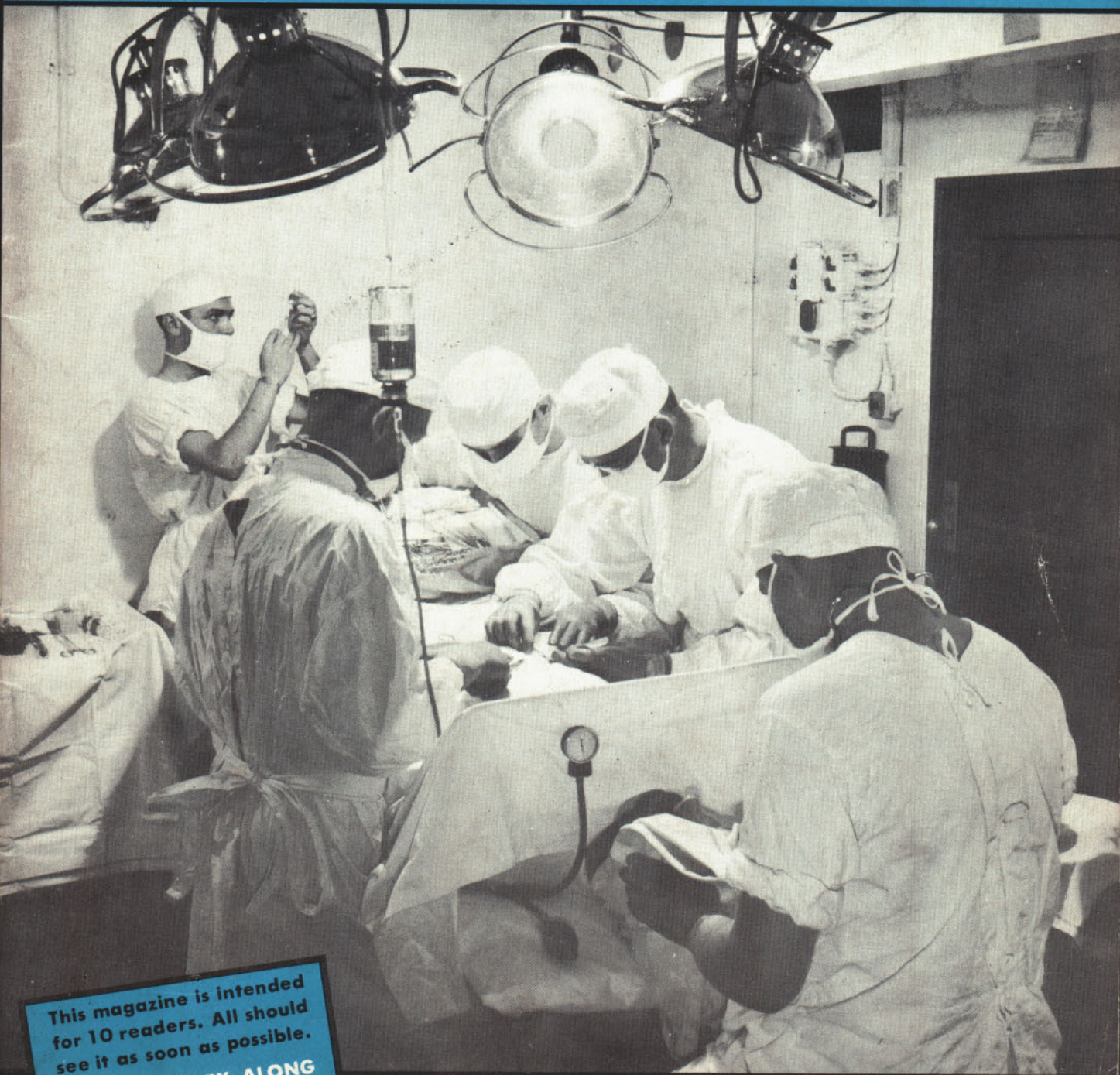


# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O

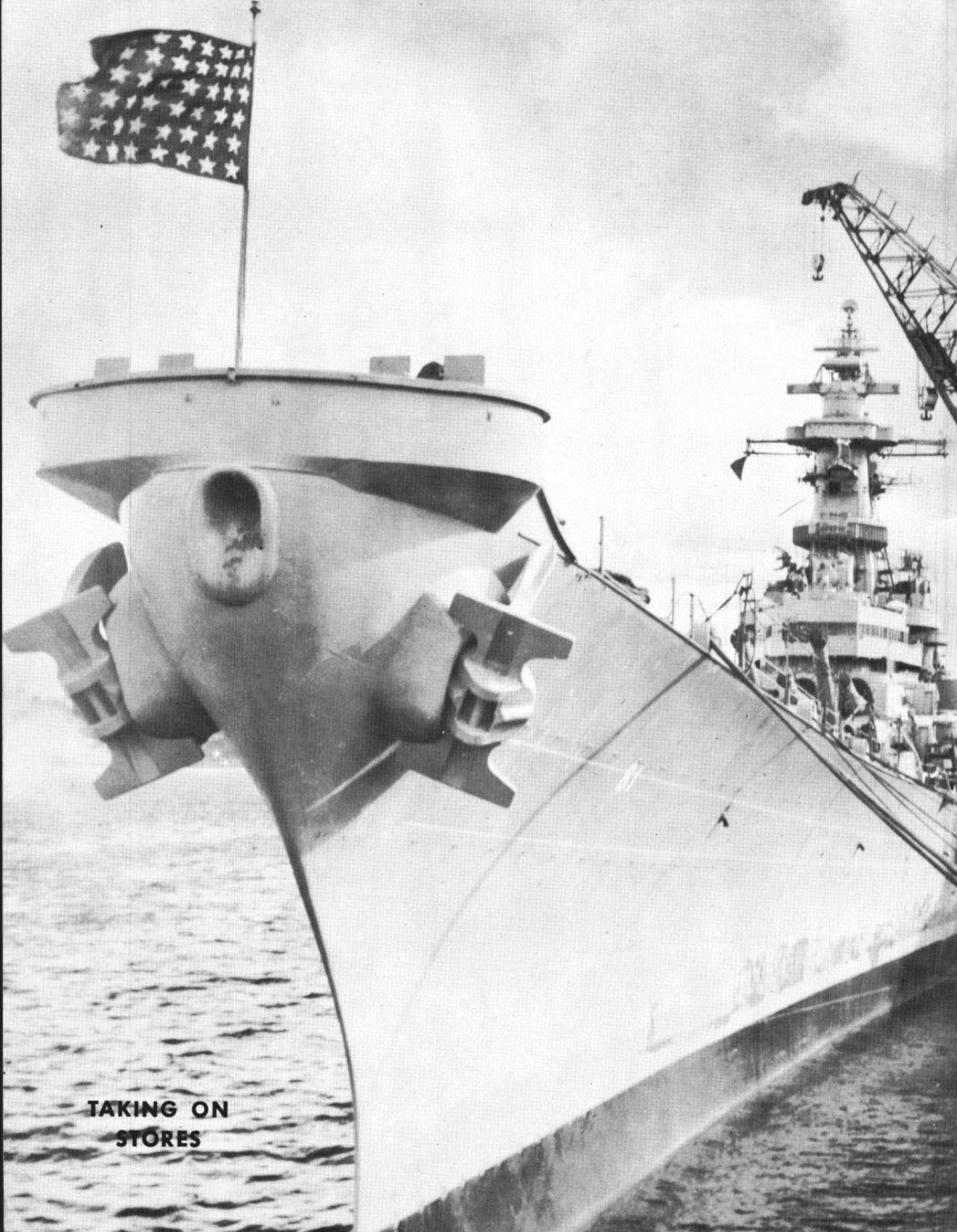


This magazine is intended  
for 10 readers. All should  
see it as soon as possible.

**PASS THIS COPY ALONG**

JUNE 1948





**TAKING ON  
STORES**

# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JUNE 1948

Navpers-O

NUMBER 376

REAR ADMIRAL THOMAS L. SPRAGUE, USN  
