in superconductivity are particularly promising.

It is conceivable that knowledge gleaned from research in this phase of cryogenics may some day lead to the development of minutely precise detectors of heat and magnetic fields.

If electrical devices could be wound with superconductive wires, loss of power through resistance would be practically nil. Some of the greatest practical applications may develop via the simple fact that the knowledge we gain at these temperatures, where molecular activity has quieted down sufficiently to permit more exact study of the properties of materials, will contribute to our knowledge of the behavior of substances at ordinary temperatures. Such knowledge will permit greater development of common materials used at common temperatures.

The Naval Research Laboratory, working under a separate budget but tied in with ONR's program, is taking a special interest in the superconductivity phenomena.

From experiments on this aspect of the project, NRL hopes to learn more of the inter-relationships of electric and magnetic properties with thermal and mechanical properties of materials.

NRL's Electrical Division operates one helium liquifier as standard equipment for cryogenics and the NRL Radio I Division has another. The liquifiers can get down to within a few degrees above absolute zero ( $-459.7^{\circ}\text{F}$ ) in about two hours.

At  $-421.6^{\circ}\text{F}$  helium, a gas at ordinary temperatures, changes into liquid. Thereafter, the machines can produce about three quarts of liquified helium an hour.

To further reduce the temperature, the machines are shut off and the pressure on the liquid helium is reduced by means of a vacuum pump.

Reducing the pressure causes the liquid to boil. As it boils, it loses more heat and drops to still lower temperatures, ranging down to  $2^{\circ}$  above absolute zero on the absolute (or Kelvin) scale.

At about 2.186 degrees above absolute zero, however, it becomes a superfluid. In this condition helium has little or no viscosity and flows very readily.

At this temperature it develops a so-called "fountain effect." If a capillary tube is placed in a beaker of water, the water in the tube will climb to a point somewhat higher than the surface of the water outside of the tube. When this simple experiment is tried with liquid helium instead of water, so vigorous is the capillary action that the helium shoots out of the top of the tube in a spray.

It has been found that liquid helium upon reaching the superfluid stage flows quickly toward areas of higher temperatures close to it. In addition, it becomes a super heat conductor.

The liquifiers produce liquid helium by expanding the element in its gaseous state from high to low pressure, thereby cooling it below its liquifying temperature. It is cooled by making it do work the same way that steam is cooled when passing through a turbine.

In the steam turbine, the interest is in the power output. However, in the case of the helium liquifier, scientists are interested only in the amount by which the gas is cooled.

Early this year NRL plans to install powerful magnets for use in the study of magnetic properties and for producing lower temperatures, down to within  $.001^{\circ}$  from absolute zero. By use of nuclear

moments experimental materials may be pushed still closer to absolute zero.

Materials other than helium are made supercold by immersing them in liquid helium. Helium is believed to be the only material which will remain in a liquid state in supercold under ordinary pressure. It can be solidified, however, if placed under a pressure of around 600 pounds per square inch at the lower temperatures.

NRL's Radio I believes that its current study of the superconductivity of lead and tin at a radio frequency of 10,000 megacycles will lead to a better understanding of the electrical behavior of metals. Later research in the division will go to higher frequencies and involve other metals.

Some known superconductors and the temperatures, measured in degrees Fahrenheit above absolute zero, at which they become superconducting are: aluminum, 2.05; lead, 13.07; tin, 6.64; cadmium, .97; zinc, 1.42; and mercury 7.50.

Lumped together, a list of the characteristics to be scrutinized by NRL in its cryogenics research will include: magnetic susceptibility, specific heat, thermal conductivity, thermal expansion, electrical conductivity, and elastic properties.

Thermometry in temperatures below  $20^{\circ}$  absolute is very difficult. Most known thermometers are worthless. NRL uses helium gas thermometers and resistance thermometers.

Scientists may come very close to absolute zero in their research, but actually they would never know when they were at this point even if it were possible to reach. Because to measure this temperature they would have to remove some heat from the particular body measured. This, of course, would be impossible because at absolute zero, the body would have no heat.

Finding absolute zero would be like cutting a piece of string. You can really never snip off the very end.



# LETTERS TO THE EDITOR

## A Star Is Worn

SIR: When may a star be worn on the Presidential Unit Citation and Navy Unit Commendation ribbon?—G. M. C., LTJG, USN.

• *A star is worn on the PUC to indicate actual participation in the action for which cited. Men attached to the unit—but not at the time award was given—may wear the ribbon without star only while attached to that unit. Participation in a second PUC entitles the recipient to wear an additional star.*

*A star is worn on the NUC to indicate a second award of the same ribbon.—ED.*

## Requesting Seabee Duty

SIR: To whom should a request for assignment to an overseas Seabee unit be addressed?—H. M. D., Y1, USN.

• *You may submit a request via your CO to appropriate fleet commander for transfer to a Seabee activity at such time as you are transferred to sea.—ED.*

## Round-the-World 'Mack'

SIR: Was USS Merrimack (AO 37) ever awarded a Navy Unit Commendation?—R. E. B., ENS, USN.

• *No. USS Merrimack (AO 37) has not been awarded an NUC. For information on her round-the-world cruise, see page 21.—ED.*

## Steam Propelled LST

SIR: In your October 1947 issue of ALL HANDS you ran an article about the new steam propelled LST. I am an old LST sailor and wonder what these new fangled contraptions look like. Also how many do we have?—G. P. C., S1, USN.

• *To date we have only one steam powered LST in commission (LST 1153). However, another is under construction, (LST 1154) which will be completed in mid-summer of this year.—ED.*

This column is open to unofficial communications from within the Naval Service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes: no private reply will be made.

## Transfers to USN

SIR: Is it possible for Reserve officers commissioned after 1 Jan 1947, to transfer to the regular Navy?—E. E. H., ENS, USNR.

• *No, except (1) former USN officers who have been appointed in USNR and who can qualify for appointments in Medical, Dental, Medical Service Corps, and (2) members of Nurse Corps Reserve. See Alnav 591-46 (AS&SL, July-December 1946) and Alnav 238-47 (AS&SL, July-December 1947).—ED.*

## Service That Counts

SIR: Would service in the Civilian Conservation Corps or Federal Civil Service count as active federal service for transfer to F-6 Fleet Reserve after twenty years' service?—W. W. T., ML2, USN.

• *No.—ED.*

## You're in the Navy Now

SIR: I am in the regular Navy at the present time but I desire a transfer to the Army. Prior to enlisting in the Navy I served five years and seven months in the Army and I now find that I am better suited for the latter. Is it possible for me to transfer to the Army before my present enlistment in the Navy expires?—F. B., S1, USN.

• *It looks like you will be a sailor until your present enlistment expires, soldier. There are no provisions which will permit the transfer of an enlisted man from the regular Navy to the Army.—ED.*

## Planks for Plankowners

SIR: I served aboard the following ships and would appreciate information as to their whereabouts: (1) USS Steamer Bay (2) USS YMS 97. I am a plankowner on both of the above ships and would like to acquire a section of each of their planks.—J. L. A., S2, USNR.

• *(1) USS Steamer Bay (CVE 87) was built by the Kaiser Shipbuilding Co., at Vancouver, Washington, and launched 26 Feb 1944. She was placed out of commission on 8 Aug 1946 at Tacoma, Wash. (2) USS YMS 97 was stricken from Navy lists at San Francisco, Calif., on 7 Feb 1947.*

*There is no legal way of removing equipment or parts of Navy vessels.—ED.*

## Duty Near Home

SIR: Has any action been taken to station married men on the east coast when their homes are in that area?—J. M. C., S1, USN.

• *No. Other than BuPers Circ. Ltr. 141-47 (NDB, 31 July) regarding new duty stations upon reenlistment, no such action has been contemplated.—ED.*

## Navy Occupation Medal

SIR: I would like the names of all ships that served in the Pacific area which are entitled to the American Occupation ribbon.—W. C. H., S1, USN.

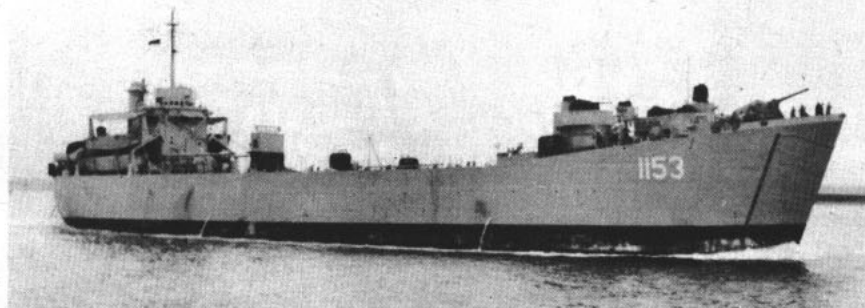
• *Approximately 3,500 units of the Navy are entitled to the Navy Occupation Service Medal (see ALL HANDS, March 1948, p. 46). To name each would fill many pages of the magazine. However, NavPers 15787 of 15 Jan 1948 names each ship or unit eligible for this medal. Copies of this directive are being distributed to all ships and stations.—ED.*

## Good Conduct Medal

SIR: I was attached to a Seabee battalion during the war but failed to receive my good conduct medal. Can I apply for it now? I would also like to know if 108th (ex-97th) Seabees received any awards or medals.—R. A. J., S1, USN.

• *Application for Good Conduct medals should be made by letter to Chief of Naval Personnel, stating full name, service number, rate or rank, date of enlistment and discharge.*

*The 108th Construction Battalion is entitled to the European-African-Middle Eastern medal with one star for those who actually participated in the invasion of Normandy, 6 to 25 June 1944.—ED.*



USS LST 1153—The Navy's modern steam version of its flat-bottomed work horses.



## 10% for Heroism

SIR: At present I am a lieutenant (junior grade) and intend to revert on or about 1 July 1948. At this time I will join the Fleet Reserve.

As a chief machinist in 1945, I was awarded the Navy and Marine Corps medal. Can I add 10 per cent to the given scale of retainer pay for a CPO with 20 years' service? Will this also apply to my retired pay if retired as a lieutenant (junior grade)?—P. A. P., LTJG, USN.

• A determination will be made by SecNav upon submission of your application for transfer to Fleet Reserve. If it is determined that the act or acts for which the award was made do constitute extraordinary heroism the answer will be yes to both questions, providing you are not also entitled to 10 per cent for maximum marks in conduct (Class F-4-D).—Ed.

## Color Photos of Ships

SIR: I would like the following information on USS Princeton (CVL 23): (1) How many battle stars was she credited with? (2) Did she ever receive the PUC? (3) Is it possible to get color photographs of this ship in combat?—F. J. M., AMM3, USN.

• (1) USS Princeton (CVL 23) is entitled to 10 battle stars. (2) There is no record of her having received either the PUC or NUC. (3) No information available concerning color combat photographs. However, Office of Public Information, Photographic Division, Navy Department 25, Wash., D. C., has black and white prints.—Ed.

## Counting Academy Time

SIR: Back up! In the January 1948 issue of ALL HANDS you state, "All active Federal service counts for retirement purposes."

Not so! This is a sore point with Naval Academy graduates who spent four of the most active (censored) Federal service years you ever saw and get neither retirement nor longevity benefits for them.—F. N. H., CDR, USN.

• ALL HANDS backs up. Under present law only officers of the regular Navy who were appointed to the Naval Academy prior to 4 Mar 1913 and who are still in the regular service may count Naval Academy time for retirement and pay purposes. Officers appointed to the USNA prior to 4 Mar 1913, and who subsequently severed their connections with the regular Navy and accepted commissions in the Naval Reserve, may count time at the Naval Academy for the purpose of computing the required period of active service for 20 years retirement under Public Law 305, 79th Congress, but not for pay purposes.—Ed.



USS Helm—Built at Norfolk Navy Yard, she was stricken from list 25 Feb 1947.

## Flight Skins

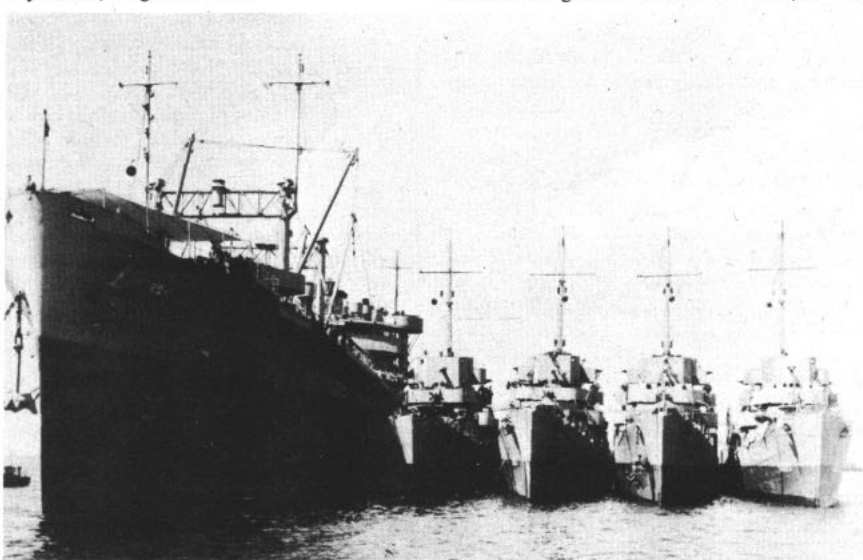
SIR: Is there any authority that restricts the ratings eligible for flight pay?—A. F. R., Y1, USN.

• Yes. BuPers Circ. Ltr. 106-47 (ASE SL, January-June 1947) and Executive Order 9846 of 5 May 1947 restrict flight orders to aviation ratings, strikers for aviation ratings, and other ratings, such as pharmacist's mates, which are specifically assigned to flight crews as flight orderlies and whose duties require regular and frequent participation in aerial flights.—Ed.

## Hamul in England

SIR: I am an ex-crew member of USS Hamul and would like to know where she is now.—W. F. B., EM1, USNR.

• USS Hamul (AD 20) is still in active service. Our last report placed her at Plymouth, England.—Ed.



USS HAMUL—Ex-maritime steamer acts as service station for destroyer escorts.

## About the Helm

SIR: I am a former crew member of USS Helm (DD 388), and would appreciate the following information. (1) When was she authorized? (2) When was her keel laid? (3) Where and when was she launched and commissioned? (4) Where is she at the present time?—E. J. F., TM3, USNR.

• USS Helm (DD 388) was built at Norfolk Navy Yard. (1) Authorized 27 Mar 1934. (2) Keel laid 25 Sept 1935. (3) Launched 27 May 1937 and commissioned 16 Oct 1937. (4) She was decommissioned at Pearl Harbor, T. H. 26 June 1946 and stricken from the list 25 Feb 1947.—Ed.

## No PUC, NUC for Bismarck Sea

SIR: Has USS Bismarck Sea (CVE 95) been awarded a Presidential Unit Citation or Navy Unit Commendation?—R. P. E., PHOM2, USN.

• Bismarck Sea has received neither PUC nor NUC to date.—Ed.

## MarCorps Awards

SIR: In July 1947 issue of ALL HANDS you state that the Presidential Unit Citation and the Navy Unit Citation were awarded to the Second Marine Aircraft Wing for the Okinawa campaign. I have yet to see any such authorization for these awards.—A. C. H., CPHM, USN.

• The ALL HANDS article stated, "The Presidential Unit Citation and the Navy Unit Commendation have been awarded the Second Marine Aircraft Wing and the Twelfth Marine Regiment, respectively."

The Second Marine Aircraft Wing was awarded PUC for the period 4 April to 14 July 1945. This award was approved 16 Dec 1946. There is no record of the NUC being awarded to this outfit.—Ed.



USS HOWARD W. GILMORE—Mothered subs during war. She's now at Key West.

### Transportation of Dependents

SIR: By authority of BuPers Circ. Ltr. 141-47 (NDB, 31 July 1947) I reenlisted at a station after being out of the service less than a month. My previous duty was a destroyer whose home port was San Diego, Calif. I was ordered from the station where I reenlisted to my present duty station. Do I rate reimbursement for transportation of dependents from the destroyer's home port to present duty station—or from reenlistment station to present duty station?—R. G. D., CPHM, USN.

• *Personnel who reenlist under continuous service (within 90 days from date of discharge) at the place at which discharged, are entitled to transportation of dependents from the old permanent duty station prior to discharge to new permanent duty station after reenlistment. Discharge from a vessel and reenlistment at a shore station which is also the home yard or home port of the vessel is considered the same place for this purpose.*—Ed.

### Brothers on Same Ship

SIR: My twin brother and I joined the Navy on the same date and went through boot training together. After completing our training we asked to be stationed together but were separated. We want to be stationed together and would like to know what the Navy's policy is concerning brothers being together on the same ship or station.—G. T. C., S2, USN.

• *BuPers Circ. Ltr. 281-45 (ASESL, July-Dec 1945) states that the Navy has no objection to members of the same family serving in the same ship. Naval training centers are authorized to effect transfers of recruits who have brothers serving in ships of any fleet, except submarines, to the ships in which their brothers are serving for duty, or such other duty as the fleet commander may assign.*

At such time as brothers are under the same administrative commander, a request may be forwarded to that commander requesting duty with brother.—Ed.

### Dope on Gilmore

SIR: I served aboard USS *Howard W. Gilmore* during the war and would appreciate the following information concerning her. (1) When was she built? (2) Did she ever publish a souvenir book? (3) Where is she at the present?—D. W. T., BKR1, USN.

• (1) USS *Howard W. Gilmore* (AS 16) was built at Mare Island Navy Yard. She was launched 16 Sept 1943 and commissioned 24 May 1944. *Gilmore* operated in the Pacific from June 1944 to August 1945. (2) We have no record of a souvenir book. (3) She has been at Key West, Fla., since October 1947.—Ed.

### Benefits for Filipinos

SIR: I enlisted in the Navy under a four-year hitch during the reoccupation of the Philippines. Upon expiration of my enlistment I plan to return to the Philippines and continue my studies. My questions are: (1) Will I be eligible for GI benefits? (2) Can I be granted duty in the Islands six months prior to my enlistment expiration? (3) Can I receive my separation in the Philippines? Also can you tell me how many Filipinos enlisted in the Navy during the fiscal year 1945-46?—F. A. F., STM1, USN.

• (1) *Assuming that you are a Filipino serving in the Navy, you are entitled to all benefits under the GI Bill, with the exceptions of the readjustment allowance and loan guarantee, which are not paid outside the CLUSA.* (2) No, at the present time your services are required in the Atlantic. (3) If you are a citizen of the Philippine Republic, you may elect separation in the Philippine Islands under Alnav 562-46 (NDB, 31 Oct 1946). This election must be made at the time otherwise scheduled to return to the U.S. for separation under Alnav 384-46 (NDB, 15 July 1946).

If a non-citizen, you may be separated in the Philippine Islands if ship or station to which you are attached at time of eligibility for transfer for separation is within the Philippine area.

Records show that 3,916 Filipinos enlisted in the Navy during the fiscal year 1945-46.—Ed.

### Figuring Leave Credit

SIR: On 31 Aug 1946, a man has 102 days' leave credit. On 1 Sept 1946, he maintains 60 days on the books and applies for a bond for the remainder. His enlistment expires in October and he is sent back to the States to reenlist. Upon reporting in, he is processed and then put on 60 days' terminal leave. Upon completion of leave he is discharged and immediately reenlisted. Now comes 30 June 1947 and the revision to BuPers Circ. Ltr. 193-46 and the computation of each man's leave credit. This man also took 30 days' reenlistment leave.

Does he receive credit for the fiscal period, 1 Sept 1946 to 30 June 1947, or does he lose the excess of 60 days upon discharge and end up on 30 June with minus 18 days credit?—O. E. H., CY, USN.

• *Leave earned and not taken from 1 September to date of discharge is lost. The 30 days' reenlistment leave was granted in advance of accrual and is to be charged against the first year of his obligated service. Therefore on the following 30 June, end of fiscal year, regardless of how many days excess leave he had to his credit he is not checked for excess leave. He cannot be granted additional leave until he starts to accrue earned leave, except emergency leave and excess leave as authorized by BuPers.*—Ed.

### Getting Old Rate Back

SIR: I was discharged on 25 Oct 1945 as a chief torpedoman and reenlisted on 12 May 1947 as seaman first. I have heard scuttlebutt that it may be possible to get my rate back. Is this possible?—J. B. H., S1, USN.

• *On 12 May 1947 seaman first was the only rate open to ex-chief torpedoman with broken service. You will have to make it by advancement.*—Ed.

### Dependents' Transportation

SIR: Since joining the Navy in 1928 I have always given my home address as the state of Ohio. I plan to enter the Fleet Reserve this year and intend to make my home in California. Can I request transportation of dependents and household effects to California or am I only entitled to transportation to my permanent address in Ohio?—H. A., LT, USN.

• *Personnel who are in pay grades 3 and above who are transferred to the Fleet Reserve and released from active duty, are entitled to transportation of dependents and household effects from the last permanent duty station to the home address of record as shown in shipping articles covering the last enlistment.*—Ed.





# ISLAND ATTACK

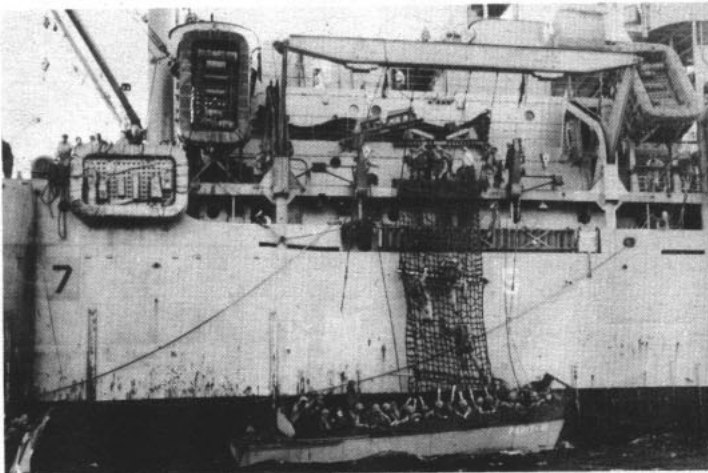
More than 9,000 Marines and Army infantry landed on tiny Vieques island, between Puerto Rico and Culebra, in a simulated attack against an "enemy" whose position would enable them to launch "rocket and guided missile attacks against southern and southeastern coasts of the U.S."

Bombardment vessels of 2d Task Fleet fired live ammunition onto the island for two days prior to the simulated invasion and on D-day. Strength of the enemy, using the island as a weather and air warning station, was assumed by American intelligence to total more than 4,500 officers and men.

Vice Admiral D. B. Duncan, USN, ComSecTaskFlt, commanded the exercises from USS *Leyte* (CV 32), with USS *Taconic* (AGC 17) serving as flagship for Rear Admiral R. O. Davis, USN, ComPhibLant.

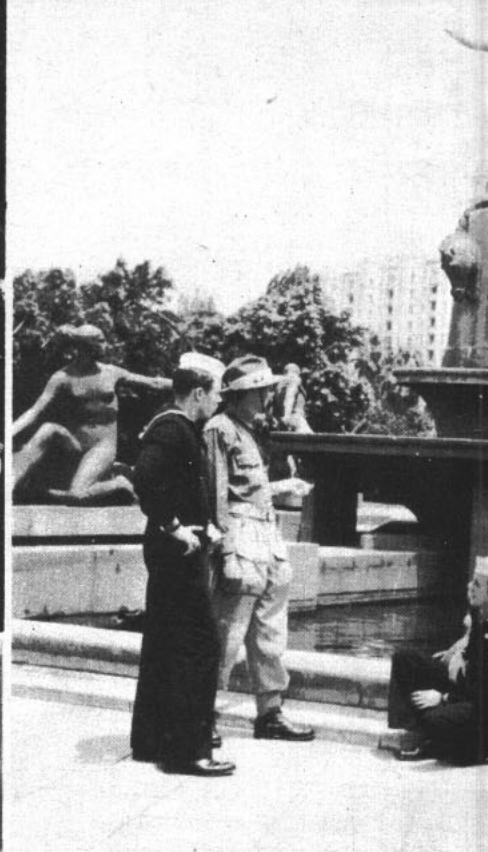
Approximately 16,000 Navy, Marine and Army personnel participated in the exercises. Naval vessels engaged totaled 55, in addition to 90 landing craft.

MANCHESTER awaits the attack (left), LST unloads its gear.

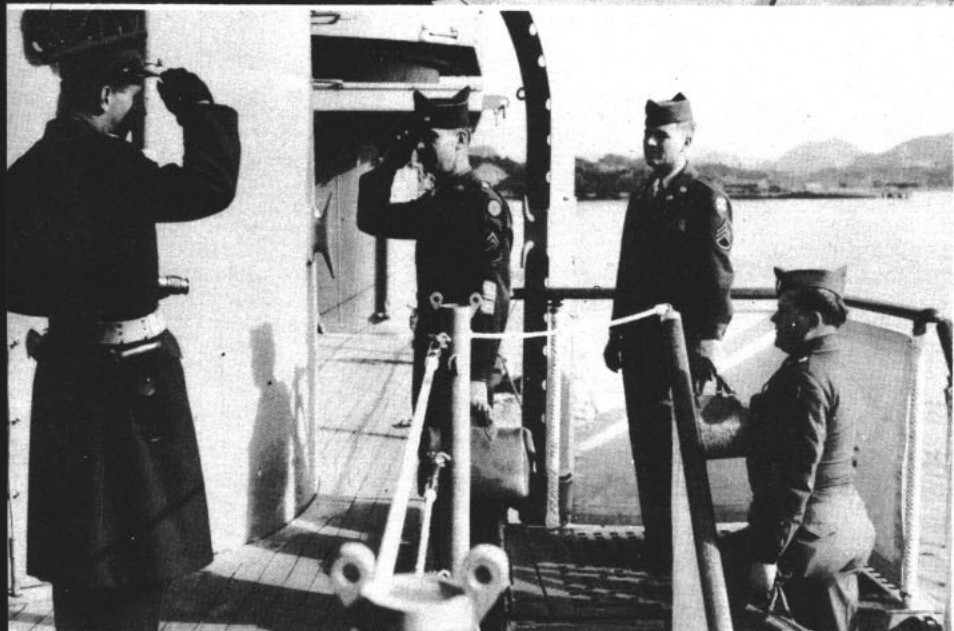


MEN scramble down net (above), and hit beach (below).





SIGHTSEEING sailors from Valley Forge soldier in Sydney. Upper left: Carnival queen on the ship during Mardi Gras. Left center: U.S. Turkish sailors training in U.S. Lower left: Sailors in Japan report aboard *Duluth* for an 11-day tour. 'soldiers of the month.' Below: A recruiting officer in Philadelphia by VADM J. L. Kauffman, Navy recruiting committee head; RADM T. J. ...





# TODAY'S NAVY



(above) are shown fountain by Aussie  
n receives crew of *Mindoro* on board  
S. Navy chief explains navigating to  
Members of U.S. occupation forces  
y cruise, reward for their selection as  
poster of colonial days is examined  
om 4 (left); H. W. Brightman, civilian  
Sprague, Chief of Naval Personnel.



## Veteran Battleship 'Pennsy' and Two Other Bikini Target Vessels Sunk off Kwajalein

### End of Gallant Career

Survivor of two world wars, 12 amphibious landings, the Pearl Harbor and Surigao Strait actions and the Bikini atom bomb tests, USS *Pennsylvania* went down in deep water off Kwajalein at the hands of a small crew.

Determined so unseaworthy that they might sink in shallow water and become navigational hazards, *Pennsylvania* and two other Bikini target vessels were sunk purposely. The attack transport USS *Banner* was the first and the destroyer *Trippe* the last of the three to go down.

The Navy had completed radiological and structural studies on the three vessels and had estimated that the cost of decontamination, repairs and towing would have been far in excess of their scrap value. Other target vessels also will be sunk after studies have been made.

*Pennsylvania* was awarded the Navy Unit Commendation for Pacific service, and was one of the last U.S. vessels to receive action damage in World War II. At anchor off Okinawa, *Pennsylvania* suffered 20 men killed when struck by an aerial torpedo just 59 hours before the official announcement of Japan's surrender.

### Cuba Honors *Maine*

Four U.S. Navy vessels visited Havana during Cuba's observance of the 50th anniversary of the sinking of the battleship *Maine*. The destroyer *Sarsfield* and three

submarines, *Spikefish*, *Sablefish*, and *Medregal*, proceeded to Havana from Key West, Fla., for the event.

As a result of an explosion of unknown cause, *Maine* blew up in Havana harbor on 15 Feb 1898. In this disaster, which immediately preceded the Spanish-American War, 260 lives were lost.

### Turks Train in U.S.

USS *Bexar* (APA 27) docked at Norfolk, Va., with 45 Turkish Air Force officers who came to the U.S. for technical and staff training.

The officers, who range in grade from lieutenant to lieutenant colonel, are being trained at various U.S. Air Force bases under provisions of this government's Turkish aid program. Upon their return to Turkey they will be assigned to new positions for which their training has fitted them.

### Mardi Gras Force

Taking part in the New Orleans Mardi Gras were USS *Mindoro* (CVE 120), USS *New* (DD 818) and USS *Coolbaugh* (DE 217), known as the "Mardi Gras Force."

Yvonne Brown, queen of "Elves of Oberon," the carnival organization, visited the carrier with her court. A throne was set up on the forward elevator where she received the members of the crew.

A group of 100 sailors from *Mindoro* marched in the Old Reliable Carnival club's parade in Algiers, just across the river from New Orleans.

## LAST MAY



Veteran Oklahoma sinks in Pacific while under tow to junk yard. \$500,000 damage done in Treasure Island fire. Admiral Reeves relieved of all duty and returned to retirement after 54 years of service.

## MAY 1948

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



SAILOR inspector accompanied by a nurse and village chief, make the weekly rounds during a sanitation inspection of a village on American Samoa.

## Landing Exercises

Battle-dressed Marines of the First Marine Division, landed by units of the Pacific Amphibious Group One, have made another successful amphibious landing—this time on San Clemente Island and Camp Pendleton, near Oceanside, Calif.

The landing was made during Pacific Fleet amphibious training exercises conducted on the Southern California coast. About 5,000 Navy and Marine personnel, 16 ships and 60 planes participated in the exercises.

Plan of operations was for Marines to take Camp Pendleton, considered an island to be used as an advance base for further operations against the "enemy." Fire support from two destroyers and a rocket ship aided the Leathernecks in establishing their goal.

## New Science Building

A new naval science building at the University of Louisville (Kentucky) has been dedicated.

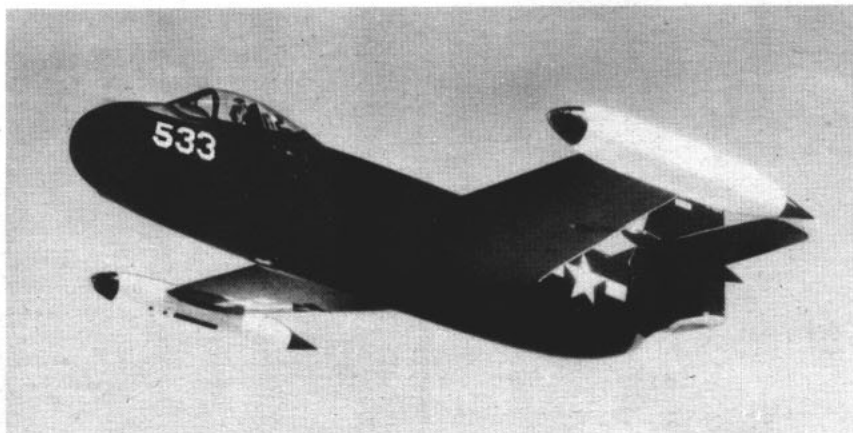
In his dedication speech Admiral H. K. Hewitt, USN, U.S. naval representative on the military staff committee of the United Nations, called for a strong Navy to defend American interests.

"Effective armed forces in the modern world must not only consist of ground forces, naval forces and air forces, each armed with the most modern weapons," the admiral said, "but these three components must be employed in close co-

ordination as a team to gain the common end."

"As long as we need armed forces for the defense of our interests and as long as the sea is required for the transport of men and goods, we must not neglect the control of the sea. And control of the sea cannot in the foreseeable future be exercised exclusively by shore-based aviation. It must be exercised primarily by ships, on the surface and below the surface and by ship-based aviation," the admiral further stated.

The University of Louisville is one of the 52 colleges and universities maintaining an NROTC under the direct supervision of Navy personnel assigned to the university.



STREAKING through sky is XF6U-1 Pirate, a small, light experimental jet fighter built for both carrier and land operations. The plane carries wing tip tanks.

## Navy Studies Cholera

Prevention and control of cholera will be studied by four Navy specialists in Damascus and other parts of Syria.

The group of two medical officers and two pharmacist's mates had been stationed in Cairo, Egypt, during the cholera outbreak there, and then were ordered to aid against the Syrian epidemic.

The party consists of Lieutenant (junior grade) Richard H. Weaver, MC, USNR, Lieutenant (junior grade) Moulton K. Johnson, MC, USNR, CPHM James D. Gillmore, USN, and PHM1 Charles F. Robinson, USN.

## New Chute Larger, Safer

The standard parachute, used in naval aviation for the past 25 years, soon will be replaced with a new nylon model—larger, safer and more efficient.

The new parachute has a 28-foot diameter, four feet more than the present model, and is made of "rip-stop" nylon, a waffle-weave material fashioned with heavy cross threads at quarter-inch intervals to help prevent tearing. Although larger, the new chute is made of lighter material and has approximately the same weight as the old model. It can be packed in the same container.

The heavy cross-thread weave of the new parachute is designed to stop a rupture in the fabric before it extends into a long rip, thus providing additional safety. Tears have a tendency to stop against one of the heavier cross threads rather than extend into a long slit.

Bail-outs with the new 28-foot parachute are possible at approximately 50 knots faster than with the old model, and the rate of descent is less than 20 feet per



second, compared with the 25-foot per second descent rate with the standard 24-foot parachute.

BuAer has been experimenting with the new parachute for three years. During this period approximately 100 "live" jumps and more than 2,000 drop tests were made to collect data. Under a replacement program, the 35,000 parachutes used by the Navy will be replaced at the rate of approximately 5,000 a year with the new chutes.

## Foster Heads BuSandA

Rear Admiral Edwin D. Foster, SC, USN, head of the huge aviation supply office in Philadelphia during the war, is the new chief of BuSandA.

Former deputy and assistant chief of BuSandA, Rear Admiral Foster holds business degrees from Princeton and Harvard. He relieves Rear Admiral W. A. Buck, SC, USN, who completed 30 years of naval service this spring.

## World Cruise

Because the 27,000-ton aircraft carrier USS *Valley Forge* is taking the long way home, her crew will get first-hand information on what the rest of the world is like.

The carrier, in company with the destroyers USS *W. C. Lawe* and *Lloyd Thomas*, is returning to San Diego from Tsingtao, China, by way of Singapore, Ceylon, the Persian Gulf, the Suez Canal, Gibraltar, Trinidad and the Panama Canal. Their arrival in San Diego harbor is expected during the middle of May.

Reasons for this cruise are:

- It offers a splendid opportunity to train the officers and men of our ships in independent long-range operations. It permits them to become familiar with foreign waters and with customs and traditions of the people of other countries.

- It is a morale builder for the many officers and sailors who still have the traditional urge to "join the Navy and see the world."

- It offers an excellent opportunity for American naval personnel to create good will and better understanding with the people of other nations.

## You Can Learn While You Earn in Navy

How to earn a master of arts degree while serving on active Navy duty is told by Raymond G. O'Connor, CY, USN, using his own case as an example.

"No other occupation of which I know can compare with the Navy for giving a man who wants it a chance to continue his education," the chief says, "and I've found that stretched out in a bunk aboard ship, underway or anchored, is as good a way as any in which to study."

After completing a thesis which will culminate 12 years of off-hour study, O'Connor will receive his master's degree in American history early this summer at American University's graduation exercises.

Now on duty in the recruiting station, Washington, D. C., the chief has taken his education in stride with previous Navy assignments to SubRon 4, USS *Indianapolis*, USS *Trenton*, recruiting duty in San Francisco, an earlier tour of duty at BuPers, and a period of service at NOB, Trinidad.

"After completing high school I was undecided about my future plans," he relates, "and thought that I'd like Navy life. I enlisted in St. Louis in 1935 and went through training in San Diego."

Not allowing his educational program

to come to a halt, O'Connor enrolled for afternoon and evening classes at the University of Hawaii. The operating schedule and the liberty hours of his ship were such that he could keep up a satisfactory attendance. Later, while serving aboard cruisers, he studied correspondence courses from the University of California.

"I absorbed a considerable amount of miscellaneous material on my own as I went along," O'Connor says, "although we didn't have all the educational aids at that time that are available now to service men. I utilized ships' libraries and public libraries—also bought books. My personal library includes about 2,000 volumes at the present time."

Nowadays the chief has to divide his time three ways—among his Navy tasks, his studies and his family. The family consists of a wife and three sons. Mrs. O'Connor, too, has made a mark in the world of higher learning. She possesses a bachelor's degree in music, and taught orchestra work in a Washington high school in 1943.

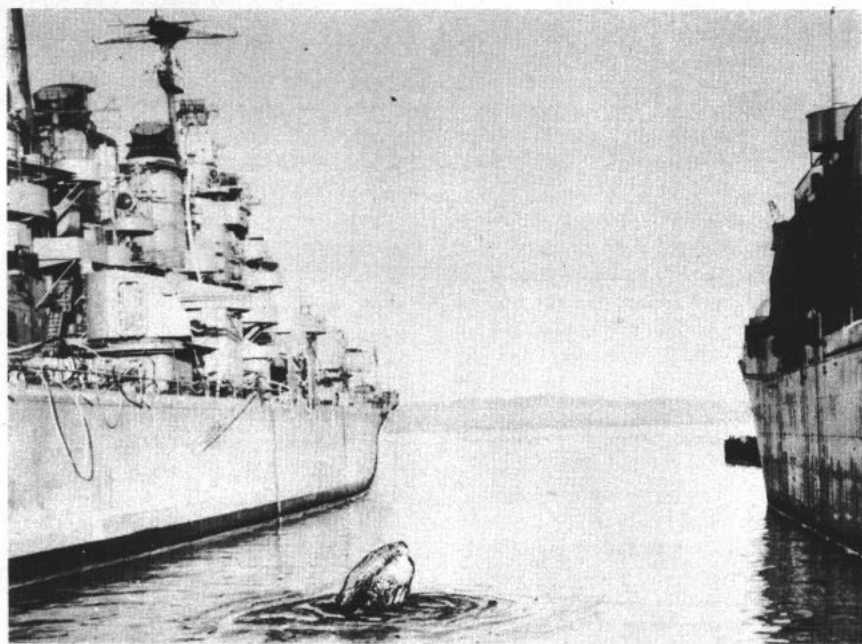
"To my wife goes the credit for keeping me going through discouraging periods," O'Connor says. "I think that most young men in the Navy today," he continues, "would be wise to round out a high school education, at least. Not only will it add to their success and value in the naval service, but it will prepare them for better jobs when they return to civilian life."

Although he does not possess a bachelor's degree, O'Connor attained the status of conditional graduate student at American University before he left Washington in 1944. Since he returned to Washington in June 1946, his studies at the university have been in the nature of postgraduate work. "Many colleges are inaugurating a policy that permits one to get a master's degree, in some cases, without first acquiring a bachelor's," O'Connor says.

Of his plans after finishing his naval career, O'Connor says, "I plan to go into the teaching profession—and, although it will probably have to wait until I can spend more time actually in a university, I hope to get a doctor's degree eventually. In fact, part of my work is toward that, now."



STUDY during off-duty hours in Navy has enabled R. G. O'Connor, CY, to earn a master of arts degree.



**HUGE BLACKFISH**, apparently wounded and out of its depth, dives and rises between USS *Bremerton* (left) and USS *Hooper Island* (right) at San Francisco.

## Naval Reserve Blimp

Taking off from the Airship Reserve Training Unit at NAS, Lakehurst, N. J., the "King 124," a Naval Reserve blimp, has completed its test flights.

One of two blimps operated by the Lakehurst Reserve unit, the ZP-K-124 has a cruising range of 2,000 miles. This range is increased when the blimp is operated as a free balloon. The "King 124" is 253 feet in length, has a volume of 456,000 cubic feet and a load of 11,000 pounds.

Recently authorized was a naval marking which the Airship Reserve blimps now display on the airship envelopes.

A continuous training program for Volunteer Reserve airship personnel is operated by the Lakehurst NARTU. The unit, comprising 65 officers and 250 enlisted men, supports Organized Reserve Squadron ZP-51, and handles Reserve personnel on their two-weeks' annual training duty.

## 20 More 'Copters Ordered

In line with plans to equip Navy fleet units with helicopters for rescue, transport and observation missions, the Navy has ordered 20 additional HO3Ss, observation helicopters.

The new order brings to 88 the total number of helicopters of all types in the

Navy, and will give the Navy a first-rate fleet of rotary-winged aircraft.

Auxiliary equipment of the Sikorsky helicopter includes flotation gear for water landings and takeoffs, extra fuel tanks and rescue hoists for lifesaving missions. Propelled by a 450-horsepower engine, it has a top speed of 110 miles an hour.

Navy fleet units have employed helicopters experimentally for more than a year. The HO3S-1 successfully flew plane guard for operating carriers, delivered mail and transported personnel from ship to ship. On a guard mail mission, an entire task force was covered by a helicopter in less than an hour, whereas a destroyer usually requires a full day for the task.



**TAKING OFF** on a test flight, the Naval Reserve blimp 'King 124' heads out to sea. Brand new naval markings are displayed on the huge airship's envelope.

## High-Speed Paint Test

The Navy, in conjunction with the University of Cincinnati (Ohio), has developed a centrifuge which will spin a small steel ball at a speed of approximately 1,800 miles an hour to test the adhesive qualities of paint for high-speed aircraft.

A dot of paint is placed on the steel ball, which is suspended in a vacuum in the centrifuge. The ball is then whirled until it reaches a speed of 2,400,000 revolutions per minute. By this system observers are able to tell at what speed the paint will start to fly off the surface.

Because of the additional weight to the plane, paint thickness has to be limited to about .001 of an inch. At high speeds this thin coating tends to come off, causing dangerous disruption of air flow.

The American Society of Testing Materials is now studying this new standard for application in writing specifications for paints and other coatings.

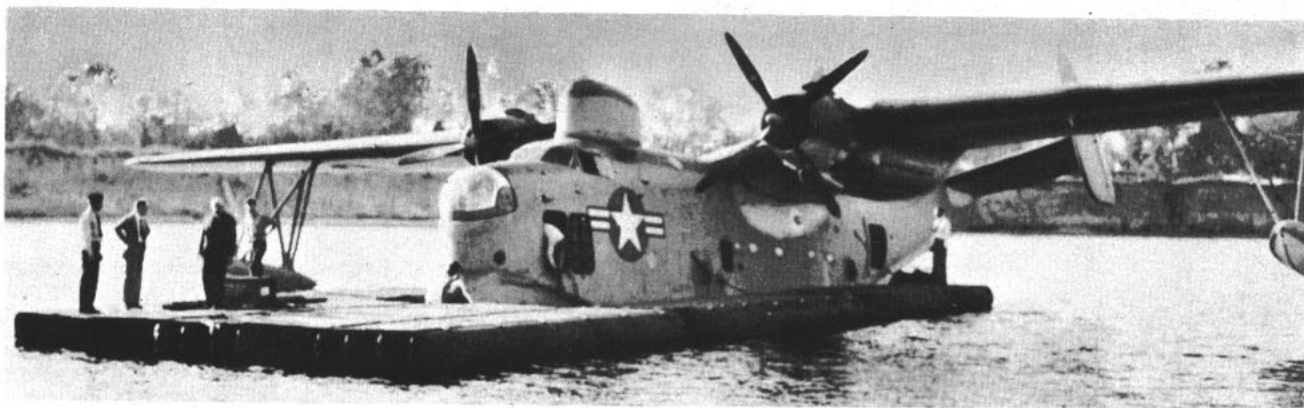
## Services' Facilities Studied

Economy and greater operational efficiency through common use is being sought by a committee appointed by Secretary of Defense James Forrestal to study facilities and services of the armed forces.

The Committee on Facilities and Services, will be composed of representatives of the three services, headed by the chairman of the Munitions Board, Mr. Thomas J. Hargrave. The service representatives are Vice Admiral Robert B. Carney, USN, Deputy Chief of Naval Operations (Logistics); Major General Henry S. Aurand, USA, Director of Service, Supply and Procurement (Army); and Lieutenant General H. A. Craig, USAF, Deputy Chief of Staff, Materiel (Air Force).

The committee will consider the common use of certain facilities and services, such as post exchanges, theatres, clubs, laundries and bakeries.