The Chief of Naval Personnel

REAR ADMIRAL JOHN W. ROPER, USN  
The Deputy Chief of Naval Personnel

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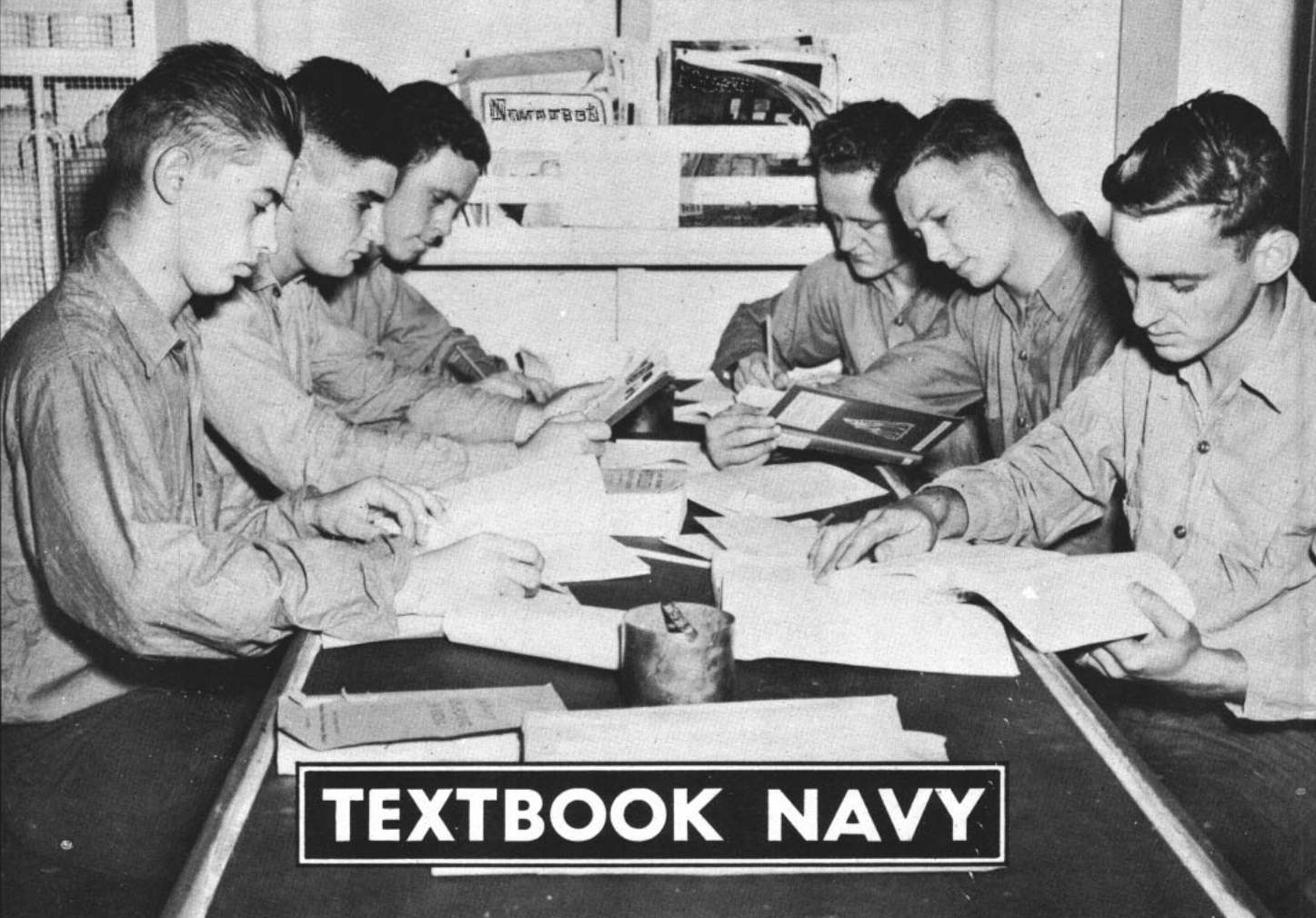
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• FRONT COVER: It's all eyes on modern medicine as this group concentrates over its surgical task on board an aircraft carrier and as the Navy Hospital Corps observes its 50th anniversary. See p. 42.