TYING UP to portable dock, crew of a Mariner demonstrates use of the new unit which can be flown to forward areas.

## Portable Dock for Planes

A portable dock that can be taken apart and transported by air has been developed by BuAer.

Designed for use in servicing seaplanes at advanced bases, the entire unit, which weighs about 5,600 pounds, can be stowed aboard a Mariner patrol bomber and flown to the forward area. The dock can then be re-assembled from the plane and placed in use. It may also be disassembled from the water.

When assembled the dock is composed of nine pneumatic float sections covered with a plywood deck. The collapsible pontoons are made of nylon.

The dock is U-shaped with the deck panels hinged together and secured to the top of the pontoons to form a stable working platform about six feet wide on both sides of the "U" and approximately 18 by 25 feet at the bottom of the "U."

The dock is intended primarily for use at those advance bases where seaplane maintenance facilities are inadequate or non-existent.

## Hydro-Flap for Land Planes

A newly developed hydro-flap—a planing surface swung down beneath the fuselage to serve as a hydroplane ski when making forced landings at sea—is being installed on several of the Navy's newer land-based patrol planes.

Structural failure and "submarining," resulting when the plane's nose digs into the water, are principal causes of personnel loss during forced landings at sea. The hydro-flap is designed to keep the nose of the plane skimming along the surface of the water until most forward speed is lost. After the airplane's gradual deceleration, personnel are able to escape through hatches and launch survival gear

in the short time available before the plane sinks.

Although no full scale tests have been completed, model tests indicate that the hydro-flap will not only hold the nose of the aircraft above water during the "ditching" run, but also will eliminate some of the excessive stress that often causes the plane to break in half. The hydro-flap will be installed first on the production models of the Martin P4M Mercator. On the P4M the flap is actually the navigator's hatch lowered to an angle of 30 degrees and strengthened to withstand loads up to 10,000 pounds when locked in the down position. This modification adds only 11 pounds to the weight of the plane.

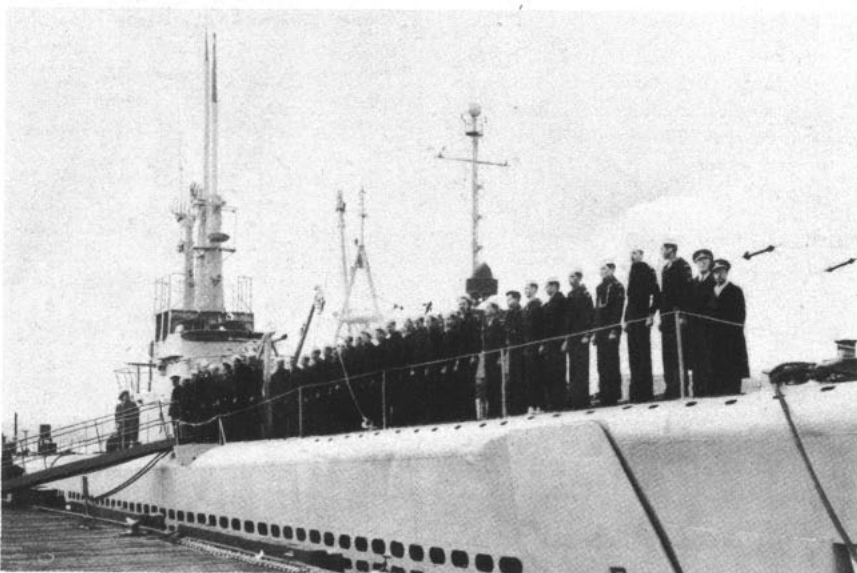
The hydro-flap was developed by the National Advisory Committee.

## Navy Aids Sea Scouts

American Sea Scouts are taking to the water like veteran sailors, and all because of the assistance they are receiving from their big brother, the U.S. Navy.

To assist in the training of the Sea Scouts, the Navy has designated more than 90 regular and Naval Reserve officers as Navy Liaison Officers for Scouting. Under the guidance of these liaison officers and regular scout leaders, the young sea scouts receive short instruction courses in seamanship, first aid, aerology, ordnance, pistol and skeet shooting, hydraulics, engines, propellers, aerial navigation and aviation electronics.

During the year 1946 and 1947 the Navy donated 557 small craft of various types to the Sea Scouts.



SEA SCOUTS line up for inspection on the forward deck of USS Drum, submarine with distinguished war record, now used for training operations.



**FIRST** to appear on plaque honoring peacetime contributions of crew of *Midway*, A. J. Sands, MOMM3, is congratulated by RADM John J. Ballentine, USN.

## Reserve LCIcebreakers

Naval Reserve training paid off for its personnel and the owners of 406 shiny new automobiles on barges which were abandoned by commercial tugs during a quick freeze of the Ohio River near Newburgh, Ind.

A volunteer crew from the Evansville, Ind., Naval Reserve battalion manned an LCI used as a Reserve training vessel and battered their way two miles to the barges. Six inches of ice held the barges carrying the million dollar cargo where it had been abandoned two days previously.

Using full speed, the LCI smashed the ice into large sections and then backed away, permitting the pieces to float free with the current. This enabled the tugs to tow the barges to an ice-free harbor at the mouth of another river.

## Farragut Leased

A section of the former Farragut (Idaho) Naval Training Center has been leased to the Farragut College and Technical Institute, which has been using the property as a college and trade school for veterans since early 1947.

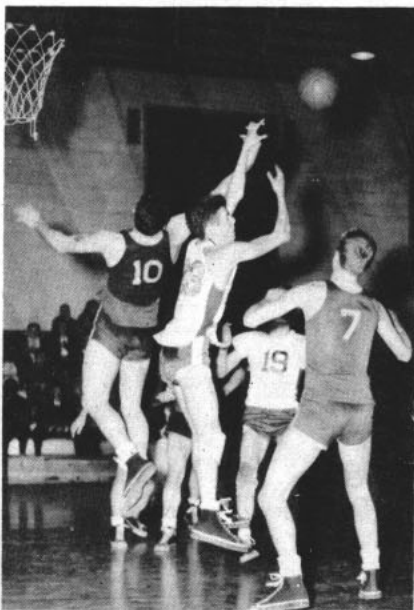
The portion of the former naval activity leased to the Institute includes 323 buildings and 1,400 acres of land.

## Friendly Welcome

When Task Force 38 visited Australia, a prominent Sydney newspaper expressed the city's welcome in its editorial column,

suggesting a regular short-term exchange of officers between the American and Australian navies.

"The close and cordial relations between the RAN and the U.S. Navy, which grew up during the war, should not be allowed to weaken," it stated. "The men of Task Force 38 can count upon a warm and friendly welcome from all sections of a community which has not forgotten its great and abiding debt to the American Armed Forces."



**TUNEUPS** for All-Navy tourney this month saw PhibLant team (left, white shirts) defeat SubLant five, 43-35, and NAS Quonset win over RecSta Boston, 56-46.

## Flag Rank Orders

Flag rank orders for last month were as follows:

Admiral Charles M. Cooke Jr., USN, was detached as ComNavForWesPac and ordered to CNO for duty.

Vice Admiral Bernhard H. Bieri, USN, was detached as ComNavForMed and ordered to CNO for duty.

Rear Admiral Edward W. Hanson, USN, was detached as CO NavBase Pearl Harbor, T. H., and reported for duty as Com 15.

Rear Admiral Theodore D. Ruddock Jr., USN, was detached as Supt. NavGun Washington, D. C., and ordered to duty as senior member, Board of Inspection and Survey, Pacific coast.

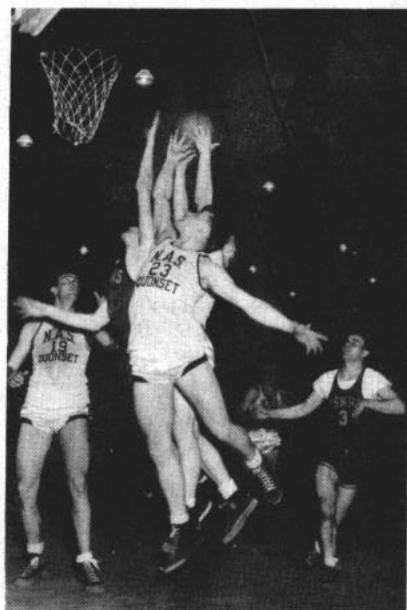
Rear Admiral Frank G. Fahrion, USN, was detached as ComDesPac and ordered to duty as Supt. NavGun, Washington, D. C.

Rear Admiral Edmund W. Burrough, USN, was detached as ComCruDiv 12 and reported for duty as member of General Board.

Rear Admiral Stuart S. Murray, USN, was detached from duty with ComNav-WesPac and ordered to duty as CO Nav-Base Pearl Harbor, T. H.

Rear Admiral Emmet P. Forrestal, USN, was detached as CO NavBase Norfolk, Va., and ordered to duty as ComDesPac.

Rear Admiral Felix L. Johnson, USN, was detached as Director of Public Relations, Navy Department, Washington,





D. C., and ordered to duty as ComDes-Lant.

Rear Admiral Richard F. Whitehead, USN, was detached as ComCarDiv 14 and reported for duty as CNART, Glenview, Ill.

Rear Admiral John H. Carson, USN, was detached as ComCruDiv 15 and ordered to duty with SecNav.

Rear Admiral Leon F. Fiske, USN, was detached as chief of staff and aide to Com 11 and reported for duty as ComServRon 3.

Rear Admiral Harry R. Thurber, USN, was detached as chief of staff and aide to ComPacResFleet and reported for duty as senior member, Naval Advisory Survey Board, China.

Rear Admiral Ruthven E. Libby, USN, was detached as assistant chief of staff for plans, CincPac, and reported to CNO for duty.

Rear Admiral Herbert E. Regan, USN, was detached as ComFairWing 4 and was ordered to duty as member of General Board.

Rear Admiral John P. Whitney, USN, was detached from staff, CNAATU Jacksonville, Fla., and ordered for duty as prospective deputy commander, MATS.

Rear Admiral Alfred W. Chandler, DC, USN, detached as chief of dental division, BuMed, and assumed duty as general inspector (dental), EuMed.

Rear Admiral Spry O. Claytor, DC, USN, detached from duty at Naval Academy, Annapolis, Md., and ordered to duty as inspector of dental activities, West coast, San Francisco, Calif.

Rear Admiral Clemens V. Rault, DC, USN, was detached from Naval Dental School, National Naval Medical Center, Bethesda, Md., and reported for duty as assistant chief for dentistry and chief of dental division, BuMed.

Rear Admiral Thornton C. Miller, CHC, USN, was detached from staff, ComServPac and ordered for duty to BuPers.

Rear Admiral Walter A. Buck, SC, USN, Paymaster General of the Navy and chief of BuSanda, retired 1 Mar 1948.

Rear Admiral Charles W. Fox, SC, USN, was detached as supply officer in command, NSD, Mechanicsburg, Pa., and assumed duty as deputy chief of BuSanda and Ast Chief of BuSanda.

Rear Admiral John Ball, SC, USN, was detached from duty as Yards and Docks supply officer, Naval CB Center, Port Hueneme, Calif., and ordered for duty as supply officer in command, NSD, Mechanicsburg, Pa.

## Missing Iron Man Back On Active Duty

The Iron Man was missing.

Nobody knew exactly what had happened to it. Last won by USS *West Virginia* in 1940, it had disappeared while the battlewagon was stripping ship.

During the war years no one took the trouble to search for it. With the postwar revival of Navy sports letters began to pour into BuPers asking, "What ever happened to the Iron Man?"

BuPers' Welfare Activity got the ball rolling on an extensive search. Navy supply and storage activities all over the world were requested to check their stock for the three-foot tall trophy. General inquiries were made throughout the Fleet.

It could not be located. Apparently it had vanished in thin air.

Then the British Embassy called BuPers to ask if they knew where the Battenburg Challenge Cup could be found. This is a challenge cup put up by the British in 1906 for rowing between units of the British and U.S. fleets. It had last been won by USS *Lexington* (the old *Lex*, sunk in the Coral Sea). A seaman first class was sent out to Fort Washington (near Washington, D. C.) to check through some trophies stored there in an effort to locate the cup.

He found it, but while searching through storerooms a dust-covered trophy of a well-muscled athlete standing with his arm upraised in a symbol of victory caught his eye. His curiosity aroused, he wiped the dust from the pedestal and read the title, "Navy Department General Excellence Trophy—Pacific Fleet." A thought struck him. Could this be the long lost Iron Man?

He informed BuPers officials of his suspicions and a check was made. It was the Iron Man.

Competition for the award began in 1919, when USS *Mississippi* massed the necessary points to capture the trophy. Winning ships held the award for a year.

After her initial win, *Mississippi* retained the Iron Man until 1924, when USS *California* captured it. In 1927 USS *Pennsylvania* took it away from *California*, but a year later lost it to USS *Tennessee*. The year 1929 saw *Mississippi* athletes again fight their way to

the top of PacFlt sports, and hold for her sixth year the highest honor in Fleet athletic competition.

The Iron man rode USS *West Virginia* from 1930 through 1932, when it was relinquished to USS *Maryland*. *Tennessee* regained possession in 1934, lost it a year later to *West Virginia* and then won it back in 1936. In the years that followed it passed between USS *Nevada*, *Tennessee* and *California*, finally being recaptured by USS *West Virginia* in 1940.

Cleaned and polished, the Iron Man is once again headed for the Pacific Fleet. Soon Fleet competition between battleships, carriers and cruisers will be renewed and the battle for possession of the Iron Man will be on.

Plans are being made for a similar trophy to be prepared for Atlantic Fleet athletic competition. With the "boom" in Navy sports still gaining momentum, future competition for the treasured trophy should be greater than was the fierce rivalry of the past. The Navy Department has found that the ships with the best athletes usually led the Fleet in gunnery, communications and navigation as well.



GLITTERING in a shaft of light the Iron Man stands as a symbol of athletic supremacy of Pacific Fleet.

# THE BULLETIN BOARD

## Sons of Navy, MarCorps Personnel Eligible for Scholarship; Deadline 1 July

Sons of certain Navy and Marine Corps personnel may apply for a full four-year scholarship at Rensselaer Polytechnic Institute, Troy, N. Y.

From the list of applicants, one will be selected for the scholarship being offered by the institute's trustees and will enroll with the September 1948 class. The scholarship covers the cost of tuition, \$600 a year, for four years.

Applicants must be the son of an officer, warrant officer, petty officer or non-commissioned officer on the active or retired list of the Navy or Marine Corps, or the sons of deceased personnel of these categories.

The directive announcing the scholarship, BuPers Circ. Ltr. 44-48 (NDB, 15 March) contains a form to be used in making application, which must be received in BuPers on or about 1 July 1948. BuPers will correspond directly with institutions which the applicant attended for secondary school records.

Consideration will be made on the basis of scholarship, rank and leadership qualities. Since the successful candidate will be required to maintain an average grade of 85 per cent, only exceptional candidates will be considered.

The institute maintains the following 12 undergraduate courses leading to a bachelor's degree: civil engineering, me-

## Seabees at Alaskan Base Test Arctic Equipment

Effectiveness of various types of equipment in Arctic weather conditions is being evaluated by a small detachment of Seabees at the newly established Arctic test station at Point Barrow, Alaska.

The project is under management control of BuDocks, with technical control of tests exercised from the advanced base depot, Construction Battalion center, Port Hueneme, Calif.

chanical engineering, electrical engineering, chemical engineering, aeronautical engineering, metallurgical engineering, industrial engineering, business administration, chemistry, physics, biology and architecture.

Men serving on active duty and who will be on inactive status on or before 1 Sept 1948 are eligible to apply.

## Medical Board to Examine Officer Before Promotion

Officers must now appear before a board of medical examiners for physical examination prior to promotion, BuPers Circ. Ltr. 19-48 (NDB, 15 Feb 1948) directs.

Officers due for promotion will be informed by BuPers in circular letters or other appropriate methods, after which they will report for physical examination. Upon completion of the examination a report will be forwarded to the Judge Advocate General by the board of medical examiners. Each officer will inform BuPers (Attn: Pers 321) that he has reported for physical examination preliminary to promotion to the grade in question, including date and place of examination.

Travel should be restricted to a necessary minimum. If the issuance of necessary travel orders by authorized commands is not practicable, BuPers will issue travel orders on request.

This circular letter terminates the wartime procedure under which the medical officer of a ship or station could conduct physical examinations of officers.

## Prize Essay Contest For Enlisted Personnel Opens; Deadline 1 Aug

A prize essay contest, open to any enlisted man or woman of the Navy, Marine Corps or Coast Guard on active duty, is being conducted by the U.S. Naval Institute.

A prize of not less than \$300 and not more than \$700, a gold medal and a life membership in the Institute will be awarded for the best essay submitted on any subject pertaining to the naval profession, should the board of control consider the essay to be of sufficient merit. In addition, one or more essays may receive honorable mention along with such compensation as may be adjudged by the board of control. Compensation awarded honorable mention essays will not include a life membership in the Institute.

If no essay is adjudged of sufficient merit to receive the prize or honorable mention, the best essay submitted may receive a special award instead. The rules governing the competition are as follows:

- Essays should not exceed 8,000 words.
- Essays must be received by the secretary-treasurer of the Naval Institute, Annapolis, Md., on or before 1 Aug 1948.
- The awards will be made by the board of control, voting by ballot without knowledge of the names of the competitors. To assure impartiality, essays must be sent in a sealed envelope and be identified only with a motto or symbol. The name of the competitor must not appear on the manuscript, but must be sent in a separate sealed envelope which will have the same motto or symbol marked upon its outside and also on the enclosed sheet bearing the competitor's name.

- All essays must be typewritten on paper 8½ by 11 inches, and double spaced. They must be submitted in triplicate, each copy complete.

Successful competitors will be informed and will receive their awards as soon as practicable after the September meeting of the board.

Prize winning essays will be intended for publication in the Naval Institute Proceedings.

## Navy Relief Calls for Funds 4 May to 6 June

Two decisive American sea battles of World War II will be commemorated when the Navy Relief Society issues its annual call for contributions from all members of the naval service. The period 4 May to 6 June, during which the Battles of Coral Sea and Midway occurred, has been selected.

The Society's purpose is to assist, financially or by other services, officers and enlisted men of the regular Navy and Marine Corps, Reservists on active duty, and the dependents of these men and those of deceased personnel.



## Requirements Amended For Submarine Training To Correlate Standards

Length of service and date of rank requirements for submarine training have been amended to correlate eligibility standards of all line officers with requirements for officers graduated from NROTC schools.

Line officers with one year of service as of 1 July 1948 and with date of ensign rank prior to 1 July 1947 may now apply for submarine training under the provisions of BuPers Circ. Ltr. 25-48 (NDB, 29 February).

Previous requirements of two years' service and date of ensign rank as of 1 July 1946 were altered by a BuPers recommendation approved by CNO last December in a special policy to provide Reserve officers qualified in submarines for the Organized Naval Reserve from officers graduated from NROTC schools.

The policy called for a year's service in commissioned rank, six months in the submarine training course and at least another 18 months on submarine duty. Before attending the submarine training school, the officers were to have been qualified to stand OOD watches underway.

The new circular letter opens the lowered requirements to all line officers, and applications from officers previously ineligible are desired for the class at the New London, Conn., submarine school convening about 5 July 1948.

Applications from this group of officers should reach BuPers not later than 15 Apr 1948, although requests received later than that date will be considered if time permits. BuPers advises use of dispatch if application by letter may arrive late.

The directive asked commanding officers to include in the forwarding endorsement a statement as to whether the candidate is qualified as an OOD watch stander underway. Applications must be accompanied by a medical certificate of fitness for submarines, and a statement as to whether the applicant is married or single.

After receiving orders to the school, married officers may apply for housing by addressing the transient housing office on the base.

## LEGISLATIVE ROUNDUP

Legislation being considered by Congress which may affect the naval establishment is briefed below for the information of personnel. Action on bills which are passed by Congress and signed into law by the President will be noted by ALL HANDS in future issues.

The President approved S. 1394, H. R. 4212 which became the following law:

**Education Allowances**—Public Law 411: Provides increased subsistence allowance for veterans pursuing certain courses under the Servicemen's Readjustment Act of 1944 as amended. Veterans undertaking full-time institutional training courses will be paid a subsistence allowance of \$75 per month, \$105 per month if he has one dependent or \$120 a month if he has more than one dependent. The law became effective 1 April.

The following bills are pending Congressional action:

**Commodity Dealings**—H. R. 4826: Introduced; to prohibit certain officers and employees of the U.S. from engaging in transactions involving contracts of sale of commodities for future delivery.

**Training Accidents**—H. R. 4889: Introduced; to extend disability and death benefits to personnel of the Reserve components of the armed services while on active duty or in training.

**Age Requirements**—H. R. 4969: Introduced; to reduce the age requirements for old-age and survivors insurance benefits from 65 to 60, and, in the case of veterans of World War I or II, to further reduce such age requirements according either to their length of service or to whether they served outside the U.S., and for other purposes.

**Unemployment Allowances**—H. R. 5100: Introduced; to amend the Servicemen's Readjustment Act of 1944 to provide an additional period of 52 weeks in which unemployed veterans may receive readjustment allowances. (Provides \$20 per week for 104 weeks instead of 52 weeks.)

**Foreigners' Instruction**—H. R. 5182: Introduced; to authorize the President to permit nationals of other nations to receive instruction and training in schools, training establishments, ships, units and other installations maintained or administered by the Department of the Army, the De-

partment of the Navy, the Department of the Air Force or the U.S. Coast Guard.

**Tax Deductions**—S. 2008: Introduced; to allow a deduction, for income tax purposes, of premiums paid on national service life insurance and U.S. government life insurance.

**Counting Service**—H. R. 5345: Introduced; to amend section 8 of the Pay Readjustment Act of 1942, as amended, so as to allow certain commissioned warrant officers of the armed forces to count other commissioned service in the computation of service for advancement to certain pay periods.

**Veterans' Pensions**—H. R. 5311: Introduced; to grant pensions to veterans of World War I and II who are 55 years of age and over.

**Medical Reimbursement**—H. R. 1275: Reported; to authorize reimbursements of naval personnel for cost of necessary medical or hospital services while on authorized leave.

**Grave Markers**—H. R. 4272: Reported; to furnish headstone or markers for graves for honorably discharged members of the armed forces, including Union and Confederate armies.

**Government Housing**—S. 2136: Introduced; to permit members of the Army, Navy, Marine Corps, Coast Guard, Coast and Geodetic Survey and Public Health Service, who have dependents, to occupy on a rental basis and without loss of rental allowances temporary housing facilities under the jurisdiction of any such service.