• AT LEFT: The Navy's only active Pacific Fleet battleship, USS Iowa (BB 61), takes on stores at Bremerton, Wash., prior to a training cruise late in June.

CREDITS: All photographs published in ALL HANDS are official U.S. Navy photographs unless otherwise designated: p. 16, lower, U.S. Marine Corps; p. 21, upper, and p. 22, right, U.S. Air Force; p. 32, center left and upper right, Press Association; p. 38, courtesy Washington Daily News, April 1948 issue; p. 20, upper left, Newport News Shipyard; lower left and center, Mariners' Museum.





## TEXTBOOK NAVY

SELF-STUDY is a vital phase of the instruction offered by USAFI, termed the world's largest educational institution.

**H**E WAS 18 and had left high school to join the Navy. Now, rather un-easily, he stood before the lieutenant who smiled understandingly at him from behind a desk.

As he kneaded his hat into an indistinguishable white mass the freckle-faced youth posed his problem. He had left school the year before to enlist in the Navy, he explained. Now, he realized the importance of having a high school diploma and wanted guidance in how he could get it.

The young seaman was advised to take certain refresher correspondence or self-study courses through the U. S. Armed Forces Institute. This, he was told, was for the purpose of preparing himself for a General Education Development (GED) test from which his high school back home could issue a diploma.

Here is a typical case among thousands of sailors who have been assisted by the modern "Textbook Navy."

Backbone of this phase of the Navy is USAFI, termed the world's largest educational institution.

This organization is unique, catholic in scope yet boasting no fraternity, no athletic teams, no school song. It operates even without benefit of a lecture hall. Its students are enrolled from the 48 states and the District of Columbia. The world is its campus.

From the barracks of a continental air station to a ship at sea or quarters at an advance base, individual members of this vast student body pore over their lessons. These are the sailors who are taking advantage of a service whose results are measured in good morale, academic achievement, advancement in their Navy ratings. For those civilian-bound men, it is preparation for a job or profession.

USAFI is a cooperative enterprise of the three military services. The Navy's participation is administered by the Educational Services Section of BuPers.

Headed by a commander, this small unit of BuPers directs and assists educational services officers of approximately 3,000 ships and stations.

Nearly one-third of USAFI's students are Navy and MarCor personnel. While exact figures are unobtainable because of enrollment duplications, it is estimated that as least 12 per cent of the Navy is participating in some phase of the program.

By means of three methods of instruction offered by USAFI — correspondence, self-study texts and organized classes — thousands of white hats are increasing their usefulness in academic, vocational and technical subjects. And they're coming back for more.

Never will the complete story be known of the thousands who studied in fox holes, in leisure moments at battle stations or of the untold number of textbooks which went down with gallant fighting ships during the war. But one



thing is certain — the Navy's educational services program is here to stay as long as the men desire an education.

At the present time USAFI offers 149 correspondence and 189 self-teaching courses in addition to providing 6,000 different subjects from 59 cooperating universities and colleges who are under contract with the government.

The range of subjects offered to the Navy man is greater than that which could be included in any one university catalog. From spoken Hindustani to farm management, the scope runs the gamut of human thought and endeavor.

Thousands of bluejackets have earned their high school diplomas by taking advantage of USAFI's offerings. Thousands more have augmented their service training by taking specialized lessons correlated with their Navy jobs. An additionally large number have prepared themselves for advanced studies on the college level.

All this is yours for a few dollars of your own money and many hours of your free time — Uncle Sam pays the rest. A single \$2 investment for correspondence courses for which academic credit usually can be obtained is the one and only charge. College extension courses, however, have higher fees according to the subject and institution selected.

So well received has been the instruction that USAFI currently is considered an integral part of the Navy's educational program, augmenting the regular service schools and training program. In keeping with the latter policy, USAFI's Madison, Wis., headquarters has published a booklet which classifies USAFI courses according to the Navy's general service ratings.

In this booklet are listed each general service rating and, broken down by pay grade, principal and auxiliary courses which will aid the rated man to increase his knowledge in his field. It in no way replaces the training program, but suggests courses in related subjects which may be taken to improve a man's performance and assist in advancement as well as to give a boost to non-rated men in qualifying for ratings.

Citing the important role played by USAFI, BuPers has addressed commanding officers pointing out that USAFI courses "may be used to supplement the existing Navy training publications by men who desire advancement in rating or who wish to improve their performance of duty in their present rate."

"While the completion of USAFI courses should in no event be set up as a requirement for advancement," commanding officers were advised, "it will be found that these courses will often provide needed instructional material."

A war baby, USAFI was the progeny of the Army, coming into being in December 1941. USAFI was suckled by the Army until the following April when it took its first toddling steps. At that time it offered 64 correspondence courses at high school and junior college level. The Navy six months later entered the picture when the Secretary of the Army and the Secretary of the Navy agreed the educational opportunities should be made available to all armed forces personnel on active duty.

Thus, USAFI passed the adolescent stage into young manhood. Successive directives have since paved the way for the Navy's vast participation of today.

The curriculum is attractive. Subjects most sought, in order of their popularity, are: algebra, Spanish, shorthand, English grammar, physics, typing, basic mathematics, photography, bookkeeping, radio, American history and plane geometry.

Does this give the impression that a



COUNSEL is provided sailor student by Navy educational services officers.



DIPLOMA-SEEKING sailors in Alaska who are taking USAFI correspondence courses get orders for books filled by education service unit at Seattle, Wash.



**TEXTBOOKS** and lesson assignments are wrapped for shipment to Navy and Army personnel serving at Alaskan bases. Wide choice of courses is available.

sailor is interested only in a good liberty port? No sirree, the director of the Educational Services Section will tell you.

The kinds of courses requested by sailors are diversified. Occasionally information will be asked about a course in arc welding and auto mechanics. One young man wanted information on how to become an undertaker. Although there is no USAFI course in the latter subject, the questioner was assisted by being referred to other courses which would be valuable to anyone taking up this profession.

Age of enrollees range from 18 to 63, with those in the 18-21 category being predominant. Of those taking USAFI courses, 88 per cent are enlisted men.

The typical enrollee is an enlisted man, 18 years of age. He enlisted before completing his high school education, and if he's not a 20-year man, intends to return to school for his diploma.

Whether this young man seeking academic enlightenment be serving on the rolling decks of a tin can or stationed at an overseas naval base, all facilities of USAFI are available to him efficiently and quickly.

Until recently all of USAFI's activities were centered in Madison. Now, however, the Navy has established (in conjunction with the Army) units in Tokyo,

Manila, Guam, Honolulu, Balboa, and San Juan as well as in Seattle, Wash., which handles the Alaska area. These branches of USAFI assist in administrative details, thus speeding up the process of handling completed correspondence lessons and enrollments.

Most of these branches have local ar-



**THE WORD** on foreign language is received by chief using Linguaphone records for study. USAFI provides 149 correspondence, and 189 self-teaching courses.

rangements with civilian educators whereby lessons may be graded and returned promptly. The University of Hawaii, for example, provides lesson correction service for the Central Pacific branch. Final recording of grades and maintenance of permanent records is accomplished at the Madison headquarters.

The overseas units serve personnel of all services in keeping with the nature of USAFI's functions. The Seattle branch alone has assisted military personnel of the Alaska area for the past two years and has achieved an enviable record of enrolling more than 6,500 members of the naval service.

Textbooks used in both the correspondence and self-teaching courses generally are the same. They usually are reprints of standard civilian school texts.

The basic difference between correspondence and self-teaching courses is that in the former, completion of a certain specific number of lessons is required in a given course. In the latter method the only requirement is that a student be able to pass a final examination in the subject at completion of the course.

USAFI is not an accreditation agency. It merely certifies to the successful completion of courses by its students. Only schools themselves can give credit. As of now a majority of states grant a high school diploma or its equivalent on the basis of the GED test.

Participation in USAFI is purely vol-



untary. To the benefit of the correspondence student is the personal attention given by graders of his lessons. Specialists in their fields, these educators take personal interest in the work of the students.

Once an instructor receives a lesson from a correspondent, she grades each succeeding lesson from that student until completion of the course. Oftentimes friendly advice will be passed on, such as the case on a math paper which had been graded zero:

"I would suggest that you study the text very carefully before attempting to work the assignments. If you have any questions, ask them, and I will be glad to attempt to answer them for you."

On top of that the grader worked out each individual problem, with explanatory notes.