**Free Postage**—H. R. 5295: Introduced; to provide free postage for veterans and members of the armed forces of the U.S. receiving care or treatment in certain hospitals.

**Vessel Repairs**—H. R. 4721: Reported; to remove statutory limitation on repairs or alterations to a naval vessel.

**Ship Restoration**—S. 1796: Reported; to authorize the restoration of USS *Constellation*.

**Medal Award**—S. 1802: Reported; to authorize the President to present the Medal of Honor to the Unknown Soldier of World War II.

**Longevity Service**—H. R. 4498: Reported; to allow credit for service performed before reaching 18 years of age for longevity.

# Regular Line Officers Must Pass Written Examinations for Promotion

All permanently appointed officers of the line of the regular Navy not restricted in the performance of duty who become eligible for promotion to grades below flag rank after 1 Jan 1949 will be required to take written professional examinations for promotion, according to a new BuPers directive.

Examinations for those who will be eligible in the early part of 1949 will probably be given late in 1948. Generally it is planned to schedule examinations so that officers will be able to complete the examinations in the quarter previous to that in which their dates of eligibility occur. Only permanently commissioned officers on the active list of the regular Navy are subject to these examinations.

BuPers plans to make the first examination for promotion to the rank of lieutenant (junior grade) of the objective type. A complete listing of ensigns to be examined in late 1948 will be published by BuPers at a later date. These examinations will be conducted on a world-wide basis during one scheduled examination period of not more than four days.

The directive, BuPers Circ. Ltr. 17-48 (NDB, 15 Feb 1948) outlines the policy in administering the promotion examinations which were restored by the Officer Personnel Act of 1947 (Public Law 381, 80th Congress).

All regular Navy commissioned and warrant officers who become eligible for promotion, or who are designated from promotion lists to fill vacancies in higher grades prior to 1 Jan 1949 will be examined on the record, and not required to take written professional examinations. However, any officer may file objection to

## Corpsmen to Get New Pocket-Size Handbook

A new pocket-sized, 400-page handbook is being printed for the Navy's hospital corpsmen.

The volume, a revision of the familiar Handbook of the Hospital Corps, is being prepared by the Bu-Med Publications Division. It will contain latest available information on subjects of interest to the Hospital Corps.

his examination on the record only, and appear personally before a statutory board for examination.

The initial written professional examination will be conducted by supervisory boards. An officer failing this initial examination may be reexamined, either before a statutory examining board or by another supervisory board, as individual circumstances warrant. In case an officer, upon personal appearance before a statutory examining board, fails one or more parts of the professional examination he will be suspended from promotion for six months.

After this six-month period he may be reexamined, and if successful, his promotion will be effected with his date of rank corresponding to his original date of eligibility for promotion, with no loss of pay or allowances. In case of failure upon reexamination, the law requires in general that an officer below the grade of lieutenant commander be honorably discharged from the service.

No officer may be promoted to higher rank before his eligibility date, regardless of how far in advance of this date he is given and passes the professional examination. In cases where promotion is delayed pending approval of the examining board's report, pay and allowances of the higher grade accrue from the date of eligibility. Where a naval examining board finds the record inconclusive, the board may take such action with regard to further examination as individual circumstances warrant, including but not restricted to arranging for the personal appearances of the officer before the board.

The written examination will be organized in six parts corresponding to the departments established in the Standard Ship Organization, 1947. These are:

I. Executive Department — Military Law; International Relations; Administration, Armed Forces Organization, Leadership.

II. Operations Department — Strategy and Tactics, Intelligence; Communications.

III. Operations Department — Navigation and Piloting.

IV. Air Department — Aviation: tactical, operational and maintenance.

V. Gunnery and Deck Department — Ordnance and Gunnery; Seamanship.

VI. Engineering Department — Naval Engineering; Electricity and Electronics; Damage Control.

Line officers, unrestricted in the performance of duty, are to be examined for promotion as follows: commander to captain—Parts I, II and IV; lieutenant commander to commander—Parts I, II and IV; lieutenant to lieutenant commander—Parts I to VI inclusive; lieutenant (junior grade) to lieutenant—Parts I to VI inclusive; ensign to lieutenant (junior grade)—Parts I to VI inclusive.

Officers of the Staff Corps, LDOs, SDOs, EDOs, AEDO and chief warrant officers are to be examined in the military law, administration, armed forces organization, and leadership sections of part I of the examination, and in such other subjects as may be applicable to their staff corps or specialty. Further information on the promotion examination for staff officers, those restricted in the performance of duty, and chief warrant officers will be issued by BuPers at a later date.



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## BuPers Policy Clarified Concerning Reenlistment Following Broken Service

Numerous inquiries regarding reenlistment in the regular Navy after broken service have been received by BuPers. Information contained in directives is repeated below in order to clarify BuPers' policy in two of the more familiar situations.

- A man, immediately after being discharged from the regular Navy, enlists in V-6, USNR, reporting for active duty the same day. He remains on active duty in the Naval Reserve until the day he reenlists in the regular Navy. This man would only be entitled to reenlistment allowance if he reenlisted in the regular Navy within three months from the date of his last discharge from the USN. Active duty in USNR has no bearing in the case.

- The question has arisen if a man in the situation described above would be eligible to reenlist in USN with the rating held at the time of discharge, even though more than 90 days had elapsed since he was discharged from the regular Navy. The answer is no. Under normal circumstances the following applies:

1. Men reenlisting in USN within three months from date of discharge from USN are reenlisted in the rate in which discharged.

2. Men reenlisting in USN after more than three months from date of last discharge from USN are accepted as non-rated men in pay grades 5, 6, or 7, depending upon pay grade in which discharged.

3. Exception to sub-paragraph two, above, is made in ratings wherever critical shortages exist. In such cases, present policy permits broken service pay grade 1, 1A and 2 personnel to reenlist with a rate in pay grade 3; and broken service pay grade 3 or 4 personnel to reenlist with a rate in pay grade 4.

## Medical Services of Armed Forces Studied by Group

Gathering latest information on present medical facilities of the armed forces, the committee on medical and hospital services appointed by Secretary of Defense Forrestal boarded aircraft for a swing through eight states to visit hospitals, medical schools and other units.

## Inspections Determine Reserve Readiness

District inspections of large numbers of Organized Naval Reserve units will swing into action in the near future in preparation for nation-wide reviews by the Naval Reserve Inspection Reviewing Board to be convened by BuPers.

Plans call for preliminary reviews by district inspection boards as convened by district commandants of all Organized Naval Reserve units except intelligence, communications supplementary activities, naval transportation and aviation units.

Interim plans for district inspections were established by a Naval Reserve directive dated 7 Jan 1948 pending instructions by the Naval Reserve Inspection Reviewing Board.

The district boards will conduct the annual inspection when units have moved into permanent quarters or when they are sufficiently organized, in the commandant's opinion, to warrant inspection.

Instructions for inspecting intelligence, communications supplementary activities and organized transportation components will be issued in the future.

After the district boards determine the best surface and submarine units of the Organized Reserve, the Naval Reserve Inspection Reviewing Board will review only the top unit in each district to establish their national rating.

The Naval Reserve Inspection Reviewing Board will consist of one captain and at least two other Navy line officers, as provided in BuPers Manual, Part H. Purpose of the inspection board is to determine the degree of preparedness of the Naval Reserve to meet requirements in the event of war or national emergency. Its report is made to the Chief of Naval Personnel, who transmits it to SecNav via CNO.

In addition to this report, the board will submit a special report on each organization inspected. Consideration will be given to reports of cruises, target practices, active training duty and the degree to which units have conformed to prescribed training.

Inspections of surface units by the district boards consist of three parts—personnel, training and administration.

Personnel inspection will include personal appearance and uniforms, comparison of classifications and rates on board

with prescribed allowances, percentage procurement of quota and the percentage present at inspection.

Training inspection will embrace both officer and enlisted personnel and will include such things as percentage attendance at drills, numbers performing annual training duty and other items.

Administration review will determine efficiency and soundness of administrative measures, including the completeness of records and files, effectiveness of the organization without being "over-organized," compliance with directives, welfare matters, musters and plans, administrative knowledge of officers and other matters.

The district inspection boards will prepare written reports on each division, assigning a percentage score to each of the three parts of the review. Final marks will determine standings within the districts.

On a basis of 100, the personnel inspection will amount to 30 points, 40 for training and 30 for administration. The sum of the per cent times these numbers is the division's final mark.

A material inspection, not to be considered in the final mark, will include the armory and equipment.

Submarine units will be inspected for the same items as surface units with three additions. The district inspection board will want to know from submarine units if time is equally divided between training for advancement and for sub qualification, whether a qualification notebook is being prepared for each unqualified officer and man, and what percentage of officers and men have been qualified in submarines.

Volunteer Reserve electronic warfare companies and platoons will undergo inspection by one officer of the district inspection staff familiar with technical or operational phases of the program.

Inspection of other Volunteer Reserve units will be on a smaller scope than that for Organized Reserve units. Since the inspections will be of an informal nature, most will be made by one officer actively engaged in the program under which the particular unit is established.

Since the Inspection Reviewing Board will not inspect Volunteer units this fiscal year, they will not be rated on a national basis.

## Sailors Read Books for Fun and Future

The "reading public" among U.S. sailors can be generally divided into two categories, those who read for fun and those who read for their future, according to an informal survey conducted by BuPers Library Section.

This section, which supplies books to 1,700 Navy and Marine Corps libraries, tries to furnish every activity with both technical and professional publications for use of those desiring to further educate themselves and fiction for the men who are looking for entertainment in their reading matter.

The survey discovered that romantic novels, westerns and mysteries are the most popular fiction reading among Navy men.

In the non-fiction field many "how-to-do-it" books are requested, but the publication most in demand is the almanac. Librarians report that dozens of friendly arguments are settled daily with this indispensable book of facts and figures.

During 1947 a total of 9,182 new books was published in the United States. Approximately 2,000 of these were carefully examined by BuPers Library Section for possible use in ship and station libraries. Some 500 titles from the current crop were finally selected for Navy use.

These books are reviewed by BuPers Library Section's professional librarians,

assisted by officers and enlisted men. No book is overlooked for possible use by the Navy. Many of the more significant and popular works are reported in ALL HANDS' book review page.

About 1,000 different titles were purchased in 1947 to fill special requests. Any ship or station may ask BuPers Library Section for particular titles or books on special subject that they may need. If available, the books will soon be in the mail. These books often can be supplied from Navy book stock which contains some 5,000 different titles.

Distribution of books to ship and station libraries is done on a per capita basis with larger units receiving about 35 clothbound books every month and destroyers and smaller vessels five to eight. In addition, some 3,000,000 Armed Services Editions were distributed to ships and overseas bases during 1947. With ships exchanging volumes an even wider field of selection is available to book-hungry bluejackets.

## Recommissioning Ships Taught Naval Reservists

Proper methods of recommissioning vessels of the Reserve fleet are being taught Naval Reservists during their two weeks training duty.

Since Reservists will form a large part of the vessels' crews in event of a national emergency, the familiarization training is designed to acquaint them with preservation of hull, machinery and armament, methods of maintaining ships and plans necessary to put the ships back in commission.

The plan calls for assignment of Reserve officers and men to an opposite number in the Regulars stationed on board the vessels, with the Regulars serving as instructors, on board Reserve fleet vessels in the various naval districts.

## Contract Renegotiations Recovers \$2,770,000,000

Nearly three billion dollars were recovered by the Navy in its renegotiation of war contracts.

An article appearing in business review publication, showed how the Navy's renegotiation of war contracts resulted in a gross recovery of \$2,770,000,000 in excessive profits.

## Army-Navy Board Has One Agency to Purchase Petroleum for Services

An armed services petroleum purchasing agency to buy all petroleum and petroleum products for the armed forces has been established. The Army-Navy Petroleum Board has been reconstituted as the Armed Services Petroleum Board.

Priorities for the three services will be established by the Armed Services Petroleum Board under guidance of the joint chiefs of staff.

The purchasing agency will have three members (one from each of the three branches of the armed forces), each of whom will serve in turn as chairman for a period of two years.

The Armed Services Petroleum Board will have six members (two from each of the services), one of whom will be selected as chairman for a one-year term.

The board and the purchasing agency will each select an executive officer.

### HOW DID IT START?

#### Hammocks

Christopher Columbus discovered the hammock as well as the new world.

When he landed in the Bahamas in 1492, he found the natives using beds called "hamacs," cotton nets suspended between trees or posts.

Evidently the Spaniards found the hammacs more comfortable than sleeping on



deck, for they adopted them for shipboard use. The name was changed to "hamaca" and "hamaco."

The English first mentioned hammocks in 1596, referring to them as hanging "cabbons" or "beddes." Later they became hammocks.

After centuries of use by seafaring men the hammock is now stepping aside for its more modern counterpart, the folding bunk. Oldtimers still swear the hammock can't be beat for sleeping comfort and those who have tried sleeping in a bunk during a rough storm are inclined to agree.

## All Hands Carries Word On New Rating Structure

Complete information for conversion to the Navy's new rating structure (effective 2 April) was covered in the March issue of ALL HANDS.

General information is contained in pages 42-43, while the rating structure table can be found on pages 50-57 of the March issue. Both new and unchanged specialty marks, insignia and distinguishing marks were reproduced on pages 31-34.

Detailed instructions for the guidance of commanding officers in making the conversion were issued in BuPers Circ. Ltr. 40-48 (NDB, 29 February). Special procedures for conversion of aviation pilot ratings were outlined in BuPers Circ. Ltr. 38-48 (NDB, 29 February).



## 259 Navy, MarCorps Men To Be Ordered to Prep School for NROTC Finals

Orders transferring 178 Navy and 81 Marine Corps personnel to the Naval School (Academy and College Preparatory) at Bainbridge, Md., for entrance into the NROTC program were scheduled for issue by BuPers in early April.

Men who attained the highest scores in competitive examinations to become eligible for the program were listed in BuPers Circ. Ltr. 34-48 (NDB, 29 February).

Selected as provisional appointees as a result of their test scores in service-wide competition, the men must pass final selection at the Bainbridge preparatory school before being enrolled in the NROTC program. Men failing of final selection will be reassigned to other duty.

Candidates who passed the written exam but failed to meet physical qualifications will be notified of their ineligibility by individual letter. Physically qualified candidates who failed the written examination will not be notified by BuPers of their ineligibility other than by the absence of their names in the directive's enclosure.

## Electronic Warfare Reserve Program Grows

Closer contact with the nation's communities is being reached by the Navy through the medium of the rapidly growing Volunteer Reserve component of the electronic warfare program.

Already a total of 564 such units is stretching across the 48 states and the territory of Hawaii and Alaska, providing training and experience in radio, radar, loran and other associated electronics fields for thousands of Naval Reservists.

Weekly drill training in electronic warfare is being conducted at Naval Reserve training centers, and more than 5,000 Reservists have enrolled in 422 special Volunteer electronic warfare companies, 137 platoons and five officers' units.

The Naval Reserve radio stations train personnel to use the latest equipment and conduct courses in electronic theory and practice, including communications, sonar, the newer types of radar, nuclear physics and subjects relating to guided missiles.

## VOTING INFORMATION

For the guidance of personnel in obtaining absentee ballots for voting in this year's nation-wide elections, the following information is published.

Unless otherwise indicated in the table, members of the armed forces, the merchant marine and civilians outside the U.S. officially attached to and serving with the armed forces may apply for absentee ballot for elections in the states listed below by use of the postcard USWBC Form No. 1 or Standard Form No. 76, which may be obtained from the CO or voting officer.

Information regarding elections in

other states will be published in ALL HANDS as it becomes available.

To vote by state ballot, the applicant must be eligible under the laws of his home state.

Additional information concerning the procedure for obtaining absentee-vote ballots for both primary and general elections may be obtained by writing direct to the state's secretary of state or to the local clerk or county clerk of the voter's legal residence.

Abbreviations under "Officials to Be Elected" are: F—federal, S—state, L—local.

State	Type of Election	Officials to Be Nominated Or Elected	Earliest Date Ballot Will Be Mailed	Last Date Ballot Will Be Received To Be Counted
Alabama (a)	Primary	F, S	5 March	4 May
Idaho	Primary	F, S, L	Last of July	9 August
	General	F, S, L	Early October	1 November
Illinois	Primary	F, S, L	28 February	13 April
	Judicial	S, L	23 April	7 June
	General	F, S, L	18 September	2 November
Maryland	Absentee voting terminated 13 Dec 1946 by proclamation.			
Michigan	General	F, S, L	.....	2 November*
Missouri (b)	Primary	F, S, L	29 May	4 August (1800)
	General	F, S, L	3 September	3 November (1800)
Nebraska	Primary	F, S, L	29 March	22 April
	General	F, S, L	18 October	11 November
New Mexico (c)	Primary	F	.....	7 June (1200)
Ohio (b)	Primary	F, S, L	5 March	4 May (1200)
	General	F, S, L	3 September	2 November (1200)
Pennsylvania	Repealed laws authorizing absentee voting.			
Virginia	War Voters Commission and absentee voting terminates 1 July 1948.			
W. Virginia	Primary	F, S, L	30 April	10 May
	General	F, S, L	23 October	2 November
Wisconsin	Primary	F, S, L	.....	21 September
	General	F, S, L	.....	2 November

(a) Members of armed forces exempt from poll tax.

(b) Only active duty members of the armed forces may vote by absentee ballot.

(c) Absentee ballot not allowed in voting on New Mexico state or local matters.

## Lineal List of Ensigns, Dates of Rank Announced

Lineal list of ensigns, USN (transferees pursuant to Public Law 347-79th Congress) and their assigned dates of rank were announced in BuPers Circ. Ltr. 33-48 (NDB, 29 February).

The letter pertains only to officers holding the permanent grade of ensign. Dates of rank of commissioned warrant and warrant grades will be assigned later.

## Rail Equipment Purchase Coordinated by BuDocks

The Navy's purchase of railroad transportation equipment will be coordinated by BuDocks.

BuDocks will collect and submit Navy and Marine Corps requirements to the Army, coordinate specifications for the

desired equipment and develop Navy recommendations on standardization, as practicable.

The Army has been designated by the Munitions Board to purchase requirements of the national military establishment.

## 145 Units Now Organized Within Naval Air Reserve

Forty-nine air groups now have been established in the nation-wide chain of 23 air stations of the Naval Air Reserve.

In addition 51 squadrons and 45 FASRons also have been organized within the rapidly growing and important air component of the Organized Reserve.

Leader in this organization is NAS, Los Alamitos, Calif., which has the greatest number of air units: five air groups, five squadrons and four FASRons.

## Officer Retirement Provisions Outlined; Five Types Discussed

Because many officers remain unacquainted with retirement provisions until the end of active naval service approaches, the following general information is published for guidance.

Taken from a publication prepared by a BuPers official, this information should not be construed as representing legal opinions of the Navy Department.

There are five types of retirement for naval officers:

- **Voluntary retirement**—When an officer of the regular Navy, regular Marine Corps or their Reserve components has completed more than 20 years' active service including 10 years' active commissioned service, he may request transfer to the retired list. His pay is computed at the rate of  $2\frac{1}{2}$  per cent of active duty pay with longevity credit of the highest permanent rank, or temporary rank satisfactorily held prior to 30 June 1946, or of the temporary rank—if that rank is higher—in which he is serving at the time of retirement under authority of Title 3, Public Law 381, 80th Congress. This is multiplied by the number of years service for which entitled to credit in the computation of pay while on active duty, not to exceed 75 per cent of active duty pay.

When an officer has had 30 years' service he may be retired from active service and placed upon the retired list with 75 per cent of his active duty pay.

An officer with 40 years' service shall upon his own application be retired from

active service by the President. His retired pay is computed at the same rate as retirement for 30 years' service.

It should be noted that only active service in the Navy, Marine Corps, or Coast Guard, or the Reserve components thereof, may be counted toward 20 years' retirement, while commissioned or non-commissioned service in other Federal services may be included in 30 and 40 year retirements.

A request for retirement is submitted via chain of command and the Chief of Naval Personnel to SecNav. The request may read as follows: "Having completed . . . years' service, it is requested that I be transferred to the retired list of officers of the Navy, effective (the first of a month)." It is not necessary to state the reason for the request, nor is it necessary to refer to pertinent law. Orders for release from active duty in response to such a request will provide for detachment "when directed" during the month immediately preceding the effective date of transfer to the retired list.

All retirements become effective on the first of the month following that in which the President approves the request, except in certain cases of voluntary retirements, in which a later date is requested by the officer and so designated by the President.

When a request for retirement is received in BuPers, detachment will depend upon whether or not a relief is required and when relief is available if required. Since 1 Oct 1947, unused ac-

crued leave creditable at date of retirement, but not to exceed 60 days, is compensated by a lump sum cash payment based on active duty pay and allowances in effect on the day prior to date of retirement. Leave cannot be granted to an officer on inactive duty.

After a request for retirement is received, the Bureau issues orders which will include detachment date, retirement date, and orders to report for a final physical examination. If the officer concerned is stationed in duty afloat, or ashore outside CLUSA, he will be ordered to the nearest naval district in the U.S. where he will receive further orders releasing him from active duty. Unless BuPers is advised sufficiently early that the officer who has requested retirement is found not physically qualified for transfer to the retired list and released to inactive status, the request is forwarded to the President via the Judge Advocate General, approximately one month before the effective date of retirement.

In view of the provisions of the recently enacted terminal leave act, it is mandatory that officers contemplating voluntary retirement or subject to involuntary or statutory retirement, who are in any doubt as to their physical qualifications, obtain a preliminary physical examination. As a result, any defects existing may be corrected then and not complicate and delay actual processing for release. If a disability is disclosed, the officer may be subject to physical retirement, but solely on condition that adequate information is received in BuPers Retirement Section in time to stop Presidential action on retirement papers then being processed.

After the President approves a request for retirement, or approves involuntary retirement proceedings, and the retirement has become effective, there is no process of law whereby the retired status may be changed except by reason of physical disability incurred subsequently while serving as a retired officer on active duty during time of war or national emergency.

If an officer is found not physically qualified for release, it does not mean that he will be ordered to appear before a retiring board. An operation or treatment may correct the defect in some cases and after hospitalization, retirement may

### 36,000 Miles by Tanker Tappahannock

The "Gallop'n' Ghost of the Arabian Coast" has dropped her hook—temporarily.

A Naval Transportation Service tanker, USS *Tappahannock* (AO 43) covered about 36,000 miles during the four and one-half months from 25 Aug 1947 until she tied up at Norfolk, Va., on 10 Jan 1948.

During that time, she was underway 113 days and spent 25 days in port—with 12 days of liberty time (or six liberties per man).

Departing Pearl Harbor, *Tappahannock* visited Yokosuka, Japan; Bahrein, Arabia; Port Said, Egypt; Piraeus, Greece; Suez, Egypt; Ras Tanura, Ara-

bia; Alexandretta, Turkey; and Naples, Italy.

To ALL HANDS from the "Crew of the *Tappy*" came the note: ". . . we are enclosing the movements of this ship, USS (meaning Underway Saturdays and Sundays) *Tappahannock* . . . after seeing the September issue concerning the steaming of USS *Holder* . . . we did a little steaming ourselves; oh, yes, we have one screw and two boilers.

"So the next time you fighting Fleet sailors get under way from over your mound of coffee grounds, knock off the growling and don't hesitate to wince just a wee bit when you receive your sea pay."



be effected. When BuPers is cognizant that hospitalization is required (release orders provide for this contingency), orders are modified and leave due (or the cash equivalent) is granted prior to retirement except in the cases of involuntary retirement where a mandatory date is fixed by applicable provision of law.

• **Physical retirement**—Laws governing physical retirement were enacted to provide a means of separating from the active list officers who become physically unfit for service. Normally retiring board proceedings are initiated as a result of a report by a board of medical survey from a naval hospital.

When an officer has been hospitalized for three months, depending upon circumstances and the nature of his disease or injury, a medical survey board will usually recommend: appearance before a retiring board, return to duty, further treatment, limited duty and subsequent reexamination or sick leave.

When a medical survey reaches the Navy Department it is first reviewed by BuMed and by BuPers. If appearance before a retiring board is indicated, SecNav will issue appropriate orders. An officer may waive his right to appear before the board in person. This is not recommended except when the medical evidence is clear-cut and not subject to question. If permanent incapacity is questioned by the board, a waiver will not be accepted by BuPers.

At present there are two retiring boards, one at Washington, D.C., and the other at San Diego, Calif. The Washington board is given jurisdiction over all cases in which the officer is on the East Coast, or in which the officer waives his right to appear before the board in person. In addition to meeting at San Diego, the San Diego board hears cases at Nav Hosp Corona, Calif., and Oakland, Calif., and at the U.S. Public Health Service Hospital, Fort Worth, Tex. The permanent MarCorps board is situated at Washington, D.C.

When an officer is ordered to appear before the Washington board, a specific date for his appearance is placed on the orders, but orders to appear before the San Diego board do not include a reporting date. They direct him to report when notified by the president of that board. Officers are usually ordered to nearest board.

## Serious Laxity Seen In Leave Recording

Failure to "accurately and meticulously record leave" of naval personnel constitutes, in effect, misappropriation of public funds because personnel are not entitled to cash settlement for leave taken but not recorded, BuPers Circ. Ltr. 1-48 (NDB, 15 January) states.

"The amount of leave accrued to the credit of individuals currently being discharged indicates a serious laxity in the recording of leave actually taken," the directive says.

The latter directed strict compliance with section 8 of BuPers-BuSanda joint letter of 25 Aug 1947.

Usually the appearance before the board requires only a part of one day. After appearing before the board an officer then awaits final action by the President on the findings and action of the board. If he is found incapacitated and his physical condition does not require return to the hospital, he may return home. He must keep BuPers (Pers 325) advised of his address. In order to be reimbursed, travel home must be completed within one year from date of discharge by board, one year from date of discharge from hospital if hospitalized, or one year from the date World War II is officially declared ended, whichever is later. In this connection an officer of the regular Navy may choose any residence he desires without regard to his official address recorded at BuPers.

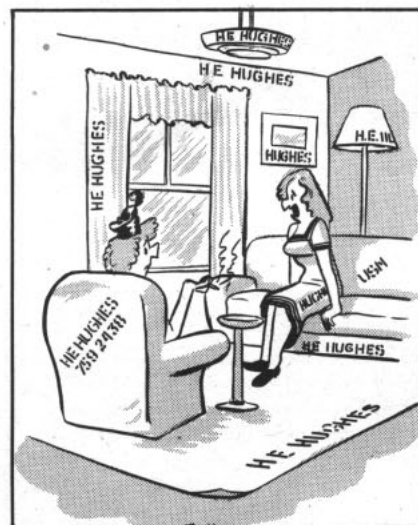
In the event he is found fit for duty by a retiring board his orders will direct him to report to BuPers for further assignment. San Diego fit-for-duty cases report to Com 11. Unexecuted portions of the orders which sent the officer before the board are canceled.

After proceedings and findings of board have been recorded in writing and signed by members of board, each case is reviewed by BuMed, BuPers and JAG, any of which may recommend that the case be returned to the board for further consideration. This occurs only when there is an error in the proceedings or the findings are not consistent with facts on record or naval law. When the findings and proceedings have been approved by JAG the record is sent to SecNav, who in

turn lays it before the President for approval or disapproval. If the board finds an officer permanently unfit for duty because of a service-incurred disability and the findings and proceedings are approved by the President, the officer is transferred to the retired list. This is effective the first day of the month following that in which the President approves the action of the retiring board.

When a board finds a regular Navy officer incapacitated for active service but because of a nonservice-incurred disability, and when this finding is approved by the President, he may be wholly retired from the service with one year's pay or be placed on the retired list with furlough pay, which is computed at 50 per cent of base and longevity pay. An officer wholly retired completely severs all connection with the Navy and becomes a civilian. He is honorably discharged and is not entitled to any privileges which accrue to a retired officer.

• **Involuntary retirement**—With the exception of the involuntary retirements effected in accordance with the provisions of Public Law 305, 79th Congress, all involuntary retirements are now controlled by the provisions of the Officer Personnel Act of 1947, Public Law 381, 80th Congress, which provides for involuntary retirements for nonselection for promotion to the grade of commander and higher grades and for nonselection for retention in the grade of rear admiral. It also provides for forced retirements in the grade of rear admiral to create vacancies for the



"Herbie picked up a few funny habits in the Navy!"

retention of rear admirals eligible for consideration for retention in the particular year, and to create vacancies for the promotion of captains.

An officer faced with involuntary retirement does not forfeit eligibility for retirement by reason of physical disability, but it must be emphasized that Presidential approval of retiring board proceedings must be obtained prior to the date when the involuntary retirement would have otherwise become effective.

• **Statutory retirement**—The statutory retirement age for regular officers was reduced in 1946 from 64 to 62 years. An officer is transferred to the retired list on the first day of the month following that in which he attains the statutory age. It is suggested that an officer whose

statutory retirement date is approaching obtain a complete physical examination three or four months prior to this date in order that time will remain for evaluation of his physical condition and for physical retirement proceedings if warranted.

• **Honorary retirement**—In the discretion of SecNav, any Reserve officer who fails to meet the physical qualifications may be transferred to the honorary retired list without pay or allowances.

When an officer of the Naval Reserve reaches the age of 64 he is transferred to the honorary retired list without pay.

Reserve personnel who have completed 20 years' active duty, the last 10 years of which are during the 11 years immediately preceding retirement, shall upon request be placed on the honorary retired list with 50 per cent of the pay of their permanent rank. These officers may also qualify for retirement under the "regular" 20 year retirement law if they fulfill the service requirements. It is usually to their financial advantage to do so.

Under the present law it is not possible to transfer from the honorary retired list without pay to the honorary retired list of the Naval Reserve with pay, or to change the retired or pay status of a member of the Naval Reserve previously transferred to the honorary retired list of the Naval Reserve with pay, except by reason of physical disability incurred while serving on active duty in the officer's retired status.

**Combat citations**—Under present law any officer who has been specially commended for his performance of duty in actual combat prior to 1 Jan 1947 by the head of the executive department, except officers on a promotion list who may be retired for physical disability, shall upon retirement be placed upon the retired list with the rank of the next higher grade than that at which he is serving at time of retirement. His pay will be computed at the rate of three-fourths of active duty pay of the grade in which serving at the time of retirement. The grade in which serving at the time of retirement shall be construed to mean the highest grade in which so serving, whether by virtue of a permanent or temporary appointment.

When the retirement of an officer is imminent his name is automatically submitted to the Navy Department board of decorations and medals. If it is determined by the board and approved by

SecNav that the officer has been commended for performance of duty in actual combat by the head of the executive department under whose jurisdiction such duty was performed, his name is certified to the Chief of Naval Personnel who takes appropriate action concerning their advancement. Officers advanced under provisions of this law are notified in their retirement letter. Citations or commendations must be signed by the Secretary in the name of the President, with the sole exception of a Commendation ribbon actually awarded by the Secretary. Awards by fleet commanders do not fulfill the requirements of law for advancement when retired.

All officers advanced on the retired list to a rank or grade above that of captain in the Navy or colonel in the Marine Corps, solely by virtue of a commendation, if recalled to active duty may in the discretion of the SecNav be so recalled either in the rank or grade to which they would otherwise be entitled had they not been accorded higher rank or grade by virtue of such commendation, or in the rank or grade held by them on the retired list.

**Service prior to 12 Nov 1918**—It is provided by law that an officer who served in "any capacity" prior to 12 Nov 1918, when retired shall receive 75 per cent of the pay which he was receiving at time of retirement. It has been held that service "in any capacity" does not include service as a cadet at the Military Academy or as a midshipman at the Naval Academy. Only enlisted or officer service may count at the present time for pay purposes or for retirement. The pay question on service prior to the above date has been settled by the Comptroller General, who has decided that the pay is 75 per cent of the base pay with longevity credit of the officer's permanent rank at the time of retirement, or 2½ per cent of the active duty pay of the highest temporary rank satisfactorily held, multiplied by the number of years for which entitled to credit for pay while on active duty, whichever is higher.

**Naval Academy time**—Under present law only officers of the regular Navy who were appointed to the Naval Academy prior to 4 March 1913 and who are still in the regular service may count Naval Academy time for retirement and pay purposes. Officers appointed to the Naval

## WHAT'S IN A NAME?

### Dungarees

Webster's Dictionary defines the word "dungaree" as "a coarse kind of East Indian cotton fabric worn by the poorer class of people and also used for tents and sail." The word is of Hindu origin.

Dungarees are still a part of a sailor's uniform today, as they were in our early Continental Navy. About the only difference



is that today the cloth is of a better weave and our dungarees are dyed a regulation blue, whereas in the early days dungarees were the same color as the sailcloth from which they were made.

It was common practice in both our Navy and the British for sailors to make their own trousers out of discarded sails or any sailcloth they could requisition on the side.

After a battle the captain or officer acting as the supply officer would report more sail expended during the battle than actually was—so the men would have cloth for hammocks and trousers.

Academy prior to 4 Mar 1913, and who subsequently severed their connections with the regular Navy and accepted commissions in the Naval Reserve, may count time at the Naval Academy for the purpose of computing the required period of active service for 20 year retirement under Public Law 305, 79th Congress, but not for pay purposes.

**Retired Officers' employment**—Officers retired physically and whose disability was the result of combat with the enemy, or who became disabled as a result of an explosion of an instrumentality of war, are not affected by the dual-compensation law. They may draw retired pay and may hold another government position. Except for the foregoing, if one is retired by reason of physical disability he may take a government position, but while holding that position he must waive all, or the portion required by law, of his retired pay if the aggregate of retired pay and civilian pay exceeds the rate of \$3,000 per year.

There is no provision of law whereby an officer who retires at his own request, involuntarily or statutorily, with a retired pay of \$2,500 per year or more, may be employed by the government, except by Veterans' Administration or the Atomic Energy Commission, or when elected to a civilian position or appointed to such a position by the President with Senate confirmation.

**Retired Status Changed**—There is no provision of law at present to change the retired status of an officer with the exception of one who is "re-retired" by reason of physical disability incurred while serving on active duty in his retired status during a period of national emergency. If the initial retirement was for disability, "re-retirement" may be effected only if a new disability is incurred subsequent to recall to active duty, and the new disability is not less than 30 per cent disabling.

**Privileges and Obligations**—The privileges and obligations of a retired officer are the same for all categories of retirement with the single exception that officers retired for physical disability are at present not required to pay income tax on retired pay. This is in accordance with the Internal Revenue Code Amendment of 1942, U.S. Code, Title 26, section 22(B)5, as amended.

Officers retired with pay are accorded

## Navy Survey Party Searches Darkest Africa

A Navy medical survey group is searching in Africa for laboratory animals to aid in the fight against tropical diseases. The expedition will last about a year.

Part of a broad scientific expedition sponsored by the University of California, the Navy group left Alexandria, Egypt, to follow a southerly course through Central Africa to the Cape of Good Hope.

Passing through the Nubian Desert, the party will explore an area in which major collections were last made in 1830 by foreign scientists. From a zoological point of view, the Nubian Desert is almost virgin territory.

The Nuba Mountains and the Jezira triangle between the White and Blue Nile Rivers also will be explored for collections. The search will extend to Kenya, Uganda, the eastern Belgian Congo and possibly Abyssinian Somaliland.

To permit coverage during the rainy months, the group may split to search the northern and northeastern areas. This will include Lake Rudolph, the coastal country toward Somaliland, Pemba and Zanzibar Islands, and Central Tanganyika. Uganda, the Belgian Congo and the high mountains will be surveyed late in May and June.

Collections over the Great North Road

route have not been completely planned, except that the ultimate destination of this phase will be Johannesburg and Pretoria.

During the trek in the Union of South Africa, the Navy group will gather evidence of the effect of industrialization upon the health of the African Negro.

Information on sanitary conditions, diseases and their carriers will be collected for teaching purposes at the Naval Medical School, Bethesda, Md.

Part of the collections will comprise anatomical and pathological specimens, blood smears, protozoa and bacteria, parasite vectors, intermediate hosts and vertebrates. Live animals and extensive photographic evidence also will be procured.

The group will test new drugs and chemicals for control of infections, parasites and pests. Cooperation with local health officials and research institutions will be one of the expedition's aims.

Among 36 diseases suggested as subjects for study are plague, malaria, tuberculosis, undulant fever, yellow fever, typhoid fever, trachoma, leprosy, syphilis, virus diseases, filariasis, skin diseases and congenital diseases. Ailments of domestic animals important to national economics also will be studied.

the same privileges of the commissary store, Ship's Service, and officers' clubs as accorded an officer on active duty and attached to the station in which the facilities are located.

Army regulations provide that personnel of the Navy and MarCorps, active and retired, may be extended the privileges of the commissary store and the post exchange. However, the privileges are subject to control of the commanding officer of the post where located but are usually extended unless sufficient facilities are not available.

Retired officers are entitled to dental and medical treatment. Dependents of retired officers are entitled to medical treatment where facilities for the medical care of dependents are available.

Retired officers are not required to hold themselves in readiness. They may be ordered to active duty in time of war or national emergency in the discretion of SecNav, but may be ordered to active duty

in time of peace only with their consent.

Retired officers and retired enlisted personnel, not on active duty, shall be entitled to wear the prescribed uniforms of the rank or rating held on the retired list when the wearing of the uniform is appropriate. They are prohibited from wearing the uniform in connection with nonmilitary, civilian, or personal enterprises or activities of a business nature. Retired personnel in an inactive duty status in a foreign country shall not wear the uniform except when attending, by formal invitation, ceremonies or social functions at which the wearing of the uniform is required by the terms of the invitation or by the regulations or customs of the country. If retired officers and enlisted personnel are ordered to duty they shall wear the uniform prescribed for officers and enlisted personnel, respectively, on active duty. If they accept employment with a military school, authority to wear the uniform is granted on



specific request to the Chief of Naval Personnel.

It is presently contemplated to permit retired officers to buy articles of clothing and small stores from naval facilities ashore.

**Review Boards**—In order to protect fully the interests of all officers when physical retirement proceedings are involved, the Naval Retiring Review Board and Naval Medical Survey Review Board have been established in the Navy Department. Similar boards have been set up for the MarCorps.

The review boards may review the action of a retiring board or board of medical survey when the officer concerned has been separated from active service without pay as a result of the action of the board under review. In addition, SecNav has established a Retirement Advisory Board. This board, which is an administrative board, advises SecNav on appropriate action concerning the findings and recommendations of any medical survey review board or naval retiring review board upon which final action has not been taken by the President, at the request of any officer whose case has been considered by such board, or on its own motion; and also the claim of any retired or Reserve officer that he has been returned to inactive duty without adequate opportunity to be considered for physical disability retirement, except in a case involving a Reserve officer who is eligible to have his case considered by a medical survey review board. This board also

takes care of other matters concerning medical surveys, disability retirement, and related subjects as may be referred to the board by SecNav.

**Retired Pay Accounts, Income Tax, and Allotments**—The pay accounts of all retired officers are carried in the field branch of BuSandA, Cleveland, Ohio. Pay accounts are not transferred to the field branch until the disbursing officer carrying an officer's pay account is officially notified by certified copies of the final retirement letter, which is signed by SecNav. As it normally requires about two months for the field branch to take up a retired officer's account, officers who are being transferred to the retired list should make provision for this delay in receipt of first retired pay.

Income tax is withheld by the field branch except for those officers who are exempt from payment of income tax.

All allotments for insurance, whether government or private, are automatically continued when an officer is transferred to the retired list. All other allotments are stopped.

**Miscellaneous**—Under present law, six months' service counts for a year only in computing the rate of pay which is determined by multiplying the number of years of service by  $2\frac{1}{2}$  per cent. Six months does not count as a year towards a "fogey." Thus, an officer with  $29\frac{1}{2}$  years' service would receive 75 per cent of active duty pay prescribed for an officer of his rank with over 27 years' service.

Many of the present retirement laws are now being studied to bring the laws more in line with present-day needs, to recommend certain necessary amendments, to simplify the retirement structure and to make uniform the retirement provisions in all the services.

The study includes an investigation of the feasibility of establishing a contributory retirement plan, a new concept of physical disability retirements which would base the compensation received on the percentage of disability presented and extending disability retirement benefits to enlisted men. Crediting time served at the Naval Academy for pay and retirement is also under consideration.

Effect of the entire program will, of course, depend entirely on the action of Congress and ultimate results cannot be predicted at this time.

## How Leave Is Computed Both Before and After 1 July 1946 Clarified

Differences in computing leave before and after 1 July 1946 were clarified by BuPers officials for the benefit of personnel not familiar with the system.

Present leave provisions are based on an "earned accrual" basis, figured at the rate of two and a half days for every 30 days of active duty and amounting to 30 days' leave for a year's service. This basis was written into law with the Armed Forces Leave Act of 1946.

Before 1 July 1946, leave was computed on a 30 days "advance credit" basis, allowing every man that amount of leave on each 1 July—the beginning of the fiscal year—regardless of length of past service.

Thirty days for each leave year—from 1 July to 30 June—was credited on 1 July and accumulated leave was carried over to the next leave year, but not to exceed four months' leave.

In other words, Navy officials point out, leave in excess of 90 days carried into 1 July was lost, inasmuch as an additional 30 days' leave was added on that date increasing the amount to the maximum of four months' leave or 120 days.

The leave act of 1946 had an effect on payment of terminal leave bonds. That law provided that unused earned leave in excess of 60 days (and up to a total of 120 days) should be settled. Bond payments could not be made for leave which was not yet earned on, for example, 31 Aug 1946, which would have been the case had an advance credit been made on 1 July 1946 under the system in use before passage of the law.

## Instructions Revised For Addressing Mail

A new list of non-classified Navy numbers has been issued.

Superseding the list previously in effect, the new list was published as an enclosure to a CNO letter of 23 Dec 1947 (item 47-1194, NDB, 31 Dec 1947), which contained revised instructions for addressing mail.

Emphasizing that mail must be addressed to the Navy number of activities located overseas, the directive pointed out use of the geographical designation in the address causes considerable confu-

## Soldiers Go on Cruise Aboard USS Duluth

Welcomed aboard USS *Duluth* were 12 selected "soldiers of the month" from the Army of Occupation in Japan. The men were guests of the Navy on an 11-day cruise as a reward for exceptional performance.

Every month each Army base in Japan selects a "soldier of the month" on the basis of his performance. He is rewarded with a special furlough that is not deducted from regular leave. At the suggestion of the Navy, the group made the cruise to Sasebo, Japan, and Jinsen and Seoul, Korea, rather than spend their furlough in a rest camp in Japan.

sion in the U.S. postal system, sometimes resulting in Navy mail being injected into international mail channels. Only exception to this rule is when mail originating in a certain area is addressed to another activity within the same area. In this case the naval area commander may authorize the use of the geographical designation.

The letter stated that shore-established activities located overseas which are not assigned Navy numbers may use the address listed in the Catalog of Activities of the Navy.

## Requests for Release Required from Certain Officers Being Retained

Reserve, temporary and warrant officers who applied and were retained on active duty for the fiscal year 1948 will be required to submit a request for release if they do not desire to be retained on active duty after 30 June 1948.

Alnav 11-48 (NDB, 15 February) states officers not desiring retention must submit requests for release effective on or before 30 June 1948. These requests must reach BuPers (Attn: Pers 310) prior to 1 Apr 1948. No action is necessary on the part of officers desiring retention on active duty, and such officers will consider their retention for the fiscal year 1949 tentatively approved.

Attention was invited to the fact that no firm commitments as to retention on active duty during the fiscal year 1949 can be made until appropriations for that year are known. However, personnel plans for fiscal year 1949 are based on the continued voluntary retention of reserve, temporary and warrant officers now on active duty.

The alnav does not apply to contract aviators, Reserve medical and dental officers retained under alnav 281-46. These officers will be released automatically upon expiration of their stated terms of service. Reserve medical and dental officers who voluntarily requested retention for one year or more under alnav 184-47, but whose expiration dates are prior to 30 June 1949, shall consider their retention to that date tentatively approved.

Officers on active duty who are paid under the Naval Reserve appropriation do not come under the provisions of the new alnav. Retention of such officers will be handled separately.

## NAVY REVIVES ISLAND TRADING

Economic supervision of more than 2,000 Central Pacific islands and atolls—a gigantic task—will be assumed by one of the Navy's youngest children, the Island Trading Co. for Micronesia.

This company, still in a planning stage, is an organization to handle trade and aid economic development in the islands.

When the Japanese received possession of the Carolines, some of the Marianas and the Marshalls after World War I, they immediately set about developing native exports. Emphasis was placed on island production of bauxite, phosphate and sugar, and on commercial fishing.

The United States found conditions far changed after World War II, meeting an "economic vacuum" in all the islands. During the war, the natives' small tools, reserve goods, fishing gear and clothing were depleted; their coconut groves, long the major economic asset of the islands, were run down or destroyed.