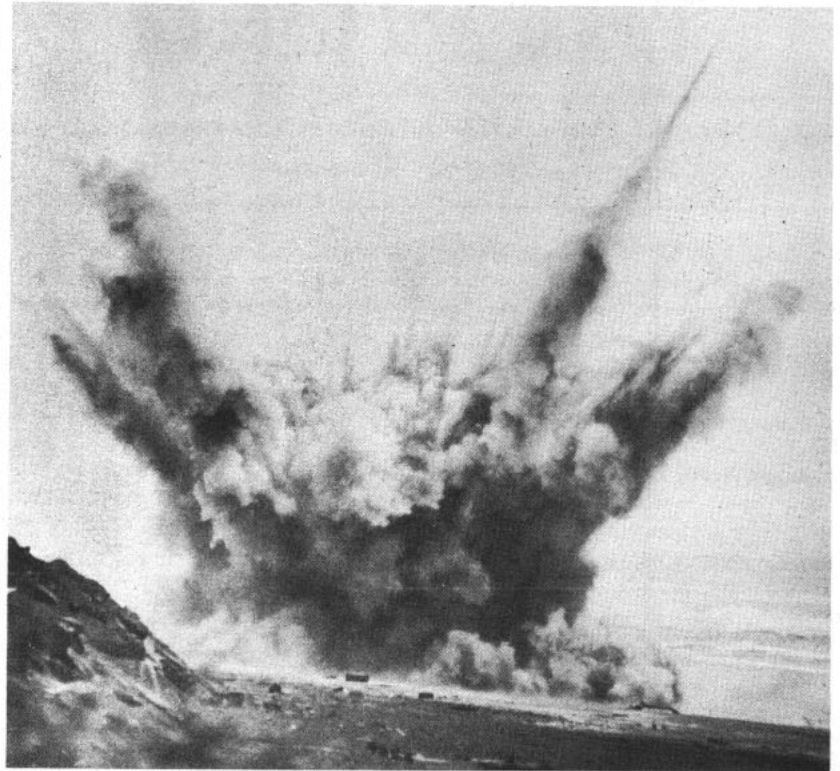
From such relationship has developed extra-curricular friendship. Exchange of comments has resulted. Hundreds of greeting cards have been received by the instructors in the Madison headquarters at Christmas time. Some students even have made personal trips to Madison to meet their teachers. A few write cautiously inquiring as to the marital status of the young ladies who grade the papers.

An average of 9,600 lessons are graded each month by the Madison staff of the University of Wisconsin and approximately 3,500 lessons are graded at overseas branches by civilian educators employed by the Navy and Army.

Originally USAFI's curriculum stressed purely academic subjects aimed at enabling students to continue with their formal schooling while on active military duty. As the demand grew, the offerings were expanded to include vocational and technical subjects.

At the present time in addition to the above, the Navy in its postwar program is emphasizing the importance of USAFI's offerings to Navy personnel for qualifying in new rates for which no basic training courses have been established. At least two years will be required for establishment of training courses in specialties incorporated in the Navy's organization under the new rating structure.

Demand on the part of naval personnel, principally enlisted men who desire to increase their usefulness to the Navy, and establish recognition from the top, has assured the future of USAFI's role in today's "Textbook Navy." — Ed Velarde, SK1, USN.



BLAST heard miles away marks the end of a Japanese mine which floated onto beach at San Francisco. Mine was detonated by bomb disposal squad.

## Navy Explodes Jap Mine on U. S. Shore

Navy skill acquired in time of war was used to perform a ticklish peacetime job of a naval bomb disposal squad from Port Chicago, Calif.

The Navy squad was called after discovery of a menacing Japanese mine, which had floated ashore on the beach near Fleishhacker Pool, San Francisco.

The squad attached small charges of explosive to two of the mine's four horns. They set off the charges from the safety of a sand dune 100 yards away.

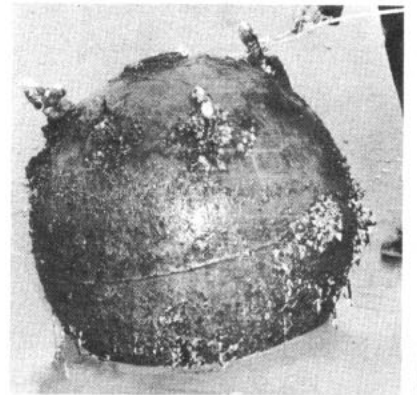
Force of the detonation shattered scores of windows in the Sunset District of San Francisco, while the blast was heard as far as Berkeley and Oakland airport.

The mine was described by the 12th Naval District ordnance officer as a Japanese chemical horn type, 34 inches in circumference and containing 265 pounds of explosive. He said the charge was large enough to level any building in downtown San Francisco.

Most serious damage reported from the explosion was at Fleishhacker Zoo, where 10 windows were shattered.

Victoria, the zoo's chimpanzee, pulled a sack over her head at the sound of the explosion. She tried to hide in her straw bed.

The mine was of a type fixed in a mine field during the war. It probably broke loose from such a field and floated to the U.S. on the Japanese current.



OMINOUS horns are shown in close-up of mine. Force of its explosion shattered windows in San Francisco.

# THE WORD

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

• **CONTRIBUTIONS** to public welfare agencies and charity organizations must be entirely voluntary to fulfill the purpose of the various drives, BuPers officials remind contributing personnel and persons making collections.

While 100 per cent participation by ship and base personnel is commendable in the opinion of BuPers, it is considered that the spirit in which contributions are made is more important than the total amount obtained.

BuPers specifically discourages any action which might cause personnel to feel contributions are mandatory or expected.

• **LIMITED** duty officers of the line will (if qualified) be eligible for succession to command at sea, according to a recommendation approved by the Secretary of the Navy.

This clarifies the provisions of Public Law 381 (80th Congress), which made no reference to limited duty officers in this respect. The law prohibited engineering duty officers, aviation engineering duty officers and special duty officers from command at sea and restricted their commands ashore.

The limited duty officer is required to have the same sea or foreign service as

is required of unrestricted line officers to be eligible for promotion. This does not apply to engineering officers, aviation engineering officers and special duty officers. Therefore, the members of a BuPers board studying LDO matters recommended that limited duty officers should be considered eligible for succession to command. It is emphasized that to be eligible to exercise command at sea, a limited duty officer must be fully qualified and specifically designated for command at sea.

• **DEADLINE** of 30 June 1948 has been set for application for automotive vehicles at government expense by eligible World War II veterans.

These veterans are advised by the Veterans Administration to apply for their vehicles at least 15 days before the deadline. This is to allow ample time for processing applications. Any World War II veteran who lost, or lost the use of, one or both legs at or above the ankle as a result of service-incurred injuries is eligible to apply for an automobile or other convenience costing not more than \$1600.

By 1 Mar 1948 a total of 18,405 veterans had received vehicles under the "autos for amputees" program.

• **IN THE EVENT** of mobilization the Navy will have trained and experienced personnel with petroleum knowledge, resulting from activation of a Volunteer Naval Reserve petroleum program.

BuPers has directed organization of Volunteer Reserve units in most naval districts and river commands to provide a force of officer and enlisted personnel with petroleum experience who could be mobilized for such duty in case of an emergency.

Naval Reservists are being sought who are employed as civilians in tanker operations, general management and distribution, bulk plants, technicians, and terminal or pipeline operators. While primarily an officer program, enlisted Reservists are being urged to join the program.

• **NAVAL** personnel on active duty, including regular, retired and Reserve officers and enlisted personnel, are forbidden to use their rank or rate titles in connection with commercial enterprises, except to show authorship of material for publication.

However, the governing directive (General Order 251 of 22 Sept 1947) permits the use of title in commercial enterprises by personnel on inactive duty, including Reserve officers and enlisted personnel.

• **CREATION** of the Armed Forces Information School for officers of the Navy, Army and Air Forces has been authorized by Secretary of Defense James Forrestal.

The school will serve the three military establishment services and replaces the Army Information School at Carlisle Barracks, Pa., which will be redesignated when the current school term is completed.

First course at the new school will commence 1 August in facilities at Carlisle Barracks. Instruction will consist of general studies of world and domestic conditions; technical data of newspapers, magazines, motion pictures and radio; and lectures by outstanding civilians in the fields of public information media.

Selected officers also will take courses in public speaking. The 14-week course will be rounded out with a field trip to New York City where visits will be made to newspaper, magazine offices and radio stations.

Not more than 25 officers are to be selected from each service. Requests are to be solicited from officers with the rank

### HOW DID IT START?

#### Sideboys Hoist VIPs Aboard

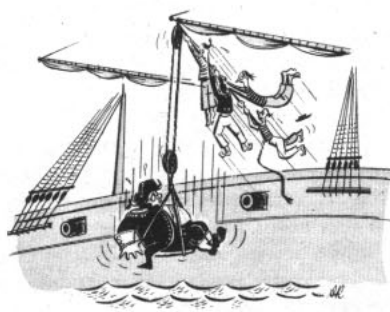
The use of side boys in tending the side when VIPs are being piped aboard dates back to sailing ship days. It is another custom adopted by our Navy from the British.

In early days fighting ships did not rig the elaborate gangways to which we now are accustomed. When boarding a ship at anchor or laying to, sailors came over the side by climbing lines and important people were granted the privilege of wrestling with a Jacobs ladder.

Very important people were hoisted aboard in a boatswain's chair. Usually middleaged and somewhat on the hefty side, they would have found it next to impossible to climb a swaying Jacob's ladder. The officer of the deck would instruct the boatswain to rig a chair hoist

and with much heaving and hoing the VIPs would be hoisted over the side as if they were casks of salt horse.

Thus the men who did the hoisting were called the side boys.





## Navy Communication Facilities Must Be Used

Many Marine Corps COs are causing unnecessary government expense by filing official messages by commercial means when naval facilities are available, a MarCorps letter points out.

The letter directs that commercial communication will not be used when naval (MarCor) facilities are available within a reasonable economic distance. COs not having access to such facilities are instructed to send official messages by messenger or commercial means to the nearest naval communication center, when time permits, for further transmission over naval circuits. Exceptions will be permitted when this is more expensive than sending the message entirely by commercial means.

of commander and below. Volunteer applications will be sought from Marine Corps officers also.

The school will be a continuing one. The Navy will provide at least five instructors. Administration of the school will be under the Army after approval of a charter by the Secretaries of the Navy Army and Air Force.

• **CERTAIN** Naval Reserve personnel are eligible for special courses in hydrographic survey, cartography and photogrammetry which will be given at the Hydrographic Office, Suitland, Md.

Officer applicants must have a degree from an accredited college in engineering, forestry, geology, architecture or another science whose study course included surveying. Equivalent experience in surveying, cartography and photogrammetry, with a knowledge of mathematics through calculus, may be substituted for college credits.