Naval government provided necessities, but the need for commercial trade was apparent. The U.S. Commercial Co., a subsidiary of Reconstruction Finance Corp., assumed the task at the Navy's request.

With termination of hostilities, USCC had fulfilled its interim mission. The Island Trading Co. was formulated to allow the Navy to handle native rebuilding.

The Navy was given responsibility for the Trust Territory under terms of the UN-approved trusteeship agreement, which stipulated that the U.S. promote economic development of fisheries, agriculture and industry.

Much of this is being done under the direction of civil administration units on various islands (ALL HANDS, December 1947). The remainder of the task falls upon the shoulders of Island Trading Co.

The concern will buy, distribute, sell and trade goods; buy, transport and sell native products; acquire physical assets needed for operation; and do such other things as are necessary to fill the trade program.

Headquarters for the company will be on Guam, but all trading operations will be conducted at smaller, less self-sufficient islands. Thus far, 115 retail stores have been established throughout the area, of which all but a half dozen or so have been turned over to native management.

The company will supply goods to the natives in quantities needed, and in return will buy native products such as copra, handicraft, trochus shells and other items. These products will be relayed to foreign markets.

Island Trading Co. will requisition its material from stocks at the Naval Supply Center, Guam, or from NSC, San Francisco. Stock not available through Navy stores will be bought outright by Naval Purchasing Office, San Francisco.

Navy ships will be used temporarily to transport the merchandise. Goods for the Marshall Islands will be shipped from Oakland, Calif., and material for other branches will be served from Guam. On Guam, the Island Trading Co. will take over merchandise and relay it to outlying islands, where it will be sold to native retail stores at cost plus a small mark-up.





# Civilian Unit to Recommend a National Civil Defense Program

A new civilian unit will recommend a national program for civil defense and will plan the structure and necessary legislation for a permanent civil defense agency. The group will report to Secretary of Defense Forrestal.

It was suggested in a report by the War Department Civil Defense Board that an effective program would require a high degree of local control and would probably utilize existing agencies of state and municipal governments. Federal supervision would be needed to achieve necessary uniformity of procedure and to relate over-all policies to military needs.

Civil defense is the organization of the people to minimize the effects of enemy action, the report observed.

Specifically, civil defense is the mobilization, organization and direction of the civil populace and necessary supporting agencies to minimize the effects of enemy action directed against communities, including industrial plants, facilities and other installations, and to maintain or restore those facilities essential to civil life and preserve the maximum civilian support of the war effort.

## 18-Year-Old Australian 'Ships Aboard' Carrier

When 18-year-old John O'Brian of Sydney, Australia, decided to join the U.S. Navy, he promptly marched aboard USS *Valley Forge* and hid in a small machinery compartment.

*Valley Forge*, with other units of Task Force 38, was at Sydney for a visit during its training and good will cruise in the southern and western Pacific when O'Brian took up his new residence. He remained hidden in the compartment when *Valley Forge* put to sea.

Later discovered and taken to the ship's executive officer, O'Brian stated that he wanted to join the U.S. Navy and serve on the carrier. The executive officer expressed his sympathy, but explained that the procedure for enlisting did not include provisions for stowaways.

A short time later O'Brian was transferred by breeches buoy to HMS *Batten* to be returned home.

In planning the activities of the new civil defense group, the board eliminated active defense measures such as anti-aircraft warning systems, and such activities as internal security (anti-fifth column efforts) and salvage, victory gardens, bond drives and others which would be supervised by other agencies.

The board pointed out that in the event of war there can be no guarantee of a specific warning of an attack. However, it is assumed that some period of strained relations will precede the outbreak of hostilities. An enemy might use weapons of mass destruction if he considered it to his advantage, and might launch surprise air attacks on strategic areas in the U.S. and its possessions. Rapid total national mobilization would be essential.

The board reviewed civil defense organizations that existed in Great Britain, Germany and Japan during World War II.

Great Britain's central government dealt directly with county and town councils, headed by county or town clerks. In 1935 the government announced the necessity for a civil defense organization. In 1939 the Civil Defense Act was passed and published, making air raid precautions mandatory and enforceable. Later, fire-fighting procedures were standardized. Mutual aid was developed to a high degree between neighborhoods and communities.

Despite the centralized nature of Germany's government, Hitler's top aides competed fiercely for control of civil defense. This impaired to some extent the effectiveness of the civil defense measures. Late in the war the program broke free of the topside scramble and went into an all-out effort to strengthen civil defense. Some industries were moved underground at terrific expense and hundreds of huge concrete bunkers were built for shelter. Although Germany's civil defense program was huge, it was unequal to the volume of attack. It lagged throughout the war.

Japan's city dwellers were flailing out simulated fires and dumping sand on dummy incendiary bombs early in the 1930's. In spite of the earliest start in planning and the most receptive populace, Japan was the most dilatory of all the nations in its final organization of

civil defense. Japan had the machinery for effective civil defense operations and the Emperor issued decrees establishing organized air raid protection. The military group refused, however, to tolerate the thought that anyone could ever get past their defenses.

Japan's civil defense set-up did prove effective in confining fires to the areas bombed. Also, a most successful procedure for the evacuation of children was established.

In World War II Great Britain was the model for civil defense in the U.S. Not having any past experience of their own to guide them, various cities and states sent numerous missions to London. When they returned they applied the British systems to their own communities, often not taking into consideration the differences in conditions. However, operation at local levels was sound.

About six months before Pearl Harbor the Office of Civilian Defense was established by order of the President. The sum of \$100,000,000 was appropriated by Congress for the program. Of this, 85 per cent was to be spent for material and equipment and the remainder for pay of personnel.

OCD regions were organized to coincide with Army Corps areas. Assistance was requested from the War Department and some 80 officers were assigned to duty with the OCD. These officers served as directors, deputies, and chiefs of divisions.

OCD brought into being a high degree of volunteer mobilization, but its abilities were untried by any enemy attack.

The board arrived at the following conclusions:

- Although civil defense is an essential part of national defense, no effective civil defense organization now exists.
- Civil defense as organized and directed in the U.S. in World War II would be inadequate for the future.
- A single, permanent federal civil defense agency should be responsible for planning, organizing, operating, coordinating and directing civil defense.
- It should be established as a separate civilian agency within a department of the Armed Forces, with a director reporting directly to the Secretary of Defense.



## New Procedure Outlined For Wave Name Changes Due to Marriage, Divorce

Wave officer and enlisted personnel on inactive duty who have a change of name due to marriage or divorce will be required to record these changes as prescribed by a new BuPers directive.

The letter, dated 17 Feb 1948, states the following procedure must be followed:

- A female officer will submit an official letter requesting change of name on all official records to BuPers via the district commandant or the Chief of Naval Air Reserve Training, whichever command has custody of her records. A copy of the marriage certificate or divorce decree certified by the clerk of records of the place where such a certificate or decree was issued will be submitted as an enclosure. BuPers will make the necessary corrections to records, authorize commandants or the Chief of Naval Air Reserve Training, as appropriate, to make necessary corrections to all records of individuals concerned and notify them of the corrections.

- An enlisted woman will submit a request for change of name to the district commandant or the Chief of Naval Air Reserve Training, whichever command has custody of her records, and will enclose a copy of the marriage certificate or divorce decree certified by the clerk of records of the place where such a certificate or decree was issued. The commandant or the Chief of Naval Air Reserve Training will make the necessary changes on all records, proper entry on page 9-10 of the service record and will forward to

## QUIZ ANSWERS

Answers to Quiz on Page 13

1. (b) JD-1 being used as a flying laboratory.
2. (c) Pulse jet. Nicknamed "flying stove pipe."
3. (a) Eagle boat built by Ford Motor Co. Used as subchaser.
4. (a) Main armament consisted of two 4-inch 50s. They also carried one 3-inch AA, two machine guns and 12 depth charges.
5. (c) Paravane.
6. (c) Cutting mine cables. This causes mine to float to surface where it can be destroyed.

BuPers a copy of the individual's request, together with marriage certificate or divorce decree. The commandant or Chief of Naval Air Reserve Training will then notify the individual that her records have been corrected.

Officers and enlisted personnel of the Women's Reserve on active duty are not affected by the new procedure. They will continue to record changes of name as previously prescribed.

## Instruction Recommended To Boost Literacy Level

Providing opportunities for certain Navy men to improve their level of literacy was the subject of BuPers Circ. Ltr. 20-48 (NDB, 15 February).

The letter recommended that each command examine the service records of its personnel to determine whether its complement includes men who have received scores of less than 35 on the Navy general classification tests. It further recommended that any such men be formed into a class and given formal instruction. A list of appropriate Navy text books for use in classes was given.

Notation should be made in the service record of any individuals having a GCT mark below 35 who are found by tests to be competent readers and writers or who attain competency through class work. In all cases instruction should be continued until satisfactory results are obtained.

The letter pointed out that completion of a course of study in one of the classes will help the individual to attain his greatest value as a Navy man and as a citizen.

## Advisory Group Completes Plans for Thorough Study Of Service Pay Structure

The Advisory Commission on Service Pay has announced completion of its organization for a thorough analysis of the pay structure of the armed forces.

A number of large industries are making their records available for a wage survey of jobs in private industry comparable to those in the armed services. Four fields of special study have been planned: industrial wage comparisons, retirement, special pay and history and tradition.

Secretary of Defense Forrestal asked the commission to consider the relation of insurance, retirement pay and survivor benefits to active duty pay. Also to be considered are the value of special benefits such as tax exemptions and commissary privileges enjoyed by members of the armed forces, the question of extra pay for hazardous duty or in recognition of special skills and the need to attract and retain the best type of men in the armed services. Removal of inequalities of pay between the various services is another point under study.

"The problem of service pay is an urgent one which requires congressional examination and action at the earliest possible date," the Secretary's memorandum to the chairman of the commission states. "I do wish to say, however, that I consider thoroughness and completeness even more important than speed, because it is my hope that the work of your commission will constitute a cornerstone of our personnel policy for a good many years to come."

## Electronic Requests Halted Temporarily

Pending changes in the qualifications governing requests for ETM and AETM training, Alnav 227-47 has been cancelled. The cancellation was made by Alnav 14-48 (NDB, 15 February), which states that instructions will be promulgated by BuPers at a later date.

Alnav 227-47 (NDB, 31 Oct 1947) requested applications from regular Navy personnel for courses in electronics materiel and aviation electronics basic maintenance.



## DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, Navacts, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnav, Navact and BuPers Circular Letter files for complete details before taking any action.

**Alnavs apply to all Navy and Marine Corps commands; Navacts apply to all Navy commands; and BuPers Circular Letters apply to all ships and stations.**

### Alnavs

No. 13—Gives instructions to commanding officers for forwarding applications for limited duty status to BuPers.

No. 14—Cancels Alnav 227-47 and states that instructions relative to eligibility for ETM and AETM training will be promulgated at a later date. (See page 53.)

No. 15—Gives eligibility requirements and application procedure for receipt of Ohio state bonus.

No. 16—States that FCC has issued an order which requires the installation of a tone warning device on all recording machines used for interstate and foreign telephone conversations.

No. 17—Orders ships and stations to half-mast colors on 15 February on the 50th anniversary of the sinking of *Maine*.

No. 18—Lists officers recommended by

selection board for promotion to grade of rear admiral in the civil engineer corps.

No. 19—Announces the President's nationwide savings bond campaign as a part of the program to combat inflation.

No. 20—Clarifies Alnav 281-46 as modified by Alnavs 379-46 and 556-46.

No. 21—Announces the signature by the President of Public Law 413, 80th Congress, known as the Armed Services Procurement Act of 1947.

### Navacts

No. 3—Clarifies Navact 1-48 and makes certain additions to list of authorized contractors.

### BuPers Circular Letters

No. 14—Gives instructions to enlisted men on the Bureau's shore eligibility list who desire duty in the Reserve Fleet.

No. 15—Notes assignment of students to the National War College, the Industrial College of the Armed Forces, the Naval War College and the Armed Forces Staff College.

No. 16—Announces issuance of honorable service lapel buttons.

No. 17—Gives full information on professional examinations for officers. (See page 42.)

No. 18—Lists receiving stations within the continental limits of the U.S. (See page 12.)

No. 19—Outlines procedure for physical examinations of officers preliminary to promotion. (See page 40.)

No. 20—Outlines program for the teaching of illiterates. (See page 53.)

No. 21—Lists officers holding permanent warrant grade in the regular Navy who are eligible for permanent promotion to commissioned warrant rank.

No. 22—Gives information concerning the Armed Forces Radio Service.

No. 23—Reoutlines procedure for the reinstatement of National Service Life Insurance.

No. 24—Notes that standard statement of service (NavPers 566) is required for reenlistment.

No. 25—Outlines the provisions of the policy of applications for submarine training. (See page 41.)

No. 26—Notes the discontinuance of the issuance of continuous service certificates. (See page 12.)

No. 27—Outlines the administration of punishments involving extra duties and extra police duties.

No. 28—States that enlisted men in the steward's branch only may be employed on a voluntary basis outside regular working hours.

No. 29—Announces promulgation of Change No. 6, Instructions for Navy Personnel Accounting System.

No. 30—Lists corrections to Personnel Accounting Offices and Personnel Accounting Machine Installations (formerly known as machine records installations).

No. 31—Gives substitute paragraph to be inserted in the BuPers circular letter concerning the employment of steward's branch ratings in officers', midshipmen's and aviation-cadets' messes and BOQ on shore.

No. 32—Lists changes in rates which are open for advancement of enlisted men.

No. 33—Assigns dates of rank to ensigns transferred to the regular Navy under Public Law 169-46, 79th Congress. (See page 45.)

No. 34—Presents preliminary selection list of NROTC nominees. (See page 45.)

No. 35—Modifies plan for the transfer of WR officers to the regular Navy.

No. 36—Outlines details for the All-Navy boxing tournament. (See page 1.)

No. 37—Modifies eligibility of midshipmen, USN or USNR, to submit applications for heavier-than-air training. (See page 12.)

No. 38—Outlines administrative procedures in the case of naval aviation pilots subsequent to the effective date of the new rating structure.

No. 39—Outlines WR policy relating to separation from service.

No. 40—Gives detailed instructions for conversion to the new rating structure.

No. 41—Notes the award of the Navy Unit Commendation to the South Combat Air Transport Command.

No. 42—Gives qualifications of officers eligible for promotion to the rank of lieutenant (junior grade) on or before 1 May 1948.

No. 43—Lists training aid films which have been reclassified.

No. 44—Discusses four-year scholarship to Rensselaer Polytechnic Institute offered to sons of certain naval and marine personnel. (See page 40.)

### Reservists Set Up First Unit in Radio Network

The northernmost unit of the Naval Reserve has been officially activated in the village of Kodiak, Alaska.

At the opening ceremonies a four-man unit was commended for its work in setting up the first of the Reserve's Alaskan communications network. The new unit is known as Electronic Warfare Platoon 17-1, with radio call sign KL7NR.

Kodiak island has a population of about 1,000, and this new Reserve radio station will prove valuable in relaying SOS signals from ships and planes in distress in the Alaskan area.

# DECORATIONS & CITATIONS

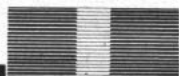
## Destroyer Honored for Okinawa Action

USS *Ingram* (DD 694) has been awarded the Navy Unit Commendation for her participation in action against Japanese aerial forces in the Okinawa area on 4 May 1945.

Assigned with another destroyer and four small support craft to a radar picket station 30 miles northwest of Okinawa, *Ingram* was taken under attack by approximately 50 Japanese aircraft. In spite of sustained bombing runs of the enemy she downed six enemy planes and assisted in downing three others before one of five coordinating suicide planes crashed

her deck with a terrific explosion which ripped a 30-foot hole in her port side. Settling rapidly, with all power to the forward mounts lost, she continued to give battle to enemy planes by firing mount three in local control, while repair parties localized the flooding, shored up strategic places and jettisoned all possible topside weight, thereby keeping her afloat.

Commander J. F. Harper, USN, of Centreville, Md., was commanding officer of *Ingram* during the period for which she was commended.



NAVY CROSS

### First award:

★ CARLSON, Niles A.A., LTJG, USN, Corpus Christi, Tex.: As pilot of a dive bomber in BomRon 83, attached to USS *Essex*, Lieutenant (junior grade) Carlson flew in action against units of the Japanese fleet at Yokosuka, Tokyo Bay, on 18 July 1945. He maneuvered his plane in a dive bombing attack against an enemy battleship and scored a direct hit on the target, despite severe antiaircraft fire.

★ KEISER, Norman M., LT, USNR, Kenmore, N.Y.: As plane commander of a patrol bomber in PatBomRon 118,



LT Keiser

Lieutenant Keiser participated in action against the Japanese in the vicinity of the Korean coast on 7 May 1945. Attacking a 4,000-ton freighter which was escorted by two destroyers, he sank the ship and, pressing home another attack in the face of heavy enemy antiaircraft fire, forced

the beaching of a large armed merchantman. Later on this same patrol he strafed and set afire a third vessel.

★ PETERSON, George E., CAPT, USN, Washington, D. C.: As commander of a coordinated attack group of submarines, with flag in USS *Parche*, Captain Peterson

fought during operations in the enemy-controlled waters of the China Sea area south of Formosa, from 29 March to 23 May 1944. In fulfilling his assignment, he coordinated the submarines of his command into an effective striking force and on 29 April directed an attack against a large, heavily-escorted convoy despite persistent enemy countermeasures. Continuing his tactics of searching and striking wherever possible, he was largely responsible for the outstanding record achieved by the submarines under his command on this patrol, during which 10 Japanese ships were sunk and six others were damaged.



CAPT Callahan



CAPT Peterson

(Citation for CAPT Callahan appeared in All Hands, February 1948.)



SILVER STAR MEDAL

### First award:

★ BAKER, William J., LT, MC, USNR, Cambridge, Tex.: Medical officer attached to 1st Bn, 24th Marines, action against

Japanese on Saipan and Tinian, Marianas Islands, 15 June to 2 Aug 1944.

★ BARTOSCH, Arthur E., GM1, USNR, Yonkers, N. Y.: Gunner's mate aboard USS *LCS (L) 122*, action against Japanese, 11 June 1945.

★ BOBST, Robert F., HA1, USN, Kansas City, Kan.: Corpsman attached to 3d Bn, First Marines, First MarDiv, action against Japanese on Okinawa, Shima, Ryukyu Islands, 2 May 1945.

★ CARTER, James D., LCDR, MC, USNR, New York City: Battalion surgeon of 2d Bn, 24th Marines, Fourth MarDiv, action against Japanese on Iwo Jima, Volcano Islands, 19 Feb to 16 Mar 1945.

★ COOPER, Hiram P., PHM1, USNR, Detroit, Mich.: Corpsman attached to Weapons Co, Seventh Marines, First MarDiv, action against Japanese on Peleliu, Palau Islands, 18 Sept 1944.

★ DAVIDSON, Hugh C., LCDR, USNR, New Orleans, La.: Gunnery officer aboard USS *Dennis*, action against Japanese Fleet during battle off Samar, 25 Oct 1944.

★ DREYFUSS, Richard J., PHM3, USNR, Tucson, Ariz.: Corpsman attached to Co. L, 3d Bn, 23d Marines, Fourth MarDiv, action against Japanese on Iwo Jima, Volcano Islands, 21 Feb and 3 Mar 1945.

★ GARRISON, B. G., PHM2, USNR, Ripley, Miss.: Battalion aid man attached to 5th Pioneer Bn, Fifth MarDiv, action against Japanese on Iwo Jima, Volcano Islands, 23 Mar 1945.

★ GRUNER, William P. Jr., CDR, USN, St. Louis, Mo.: CO, USS *Skate*, action against Japanese on fifth war patrol, 23 June to 7 Aug 1944.

★ HOLMAN, Sam J., PHM1, USNR, Raytown, Mo.: Gallantry in action while attached to Weapons Co, 28th Marines, Fifth MarDiv, action against Japanese forces on Iwo Jima, Volcano Islands, 19 Feb 1945.

★ JENKINS, Howard D., PHM1, USNR, Altoona, Ala.: Corpsman attached to 3d Bn, 26th Marines, Fifth MarDiv, action against Japanese on Iwo Jima, Volcano Islands, 7 Mar 1945.

★ LANDRY, Albert A., CMOMM, USN, Hadlock, Wash.: CMOMM attached to USS *Narwhal*, action against Japanese, Wake Island Area, from 2 Feb to 28 Mar 1942.

★ LARSON, Francis W., CDR, USN, Newport, R. I.: In charge of CIC, USS *Dennis*, action against Japanese Fleet during battle off Samar, 25 Oct 1945.

★ LORD, Wallace E., PHM2, USNR, Detroit, Mich.: Company aid man attached to Co H, 3d Bn, 26th Marines, Fifth



## ★ DECORATIONS

### Silver Star (Cont.)

MarDiv, action against Japanese, Iwo Jima, 22 Feb 1945.

★ MACDONALD, Elwood K., LTJG, USNR, Rochelle Park, N. J.: Fighter pilot, FitRon 49, attached to USS *San Jacinto*, action against Japanese at Kure harbor, Honshu, Japan, 24 July 1945.

★ MARTIN, Kirkland C., PHM3, USNR, Easterly, Tex.: Litter bearer attached to 3d Bn, 27th Marines, action against Japanese during assault on Iwo Jima, Volcano Islands, 28 Feb 1945.

★ OLDHAM, Roy A., LTJG, USN, Helena, Mont.: Attached to USS *President Jackson*, action against Japanese in Solomon Islands, 7 Aug 1942.

★ OVERMYER, John C., PHM3, USNR, Chariton, Iowa: Corpsman with a Marine rifle platoon in action against Japanese on Iwo Jima, Volcano Islands, 20 Feb 1945.

★ PENA, Merced, PHM2, USNR, San Antonio, Tex.: Aid man attached to 3d Bn, 26th Marines, Fifth MarDiv, action against Japanese on Iwo Jima, Volcano Islands, 18 Mar 1945.

★ PYLE, Theodore M., PHM2, USNR, Toulon, Ill.: Attached to 3d Bn, 28th Marines, Fifth MarDiv, action against Japanese on Iwo Jima, Volcano Islands, 19 Feb 1945.

★ ROSENBLATT, Herman S., LCDR, USNR, New York City: Senior air CIO, aide and flag secretary on staff of carrier task group commander, operations against Japanese in Kyushu, Tokyo and Kure areas, and support of landings at Iwo Jima and Okinawa, 10 Feb to 19 May 1945.