Enlisted qualifications call for experience in drafting, surveying, photogrammetry, or a combination of those fields. The required period of experience varies according to rates as follows: CPOs, five years; POs first class, four years; second class, three years; third class, two years; SNs, one year; SAs, six months; SRs, three months. Study at an accredited college may be substituted for the above requirements. One year of study is considered to equal nine months' experience.

Two-week classes will convene on 7 June, 12 July, 2 August and 13 September. In addition, courses in oceanography

will convene on 21 June and 16 August. The course in oceanography requires that the applicant have a bachelor's degree in physical or natural sciences. Professional experience in oceanography or one of the earth sciences is desirable but not essential. Officers only are eligible for the course in oceanography.

• **RATINGS** for ship's servicemen, according to BuPers plans, will be included in continental U.S. station allowances in the same manner as other rating groups, instead of the present policy of issuing separate enlisted allowances for the various ship's service stores.

The proposed change, outlined in BuPers Circ. Ltr. 75-48 (NDB, 30 Apr 1948), would integrate ship's service store enlisted allowances into the allowances of the various shore stations to minimize personnel accounting procedures. It also would permit a more flexible and favorable distribution of such ratings.

Commanding officers are invited to submit minimum requirements for ship's serviceman ratings to be included in their station allowances within the overall total of enlisted allowed.

• **IMPORTANCE** of welfare and recreational activities in maintenance of morale among military personnel is recognized by a civilian group now studying a program for coordination of civilian and armed forces welfare and recreational agencies.

The group, called the Civilian Committee on Welfare and Recreation, has met with Secretary of Defense James Forrestal to whom it will make recommendations. The committee is studying methods of adopting and operating the best possible recreational program for the services, particularly as to cooperation by civilian organizations.

• **REVISION** of Class A schools for electrician's mates now provides separate instruction after seven weeks of basic training for men studying for I. C. electrician and electrician's mates ratings.

Resulting from the changeover to the new rating system, the plan went into effect with the classes which convened on 31 May at the two electrician's mates schools in San Diego and Great Lakes.

Both groups spend the first seven weeks studying a course in fundamentals common to both electrician's mates and I. C. electricians, but the last seven weeks are spent on the technical qualifications pertaining only to the rates concerned.

# QUIZ AWEIGH

You won't win the admiral's barge or a year's free maid service for answering these questions correctly, but you can prove to yourself how well you know your Navy. Check your score below.

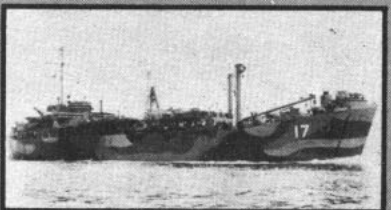
- 6—Jackpot  
4—On the ball  
2—Turn on all the blowers!



- (1) Hot-rocks and flat-hat kings will have no trouble recognizing this (a) Seabee (b) Albatross (c) Widgeon.  
(2) This Navy amphibian is known as the (a) XJR2F (b) X-JL-1 (c) SO3C.



- (3) One of the functions of this new rating will be that of a morale builder. Men wearing this mark will be (a) commissarymen (b) disbursing clerks (c) telemen.  
(4) Another important shipboard rating is (a) I.C. electrician (b) communications technician (c) construction electrician's mate.



- (5) Amphib sailors will know at a glance that this flat-bottomed job is (a) LSY (b) ARL (c) LST.  
(6) They played an important part during the war as (a) rocket ships (b) repair ships (c) minelayers.

ANSWERS ON PAGE 53

# DOING SOMETHING ABOUT

**T**HE SAYING that everyone talks about the weather but nobody does anything about it has not held true since the Navy's aerographers school first came into existence. While our sea-going weathermen have not learned to control the world's climate, they have done a great deal more than talk about it.

Navy aerology had its beginning soon after the close of World War I when naval aviation was starting its upward climb. The first aerographers school was opened at NAS Pensacola, Fla. It was moved to NAS Anacostia, D. C., in 1922 and to NAS Lakehurst, N. J., in 1929. Still located at Lakehurst, it now consists of Class A, Class B and Class C schools.

The Class A school provides a 14-week course for selected nonrated Navy personnel. It gives the basic principles of naval aerology and the techniques used in studying upper air conditions ashore and afloat.

The course at the Class A school is offered in several interesting phases:

- Instruments — Principles of operation, use, care and maintenance of aerological instruments.
- Codes — The condensed numerical

form used for rapid tabulation and collection of weather data from the vast network of reporting stations.

- Meteorology — An introduction to the science of weather. This is a most important part of the curriculum.

- Adiabatic charts — The means of showing conditions at various levels above reporting stations.

- Watch standing — Practical experience in the fully equipped aerological laboratory. This phase puts classroom knowledge to practical use.

- Upper air observations — Use of the theodolite, gas-filled balloon and plotting board to determine direction and speed of winds aloft.

- Weather and cloud observations — Visual and instrumental measurement of meteorological conditions and observations of types, altitudes and movements of clouds.

- Map analysis — Construction and use of the aerological weather chart used in forecasting.

- Radiosonde observations — Sending aloft a helium-filled balloon carrying a small radio transmitter. To this a ground receiver is tuned to pick up the temperature, pressure and relative humidity trans-



**BALLOON** equipped with transmitter (left) sends back meteorological data as its ascends. Weather map is explained to students at aerographers school.