★ TATTON, Roger E., LT, USNR, Green-

wich, Conn.: Chief staff officer, operations officer and communications officer on staff of ComDesRon 55, action against Japanese in Okinawa area, 25 Mar to 15 Aug 1945.

★ TAYLOR, John E., QM2, USNR, Brooklyn, N. Y.: Leadsman on board USS PT 349, action against Japanese in Philippine Islands, 21 Mar 1945.

★ VAN ARDSALL, Clyde J. Jr., CDR, USN, Richmond, Va.: CO, USS *Anthony*, action against Japanese in vicinity of Okinawa, 1 April to 24 June 1945.

★ WRIGHT, Richard C., LTJG, USNR, Pittsford, N. Y.: Fighter pilot in FitRon 49 attached to USS *San Jacinto*, action against Japanese Fleet at Kure harbor, Honshu, Japan, 28 July 1945.

### LEGION OF MERIT

### Gold star in lieu of second award:

★ ALFIERI, Paul A., LCDR, USNR, New York City: Combat intelligence, operational intelligence and general intelligence officer, staff of Senior U.S. Naval Liaison Officer, Italy, September 1943 to March 1946.

★ FLEMING, Morton K. Jr., CAPT, USN, Stratford, Conn.: CTG 73.4, operations against the Japanese in Pacific area, 11 Sept 1944 to 15 June 1945.

★ MCLEAN, Gordon A., CAPT, USN, Washington, D. C.: Commander of a sea-plane base group of the Joint Expeditionary Force, operations on Iwo Jima, 27 Feb to 6 May 1945, and on Okinawa from 28 Mar to 21 June 1945.

★ MELSON, Charles L., CAPT, USN, Newport, R. I.: CO, USS *Champlin*, operations in the Mediterranean and Atlantic, 12 and 13 Mar 1943.

★ NOBLE, Kenneth H., CAPT, USN, Washington, D. C.: CO, USS *Alaska*, operations against Japanese forces in the Pacific, 10 Feb to 2 Sept 1945.

★ PATRICK, Willard T., CDR, USNR, Great Neck, L. I., N. Y.: Commander, LCI(L) Group 31, invasion of Normandy, June 1944.

★ WARDER, Frederick B., CAPT, USN, Baltimore, Md.: ComSubDiv 122, Pacific area, April 1943 to August 1944.

### First award:

★ BEAL, Willis P., CDR, USNR, Boston, Mass.: Commander, LCI(L) Group 33, Flot 11, invasion of Normandy, June 1944.

★ CROWLEY, John D., CDR, USN, Groton, Conn.: CO, USS *Flier*, second war patrol, Japanese-controlled waters, SoWesPac, 2 to 13 Aug 1945.

★ DUNDON, John M., CDR, USNR, Piedmont, Calif.: Transport division beachmaster, and later as squadron operations

and control officer on the staff of ComTransRon 13, operations in the Pacific, 11 Aug 1944 to 13 Sept 1945.

★ FARGO, William B., LCDR, USN, Annapolis, Md.: Secondary battery fire control officer, fire control division officer, senior watch officer, and air defense officer, USS *Washington*, operations against the Japanese, October 1942 to June 1945.

★ FLEMING, William W., LCDR, USNR, Monte Vista, Colo.: Assistant operations officer, staff of ComFairPac, February 1943 to March 1944.

★ HARRISON, Willis S., LCDR, USNR, Charleston, S. C.: CO, USS *PCS 1461*, against Japanese forces, 15 June 1944 to 21 Apr 1945.

★ JOHNSON, William D., RADM, USN, Deatsville, Ala.: CO, USS *Suwanee*, SoWesPac, 13 Aug to 9 Nov 1944.

★ KALBFUS, Edward C., ADM, USN (Ret), Boston, Mass.: President, Naval War College and Commandant, NOB, Newport, R. I., 1 Apr 1941 to 2 Nov 1942.

★ MADDOX, William S., CDR, USN, San Francisco, Calif.: CO, USS *Mertz*, Okinawa, 9 Apr 1945.

★ MOEN, Arthur T., CAPT, USN, Los Angeles, Calif.: CO, USS *George Clymer*, Solomon Islands, December 1942 to October 1943.

★ MONTGOMERY, George C., CAPT, USN, Newport, R. I.: CTG during antisubmarine operations in Japanese waters, 28 May to 2 Sept 1945.

★ ROBERTSON, Edward L. Jr., CDR, USN, Syracuse, N. Y.: Assistant operations officer for operational projects, staff, CincLantFlt, June 1944 to September 1945.

★ SANDERSON, Everett G., CDR, USN, Annapolis, Md.: CO, USS *Monssen*, vicinity of Okinawa, 9 Apr 1945.

★ WALLIN, Harry N., CDR, CEC, USN, San Francisco, Calif.: Construction officer for the base planning and construction division, ComServFor, Seventh Fleet, Pacific area, February 1944 to February 1945.

★ WHITE, Norville E., LCDR, USNR, New York City: Aircraft equipment officer on the staff of ComAirPac, November 1942 to December 1943.

★ WILLIS, James S., CDR, USN, Charleston, W. Va. (posthumously): CO, USS *Maddox*, operations against the Japanese, Pacific area, December 1944 to January 1945.



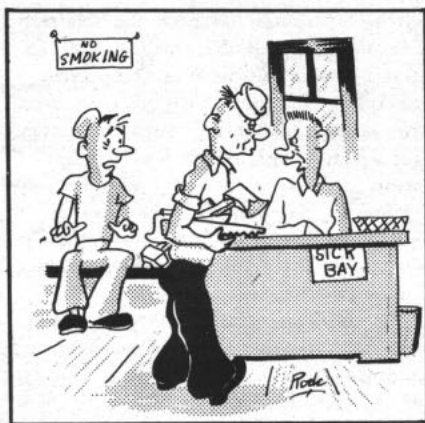
Sub Base Gazette, New London, Conn.

"I'm afraid you've interpreted the term, 'Pipe the old man over the side,' too broadly, Higgins!"

### NAVY AND MARINE CORPS MEDAL

★ BIDER, Leo, BM2, USN, Alameda, Calif.: Heroic conduct in extinguishing an extensive fire on board an ammunition barge, Kwajalein, 22 Oct 1945.

★ BORANGO, Albert J., AMM2, USNR, San



Navy News, Guam

"Don't get nervous ... he's only a carpenter."

Francisco, Calif.: Plane captain, CASU 25, 31 July 1945.

★ BOWMAN, William H., LT, USNR, Milwaukee, Wis.: Heroic conduct in effecting the rescue of personnel trapped in an inaccessible compartment on board the torpedoed USS *Rombach*, Atlantic war area, 5 May 1944.

★ BROCKMAN, James F., ENS, USNR, Columbia, S. C.: Heroic conduct in extinguishing an extensive fire on board an ammunition barge, Kwajalein, 22 Oct 1945.

★ BROVAK, George, SF2, USN, Trenton, N. J.: For the rescue of an enlisted man from drowning in Tinian harbor, 1 Jan 1945.

★ CABALLERO, Christopher, MM2, USNR, Reno, Nev.: For attempting to save the life of an officer who had parachuted from a Navy fighter plane, near Anigua, Guam, 30 Mar 1945.

★ CAMPBELL, John J. Jr., LTJG, USNR, Bellerose, N. Y.: For diving overboard twice and succeeding in saving the life of a crew member of a downed plane, West-Pac, 7 Nov 1944.

★ CAPIZZI, Stephen J., S1, USNR, Norristown, Pa.: For the rescue of a crew member of USS *Minivet*, after mining and sinking of that ship in Tsushima strait, 29 Dec 1945.

★ CROSBY, Howard S., MIDN1, USN, Annapolis, Md.: For the rescue of an enlisted man who fell overboard from USS *New Jersey*, Portsmouth, England, 15 July 1947.

★ CUPPLES, Raymond C., SF1, USNR, Lackawanna, N. Y.: For the rescue of an enlisted man from drowning during salvage operations at Marcus island, 29 Oct 1945.

★ DILLEY, William J., SK1, USNR, Vancouver, Wash.: For rescuing two enlisted men washed overboard from USS *Indianapolis*, 4 May 1943.

★ DOTSON, John S., PHM2, USNR, St.

Louis, Mo.: For saving two wounded men from a damaged landing craft during operations against the Japanese near Guam, 21 July 1944.

★ DRAKE, Robert A., QM2, USNR, Peoria, Ill.: Heroic conduct as a member of the crew of LCT (6) 755, engaged in transporting Japanese ordnance supplies and surveyed American shells from Cavite, Philippines, to a point beyond Corregidor and unloading them into the sea, 25 July 1945.

★ EMMETT, George A., S1, USNR, San Antonio, Texas: Heroic conduct as a bowhook on an LCVP on board USS *Hancock*, at anchor in Ulithi lagoon, 28 Dec 1944.

★ FRANK, David, QM3, USNR, New York City: For rescuing an Italian seaman from drowning in Port Royal Bay, Bermuda, 27 Jan 1945.

★ GARLAND, Edward E., COX, USNR, Pittsburgh, Pa.: For extinguishing an extensive fire on an ammunition barge alongside the pier at Kwajalein, 22 Oct 1945.

★ GOLDBERG, Jerome, FC3, USNR, Cleveland Heights, Ohio: For effecting the rescue of two enlisted men washed overboard from USS *Indianapolis*, 4 May 1943.

★ HARSH, Jack D., F1, USNR, Hickman Hills, Mo.: For rescuing a man from the sea during a typhoon at Okinawa, 9 Oct 1945.

★ HOCKO, Mike, ABM3, USNR, Plainfield, N. J.: For assisting in fighting a serious fire on the flight deck of USS *Randolph*, West-Pac, 7 June 1945.

★ HOLDEN, Claude W., Jr., S1, USNR, Washington, Pa.: For rescuing a wounded man from a fire on board USS *Wisconsin*, Pacific area, 1 Aug 1945.

★ KECK, Mylo C., LT, USN, Fairfax, Va.: Heroic conduct during operations to capture a German submarine off Cape Blanco in French West Africa, 4 June 1944.

★ MCGUIGAN, George B., LT, USNR, Long Island, N. Y.: For firefighting and rescue operations on board a burning British tanker in harbor of Le Havre, France, 13 Oct 1944.

★ MINERD, Robert E., LTJG, USNR, Queens Village, N. Y.: For his tireless work to save the lives of personnel when USS *Frederick C. Davis* sank after being torpedoed by a German submarine, 24 Apr 1945.

★ MINTON, Floyd R., S1, USNR, North Wilkesboro, N. C.: For rescuing an injured man from a fire on board USS *Wisconsin*, Pacific area, 1 Aug 1945.

★ O'GORMAN, Theodore A., LCDR, USNR, New York City: For effecting the rescue of personnel trapped in an inaccessible compartment on board the torpedoed USS *Rombach*, Atlantic area, 5 May 1944.

★ RIVES, Robert C. Jr., LTJG, USNR,

Brooklyn, N. Y.: For extinguishing fires on a Japanese ammunition barge, Tokyo Bay, Japan, 4 Oct 1945.

★ SCHOENROCK, Walter L., CCS, USN, Monterey Park, Calif. (posthumously): For swimming through 150 yards of pounding surf to assist an officer in securing an escaped buoy line when his ship, USS S-39, was wrecked, 15 Aug 1942.

★ SCHROEDER, Martin H., CBM, USN, Long Beach, Calif.: Heroic conduct during operations to capture a German submarine off Cape Blanco in French West Africa, 4 June 1944.

★ SLAUGHTER, Jack E., WT3, USN, Birmingham, Ala.: For rescuing a man from the sea during a typhoon at Okinawa, 9 Oct 1945.

★ SPARKS, Raymond T., COX, USN, Mt. Olivet, Ky.: Heroic conduct during operations to capture a German submarine off Cape Blanco in French West Africa, 4 June 1944.

★ TAYLOR, Paul M., AO2, USNR, Washington, D. C.: Heroic conduct while serving as a member of a bomb and mine disposal team during the occupation of Sasebo, Japan, 13 Dec 1945.

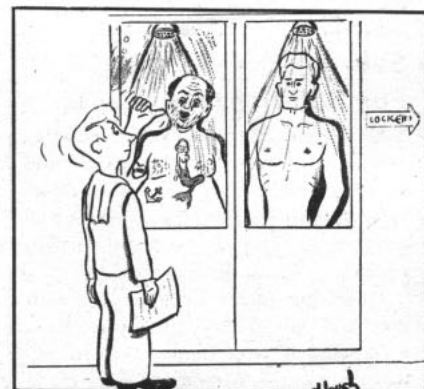
★ TOMASCO, Donald F., PHM1, USNR, Oakland, Calif.: Heroic conduct while attached to a naval construction battalion at Tinian, 30 Mar 1945.

★ TOTI, Joseph, QM3, USNR, Brooklyn, N. Y.: For extinguishing an extensive fire on board an ammunition barge alongside the pier, Kwajalein, 22 Oct 1945.

★ TOWLER, Ewin B., AMM2, USNR, Bethany, Okla.: For the rescue of three aircrewmen from a burning Liberator bomber on an airstrip in the Philippines, 20 June 1945.

★ WALKER, Douglas R., S1, USNR, Scottsbluff, Neb.: For the rescue of a man from choppy seas on 21 Nov 1945.

★ WHITE, James R., HA1, USNR, Plant City, Fla.: Heroic conduct while attached to a naval base hospital in Algeria, 28 Feb 1945.



Bluejacket, NAS Memphis, Tenn.

"No, he's the Chief ... I've only been in two months."



# BOOKS:

## NEW BOOKS FEATURE ACTION AND HISTORY

FANS who choke on a heavy diet of tedious, map-saturated war books will be cheered with a couple of fast-paced April numbers mailed from the Navy's library supply.

The assault phase and ebb tide of battle—Patton's Third Army smash from Africa to the Rhine and the Navy's Pacific roll-up—are treated in a readable a-b-c style in two of the new volumes. Other April issues include an informal portrait of Henry Ford and a Revolutionary period novel.

• **The Last Billionaire**, by William C. Richards; Charles Scribner's Sons.

Tracing Ford's life from cradle to grave, the author tackles his subject as a full-blown personality and approaches him from a variety of angles—rather than presenting a definitive biography.

The book is filled with anecdotes and seldom-heard facts: Ford's campaign against the cigarette, his relations with labor, his devotion to old-fashioned dancing, his profit-sharing plan, his Peace Ship, his fads in eating, the role his lieutenants played in the Ford organization and his skill at making headlines.

Out of the volume emerges Ford as a man: contradictory and unpredictable, kind and iron-hard, capable of almost unbelievable blunders but the master of his own empire.

• **Eagle in the Sky**, by F. van Wyck Mason; J. B. Lippincott Co.

This volume includes authentic and dramatic descriptions of the medical treatment received by Navy and Army casual-

ties during the Revolutionary period. The book features the adventures, romances and medical practice ashore and afloat of three young doctors.

In contrast to the excellent medical care received as a matter of course during World War II, *Eagle in the Sky* reminds us that seriously wounded sailors in the days of privateers were simply heaved over the rail and seriously wounded soldiers were abandoned where they fell.

• **Pilgrim's Inn**, by Elizabeth Goudge; Coward-McCann, Inc.

The authoress of *Green Dolphin Street* has written another novel of subtle charm.

This is the story of the aristocratic, yet Bohemian, Eliot family, of the Adairs, and of Jim Maloney and the exotic Annie Laurie.

Nadine Eliot went to the old family home to engage a nurse for her five children who were too much for her to handle and still take some part in the affairs of her fashionable world. She also wanted time to consider what she should do about David—a handsome, dashing actor who promised her much more happiness than her dull but dependable husband.

The husband, George, came down for the week end and with the children discovered this old inn that centuries before had been used by the pilgrims to Canterbury. Nadine reluctantly agreed to take over the house and restore it as an inn for guests who were to be carefully chosen and able to pay well.

Came the guests—and the loves and complications.

The old inn plays a role as important as any of the characters and from it emerges romance, enchantment, warmth and love.

• **Battle Report, The End of an Empire**; Rinehart and Co., Inc.

This, the fourth volume of the Battle Report series (see ALL HANDS book supplement, March this issue), is prepared from official sources by Captain Walter Karig, USNR; Lieutenant Commander Russell L. Harris, USNR; and Lieutenant Commander Frank A. Manson, USN.

In this volume, as in the preceding ones, the major task of the series' editor

and his associates has been the selection of material to tell the story of the U.S. Navy's part in World War II—presented principally in the words of the men who sailed the fighting ships to victory over a brave, sagacious and well-equipped enemy.

Here is the story of the war as it looked and felt to the men who fought it on the sea, over the sea, under the sea and on the beaches.

The story is compiled from—and is often told in—the words of seamen and admirals, Marine privates and officers, Regulars and Reserves, as related by them while the smoke of battle was still bitter in their nostrils, their bandages still wet, their elation at peak and their woes at nadir.

Other volumes in the series: *Battle Report I, Pearl Harbor to Coral Sea, 1944*; *Battle Report II, The Atlantic War, 1946*; *Battle Report III, Pacific War: Middle Phase, 1947*.

• **War As I Knew It**, by General George S. Patton Jr.; Houghton Mifflin Co.

From the day he waved his first wooden play sword, George Patton had one absorbing interest—the art of war.

This is the first-person story of the Third Army's slashing campaign across western Europe; the Third's straight-talking, hammer-hitting commander had a very direct theory about winning battles: (1) kill Germans, (2) attack and keep attacking so the enemy can't dig in and kill American soldiers.

One of Patton's dominant beliefs was that a commander's place is at the front, where he can inspire the morale of his troops and keep aware of combat conditions. He once suggested to General Bradley that he send some of his staff to the front to "see how the other half lived."

It was his aggressive, dauntless and dashing emphasis on the offensive ("It always made me mad to have to beg for opportunities to win battles") which carried his Army across France and Germany in one of the extraordinary campaigns of history—a campaign which Stalin admitted the Red Army could not have conceived or executed.

The volume includes chapters handled in a personal vein: "Earning My Pay," an account of the tight spots in Patton's career from his days with Pershing on the Mexican border, and "Reflections and Suggestions," a distillation of his military philosophy.

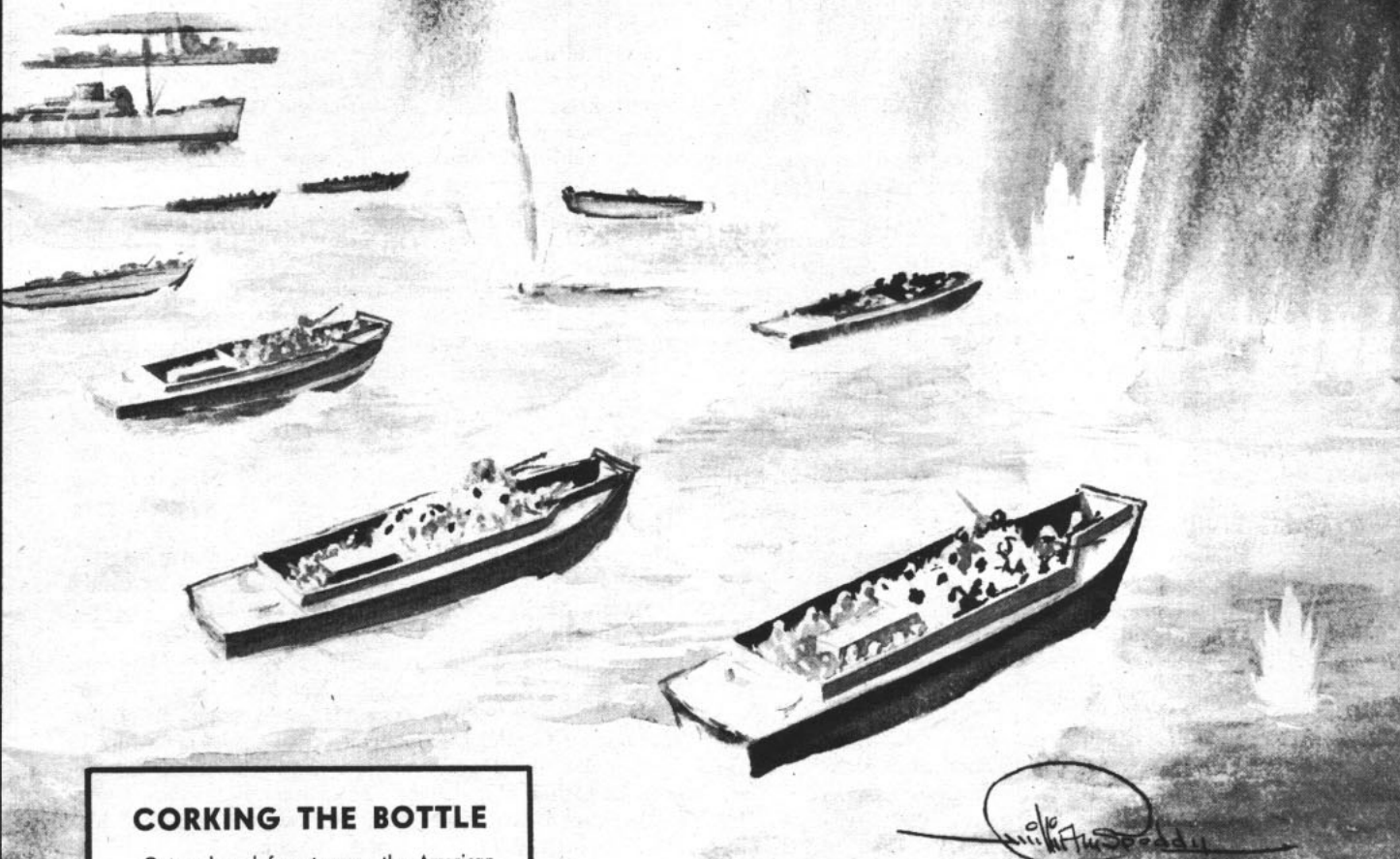
### Sub Back in Service For Sonar Experiments

USS *Baya* (SS 318), inactivated after making five war patrols against the Japanese, has been recommissioned as an electronics experimental submarine for testing some of the Navy's newly developed sonar equipment.

Operating under close liaison with the Navy Electronics Laboratory, *Baya* is scheduled to conduct tests in the San Diego area. Alterations were made at Mare Island Naval Shipyard, where the vessel was recommissioned.



## 'BATTLE REPORT'



## CORKING THE BOTTLE

Outnumbered four to one, the American force was to pull out of Manus and Los Negros if the Japanese played too rough. How the reconnaissance—with aid from tardy reinforcements, bombardment, Sea-bees and the courageous decoy USS *Nicholson*—became a full scale invasion is told in volume four of *Battle Report*.

ALL HANDS presents chapter 11 as a book supplement. This newest volume of *Battle Report* (Rinehart and Company) by Captain Walter Karig, USNR, Lieutenant Commander Russell L. Harris, USNR, and Lieutenant Commander Frank A. Manson, USN, will appear on the bookstands in May. The book is published at the lowest possible price; profits and royalties are returned to the public by distribution to the Navy's public welfare agencies.

THE ADMIRALTIES, a rugged group of mountainous islands, lie just below the equator at the head of the Bismarck Sea. To the westward 200 miles is New Guinea, to the east and south New Ireland and the Solomons. Northward lie the Carolines, and beyond almost on a direct line the Marianas and the Bonins—and Japan, 2,500 miles away.

Up to 7 Apr 1942, no one had thought enough about the islands even to explore them very thoroughly; no one, that is, except Japanese shellfishers. On that date the Japanese Navy took over the islands, with one destroyer and a converted merchantman.

Now, not quite two years later, the group was a thorn in General Douglas MacArthur's side. What the General was studying in February 1944 was the interesting botanical feat of changing a thorn in the side into a plum in the hand.

For the Admiralties would make quite a plum indeed. When captured, they could be converted into an Allied naval and air base that would flank the Japanese strongholds on the New Guinea coast, cut off the last way station of supplies for the surviving enemy troops to the south, and provide a jumping-off place for the western Carolines and

## 'BATTLE REPORT'

southern Philippines.

The largest islands in the group are Manus and Los Negros, separated at one point by only a shallow, creeklike strait. They form Seeadler Harbor, large enough and deep enough to shelter any fleet, and on both islands the Japanese had built large, substantial airfields.

With their capture, to use MacArthur's expression, "the bottle would be corked" and the entire Bismarck-Melanesia area sealed off. Inside that bottle would be 100,000 veteran Japanese troops. The Emperor was going to miss them sorely, but not so sorely as they were going to miss their meals.

Jap air strength was already ebbing fast in the Bismarck area. Enemy fighters now would not attack Allied bombers if they were escorted by fighters. On 15 February a group of enemy fighters fled to seaward upon sighting an equal number of Allied fighters. Destroyer sweeps around New Britain and New Ireland failed to flush up Jap planes in the same waters that a year before had been blanketed by enemy aircraft.

"After the Gloucester operation," Admiral Kinkaid recalls, "we headed up the New Guinea coast, taking our bases and our airfields with us. But we had to keep an eye on the Admiralties. Every day the 5th Air Force put planes over the Admiralties without much opposition and one day they flew low over the islands without getting shot at, at all. They thought there were no Japs around. . . ."

Originally it had been planned to attack the Admiralties on 1 April, but on the basis of reports MacArthur decided that a coup de main might stand a good chance of being successful.

"MacArthur called a conference," continues Kinkaid, who was top naval man in the Southwest Pacific, "and in just four days we organized the operation."

The operation was to take the form of a reconnaissance in force on Los Negros Island, not later than 29 February. If the opposition got too tough, and it looked as though the small force could not hold the cork in the bottle the troops could be withdrawn. The 1st Cavalry Division, turned pedestrian for Pacific operations, was nominated by Lieutenant General Walter Krueger, boss of the 6th Army, to spearhead the attack.

The 1st Cavalry was a division proud of its military exploits—both ancient and modern. Its oldest regiment had been organized in 1855 by Jefferson Davis. Among its commanders had been Robert E. Lee and Jeb Stuart. Its present commander was Major General Innis P. Swift.

"MacArthur's Deputy Chief of Staff, Major General Stephen Chamberlin, came to me one day," mused Admiral Kinkaid after the war, "and said that MacArthur wanted to see the operation at first hand and wanted to go to the Admiralties on one of the destroyers. I said I didn't think it was such a good idea because MacArthur would be too uncomfortable on a destroyer.

"Chamberlin came back later and said MacArthur was insistent. 'All right,' I said, 'if he insists on going, he can go up on a cruiser'—although I hadn't intended to use any cruisers in the operation. I have a basic rule never to send

one ship to do something. I always send another of the same kind along just in case something goes wrong. So two cruisers—*Phoenix* and *Nashville*—went up on the operation, and I accompanied MacArthur at his request."

Exactly how much opposition, if any, would be encountered on Los Negros was still not known. Pictures taken by aviators who had flown low over the little islands revealed little Jap activity.

But on the evening of D-minus-2-day some startlingly contradictory news was received. Army scouts who had gone ashore that day on Los Negros from a Catalina flying boat reported that the area southwest of the Momote airstrip was "lousy with Japs!"

All gunfire support from the ships, it seemed, would be welcomed and needed.

"Embark, transport, and land the landing force on Beach White at the south end of Hyane Harbor, Los Negros. Support the landing by gunfire!" These were the orders handed Rear Admiral William M. Fechteler, the Attack Group commander, by Rear Admiral Daniel E. Barbey as the destroyer attack force with 1,026 1st Cavalry troops aboard, assembled in Oro Bay. In the group were three destroyer-transport—*Humphreys* (Lieutenant Commander Frank D. Schwartz), *Brooks* (Lieutenant Commander Charles V. Allen), and *Sands* (Lieutenant Jerome M. Samuels)—under command of Lieutenant Commander Schwartz, each carrying 170 men, and three destroyers—*Stockton* (Lieutenant Commander William W. Stark), *Stevenson* (Commander Edmond F. Wilson), and *Reid* (Commander Samuel A. McCornock)—each carrying 57 men. The last-named ship wore the flag of Rear Admiral Fechteler.

At quarter to seven the morning of the 28th the group weighed anchor and headed north—before Barbey had time to complete his operation order. An hour later six more destroyers led by Captain Jesse H. Carter, riding in *Flusser* (Lieutenant Commander Theodore R. Vogeley), and in including *Mahon* (Lieutenant Commander Ernest G. Campbell), *Drayton* (Lieutenant Commander Richard S. Craigbell), *Smith* (Lieutenant Commander Robert A. Theobald), *Bush* (Commander Thurmond A. Smith), and *Welles* (Commander Doyle M. Coffee), followed.

Preceding the attack group and carrying MacArthur and Kinkaid was Rear Admiral Russell S. Berkey's covering force: the cruisers *Phoenix* and *Nashville* screened by destroyers *Beale* (Commander Joe B. Cochran), *Bache* (Lieutenant Commander Robert C. Morton), *Daly* (Commander Richard G. Visser), and *Hutchins* (Commander Caleb B. Lanning). Besides carrying the gold braid of the Southwest Pacific this force was given the function of supporting the troops by bombardment, and preventing interference with our landings in case the Japs sent some ships or planes down from Truk.

The beach selected by General MacArthur was not on the spacious but presumably heavily mined Seeadler Harbor but the small palm-rimmed Hyane Harbor on the east side of Los Negros. At that, forcing the entrance to Hyane presented a ticklish problem, for the arms of the bay, only 1,700 yards apart, permitted the enemy to lay down a heavy cross fire against landing craft maneuvering through the 50-foot break in the reef. The troops were to land on the southern and southwest part of the bay, the other shores being swampy, at a point only 150 coconut-jungled yards



from the Momote airdrome, which was the real objective of the expedition—to hold if possible, to destroy if withdrawal was forced.

H-hour was 0815. At 0723, on the signal "Deploy," the destroyers and cruisers nosed into position for fire support and APDs swung their twelve landing craft outboard on the davits and lowered them into the sea. The coxswains of the LCPRs, which carried 37 men each, faced most of the responsibility for a successful landing. The boats proceeded in waves of four.

Japanese gunners rimmed Hyane Harbor, and their machine guns began spitting at the radically maneuvering LCPRs as they stood through the entrance, turned left and headed toward the beach. Heavier shore batteries opened up on the destroyers and cruisers standing offshore lobbing over the support fire. The Japanese shooting was inaccurate, but it revealed the targets for the ships' guns.

The aerial bombardment that the 5th Air Force had lined up was washed out by bad weather. Of the forty B-24s scheduled to arrive, three turned up; heavy overcast and low ceiling baffled the rest. The planned missions of four groups of B-25s fared little better; only nine of the bombers appearing and these somewhat behind schedule. The timetable called for a halt in naval gunfire at H-minus-20 minutes (five minutes to eight) to permit low-level strafing and bombing. The ships kept up the shelling for fifteen minutes past schedule, when it was halted to try to fetch the bombers in by visual signal, radio communication having been impossible to achieve. Streaming star shells were fired by the flagship *Reid* as a guide to any B-25s in the area. Shortly afterwards the nine B-25s, in units of three, slipped through the cloud cover and bombed and strafed the beach area.

Nevertheless, the first waves of boats hit the beach only two minutes late. First ashore were soldiers of Troop G commanded by Lieutenant Marvin J. Henshaw, who led his men on a run across the narrow beach to the coconut grove where fallen trees and kunai grass offered cover. The troopers landed unopposed, but when the landing craft tried to return to their destroyers for new loads, heavy cross fire broke loose again. The *Mahan*, maneuvering 1,000 yards off the southern beach, silenced the Jap battery on her side of the area with 5-inch guns.

Landlocked Hyane made naval fire support difficult while the landing craft were crossing the bay or on the beach. It was necessary to hold fire to avoid hitting the boats. The situation was further aggravated after the third wave was ashore because communications with the scattering troops broke down, and there was no way of telling where the front lines were. The Japanese took every advantage of the situation, hiding in their dugouts during the shelling

and leaping out to man their guns when the ships had to hold their fire.

In three round trips between ships and shore, four of the ferrying landing craft were sunk. Three boat coxswains were dead, and two more were seriously wounded. Without the twelve landing boats, the reconnaissance force could not be evacuated in case things took a turn for the worse on the beach.

The situation looked grim. It *was* grim! Jap batteries that could not be reached from outside the harbor were raising hell with boats and troopers, and with no aerial support to knock them off, it looked as if it was up to the destroyers. Admiral Fechteler told one destroyer to go in. If it went aground, he would take the blame and the consequences. Then, at the crucial moment, fickle Nature decided she had been partial to the Japanese long enough and shifted her allegiance. A blinding rainstorm, in full tropic fury, gushed down upon Hyane and although it short-circuited the radios on the landing boats, it screened the rest of the landing operation with a magic cloak of invisibility.

On hour and thirty-five minutes after the first landing, Momote airdrome was captured—overgrown with weeds and littered with rusting fuselages. Pools of water filled the bomb craters that made the runways look like a close-up of the moon.

"MacArthur," said Admiral Kinkaid, "was extremely impressed by the naval gunfire—maybe too much so. He saw our cruiser knock out a Jap shore battery by putting a salvo under the Jap position, then one over it, and then one right on. From that time on I had to emphasize to MacArthur the things naval gunfire could *not* do.

"I went ashore with the General in a landing boat that afternoon, after the rain let up. We examined the airstrip which was intended to be ready for operation in 24 hours. It took longer. The commanding General was nervous about MacArthur and told him he should go back, for a Jap had been killed a short time before near where we were. . . ."

But as usual, General MacArthur scorned personal danger. He would not leave until he had done all that he had come to do.

Among the pleasant duties he had set himself was to decorate the first man to land, Lieutenant Henshaw, with a Distinguished Service Cross. He commended the commander of the reconnaissance force, Brigadier General William C. Chase: "You have all performed marvelously. Hold what you have taken, no matter against what odds. You have your teeth in him now—don't let go."

"Our original intention," Kinkaid comments, "was to land the troops and then take the ships out. But I didn't like the looks of things. When I went ashore with MacArthur, I told Berkey to ease over towards Fechteler's ship and tell





## 'BATTLE REPORT'

him by megaphone I would be happy if he left some DDs there. He did and soon after we got back aboard, I read the dispatch ordering the *Bush* and *Stockton* to remain."

It was a good hunch. After the operation the commanding General said that he would have been pushed into the sea had it not been for the destroyers. For, although the cavalrymen had their "teeth in" now, they did not know that they had bitten into a garrison of 5,000 enemy troops. As it was, they felt lonely enough as they watched the fire-support ships carrying MacArthur and Kinkaid disappear over the horizon, leaving only a couple of destroyers as floating artillery.

Although so far the Japs had offered negligible resistance, General Chase could smell trouble, too. Captured documents indicated that there were many more Japs on the island than had either been anticipated or revealed, and if they decided to attack during the night, the airstrip would be too large to defend. General Chase and Lieutenant Colonel W. E. Lobit, commander of the 2d Squadron, 5th Cavalry, agreed that before digging in they should pull their lines back to the jungle perimeter east of the airstrip toward the bay. There was no barbed wire to string around the beachhead, so men and weapons had to be closely spaced and every man available had to stand alert in case the Japanese wanted to fight.

They did.

It was a bloody fight. With the steaming darkness, the enemy—equipped with knives, guns, swords, hand grenades, and sake—began infiltrating. The *Bush* and *Stockton* gave everything they had, but nothing could prevent the Japs from sneaking in. The fighting was all hand to hand, but when morning came the only Japanese in sight were dead ones.

All the assault troops could do was to hang on, their backs to the coconut grove, the open terrain of the airstrip before them. On the morning of the third day the first reinforcement echelon of LSTs 171, 454, 458, 466, 22, and 202 arrived, screened by destroyers *HMAS Warramunga* and *USS Ammen* and *Mullany*, the minesweepers *Hamilton* (Commander Robert R. Sampson, and *Long* (Lieutenant Commander Rexford V. Wheeler, Jr.

The convoy of reinforcements pushed through the entrance of Hyane Harbor at 1000 with their "noses almost on the ground." Many enemy guns were still in shooting condition and the big LSTs had to fight their way in. When the big boats grounded to a stop and their doors swung open, 1,500 combat troops splashed through the shallows and be-

hind them came 534 of the Navy's Construction Battalion, the Seabees. They had come along to rebuild the airbase and make the islands habitable by American standards of shelter and sanitation, but besides the tools of that trade they each carried another useful gadget just in case of interference by the locals—a Browning automatic rifle.

Although the area was still under enemy fire, the 40th Naval Construction Battalion immediately started clearing the airstrip while the ditchdigger, a complicated machine that only one man in the unit had the patience and skill to run, scooped out a trench 300 yards long. (The cavalrymen locked on enviously from the foxholes they had chipped in the coral-cemented earth. This was war de luxe.) The Seabees not immediately engaged in their primary specialty took their positions in the trench, rifles in hand, and turned their one truck-mounted 20mm gun on a grove across the airstrip to rout snipers.

Some profanely wistful remarks from the soldiers about the density of the jungle were overheard by the Seabees. What was it the troopers wanted? Alleys cut through the jungle growth—what-you-may-call-'ems? Fire lanes?

The obliging bluejackets wheeled their snarling, clanking bulldozers toward the enemy-infested boon docks and charged like a tank assault. Down went trees and brush, as the shares of the machines sliced into the enemy cover, and the soldiers had what they wanted—clear lanes of fire for their automatic weapons.

But more orthodox fighting was required of the Seabees, too. One night they stood off a frontal assault after Army troops ran out of ammunition. Some of the enemy, themselves without bullets, used bayonets attached to 5-foot poles like medieval spearmen. Many of the Japanese had bandages tied around their arms at pressure points, to enable them to continue fighting even if only for an extra few minutes, if an artery was severed.

The Presidential Unit Citation presented to the 40th Battalion by the War Department in the name of the President, said of the Seabees: "They worked by day and fought by night."

Having gained admittance to the Admiralties by the back door, the American forces now decided to kick the front door in, and the minesweepers *Hamilton* and *Long* were sent around Los Negros island to sweep a path through Seeadler Harbor for the LSTs. Not only were enemy mines bound to be there, but a second crop had been sown by 5th Air Force bombers.

Seeadler being the better harbor and logically the main objective, the Japs had protected it with coastal guns on the small seaward fringe of islands. These batteries, fit for the biggest game, promptly made it too hot for the minesweepers.

Colonel Yoshio Ezaki, commander of the Admiralty Islands garrison, played a canny game. When the cruisers *Phoenix* and *Nashville* were sent back to the area on D-plus-4-day, to destroy the harbor guns, Ezaki's forces withheld their fire and lay low, giving the cruisers no targets and no means of determining whether their bombardment had been effective.

The indicated strategy was to trap Ezaki into showing his strength. Commander Alvord J. Greenacre's DesDiv 26 drew the assignment, and the destroyer *Nicholson* (Commander William W. Vanous) was elected to be the bait.



Vanous steamed to the entrance of Seadler Harbor, with orders to draw enemy fire, and, if successful, to destroy the enemy guns thus spotted.

Through unswept waters, silently and cautiously, *Nicholson* started on her first hazardous run past Hauwei Island, 1,500 yards from the beach. No response from the enemy. Reversing course, the destroyer came in closer. Finally binoculars weren't necessary to search the beach for gun emplacements. The range was now under 1,000 yards. One gunner said he could see sand crabs scampering on the beach.

Suddenly a sailor yelled, "There's a gun, sir, and it's looking right at us." The range was 850 yards. The gun, a 5-incher with heavy shield, was knocked out before it could fire a shot. One down, and *Nicholson* hadn't been touched.

On the next run, just 100 yards off the reef, gun flashes were seen 50 yards to the left of the emplacement that had just been knocked out. The gun itself was obscured by heavy jungle but *Nicholson's* 5-inch batteries aimed for the orange muzzle blasts. Two salvos blew away the surrounding foliage, the enemy gun snapping back defiantly.

The last exchange drew blood on both sides. It obliterated the enemy gun just as it loosed its final round, which struck *Nicholson* in number two handling-room, knocking out one main battery gun. Three of the five men in the handling-room were instantly killed, the other two seriously wounded. As shipmates rushed to the rescue, the two badly wounded sailors were trying to pull their dead comrades from the flames.

*Nicholson* continued the fight, only there was nothing left to fight against. The two enemy guns were all that had survived the cruisers' blind shooting.

To make certainty doubly sure, *Phoenix* and *Nashville*, accompanied overhead by bombers from the 5th Air Force, worked the area over once again before the minesweepers were ordered to sweep for a second time, while the troops jumped the narrow strait to Manus to seize the shore side of the harbor. It was jungle fighting all the way, and a battle of wits besides. The Japanese, to whom English is a second language and its idiomatic use frequently perfected by American residence, tapped the troopers' telephone lines, and not only to listen. Once a voice over the wire pleaded, to the accompaniment of much groaning, "For God's sake, lift that mortar fire." The Americans complied.

Again, a Japanese who had thus learned the names of the American platoon leaders, yelled to one lieutenant:

"Retreat! The whole regiment's falling back to another line." Obediently, the platoon left its position, losing three men to the well-posted Japanese snipers, and was forced out of the advance for the rest of the night.

The final mopping-up operations saw jungle fighting at its worst. With field telephones rendered unreliable, communications were sent by friendly native runners, by pigeons, and by portable radio. Runners and pigeons proved to be more reliable, although the birds would not fly when rain-soaked. But the Army had a trick of its own, when somebody remembered that there were six Sioux Indians in the cavalry detachment. They became the troopers' communicators forthwith, chattering radio messages in their own tongue without fear of interception. "If it isn't in Sioux it's Jap" was the rule, and the baffled enemy's bluff was called.

Mopping-up operations were concluded on 12 May. Patrols and quickly armed natives stalked the estimated 150 surviving Japanese. Days later, many of them were found in their cave retreats, dead of starvation.

In writing to Admiral Nimitz following the close of the Admiralty campaign, Rear Admiral Barbey accurately described the Navy's role in the fighting. He wrote: "The part played by the Navy in this operation was not confined to the actual landing operation, but extended to the continued full co-operation of cruisers, destroyers, PT boats, and amphibious craft in actively supporting the land forces throughout the occupation. Excellent combat service was rendered by the personnel of the 40th Naval Construction Battalion."

General MacArthur's decision to send a small force of 1,026 men and 10 ships against an unknown number (later estimated to be 4,300 troops) of men had proved worth the risks involved. The capture of the Admiralties coupled with the occupation of Emirau by South Pacific forces made the difficult ground assault on Kavieng unnecessary. With Rabaul that enemy stronghold was helpless "inside the bottle." From the Admiralties and Emirau our air attacks could drench western New Guinea, the entire Caroline chain, and threaten enemy sealanes for a wide radius.

But overshadowing all of this, a tremendous fleet anchorage from which to stage an invasion of the Philippines was in American hands.





# FANTAIL FORUM

## Question: What advantages do you think the Navy offers today?

(Interviews were conducted at 6th ND, Naval Base, S. C.)



**John G. Hoblitzell,** Y2, Harrisburg, Pa.: The Navy is a profession which offers compensation and satisfaction in unique measure. Few fields offer the same opportunities for enjoyment and education. It pays one enough to enjoy life.



**William C. Wilson,** S1, Raleigh, N. C.: Travel, adventure, good pay and security are only a few of the many advantages. Also the opportunity to choose a favored trade and learn it thoroughly by example and practice can't be minimized.



**Donald E. Hartman,** SPC1, York, Pa.: I have a steady income plus allowances, retirement after 20 or 30 years service, and medical care for myself and dependents. Service schools and correspondence courses will prepare me for advancement.



**Conrad L. Upright,** EM3, Kannapolis, N. C.: The Navy offers a young man an excellent chance to learn a trade which will fit him for a skilled job after early retirement. I know of no civilian job that offers me this.



**James B. Cooley,** S1, Panama City, Fla.: Although I am a "short-timer," I can easily recognize the security that accompanies a naval career. It also offers good pay and advancements, in addition to world travel.



**Stanley Chester,** SPI2, Minneapolis, Minn.: There is no doubt as to my staying in the Navy, when at 37 I can retire on enough to offer security to my wife and children that can't be had on the outside.



**Kenneth S. Porche,** SK3, Faust, N. C.: The advantages of the Navy today are outstanding in most every respect. Having a broken service record with 20 months of civilian life between enlistments, I find the most important advantage is security.



**William T. Cloud,** COX, Greenville, S. C.: The Navy offers many advantages. Early retirement, medical attention, good food, plenty of liberty and travel, the best insurance for the price, and an opportunity for a fine education are a few.



**Leroy W. Buis,** SPXJO3, Indianapolis, Ind.: A comfortable base pay, provided food and clothing, medical and dental care, and lodging, in addition to a 30-day vacation and early retirement privileges can't be equaled on the outside.

# 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.

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In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

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Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

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• **AT RIGHT:** In Peiping, China, two marines from the First Marine Division inspect bronze figures in the courtyard of the 'Forbidden City' during liberty. ➔



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