# WEATHER

missions sent out during the balloon's flight into the stratosphere. From this data vertical cross sections of the atmosphere are constructed and used as an aid to forecasting.

Lakehurst is in the path of many high and low pressure areas in their movement across the continent. Therefore it is an excellent natural laboratory for observing all different cloud types with their associated weather changes.

The Class B school offers a 14-week course of training to provide advanced instruction for rated aerographer's mates (AG2 and AG1) who are graduates of the Class A school.

It offers additional subjects as follows:

- Mathematics—The study of mathematics and its application to aerological work.

- Physics—Physical laws applicable to weather science.

- Surf and swell—Forecasting the height and direction of swells or waves on the open sea and height, direction and frequency of breakers on coastal areas. This knowledge is essential when forecasting for amphibious operations.

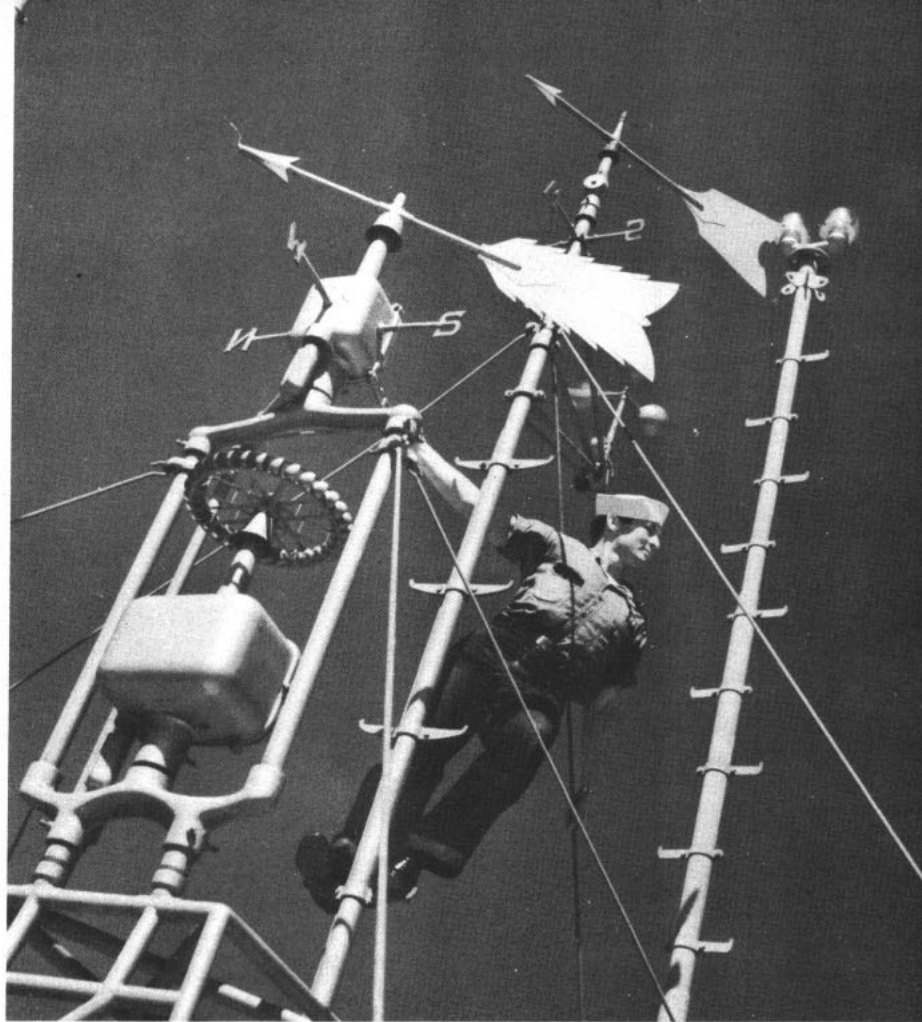
- Flight observations—Training for hurricane reconnaissance flights is included. The school has at its disposal a plane equipped with special instruments for observing aerological conditions in flight.

- Aerological electronics—The technique of tracing winds aloft by means of a gas-filled balloon with an attached reflector which is tracked on its ascent by means of radar.

- Meteorology and radiosonde—More advanced courses than given in the Class A school. In radiosonde special emphasis is placed on maintenance.

The Class C school offers a 10-week course of even more advanced training for chief aerographer's mates who have graduated from the Class B school. Training is given in latest developments in techniques of weather observation and forecasting. Use of new-type weather instruments is taught, and an introduction to the most recent theories of weather analysis is given.

A course in office administration is offered at the Class C school. It teaches the technique of properly supervising complex operations of an aerological observatory. Shop trips to research development centers acquaint students with fu-



LOOK at the weather is taken by aerographer's mate stationed at Navy weather station. The school at Lakehurst provides elementary and advanced training.

ture developments in weather instruments.

Graduates of the Class C school have the qualifications especially desired for selection for warrant and commissioned rank.

Many recent developments in Navy aerology were brought about through knowledge gained during World War II. Among these is weather reconnaissance, from which much has been learned about typhoons and hurricanes. Specially equipped planes make flights into the centers of storms to determine their exact locations and direction and speed of movement. Radar sets mounted in planes are beneficial in locating the storm center when flying conditions are so bad that it is not feasible or possible to approach nearer the center.

Another World War II development is the automatic weather station. This is comprised of properly exposed meteorological instruments connected to radio

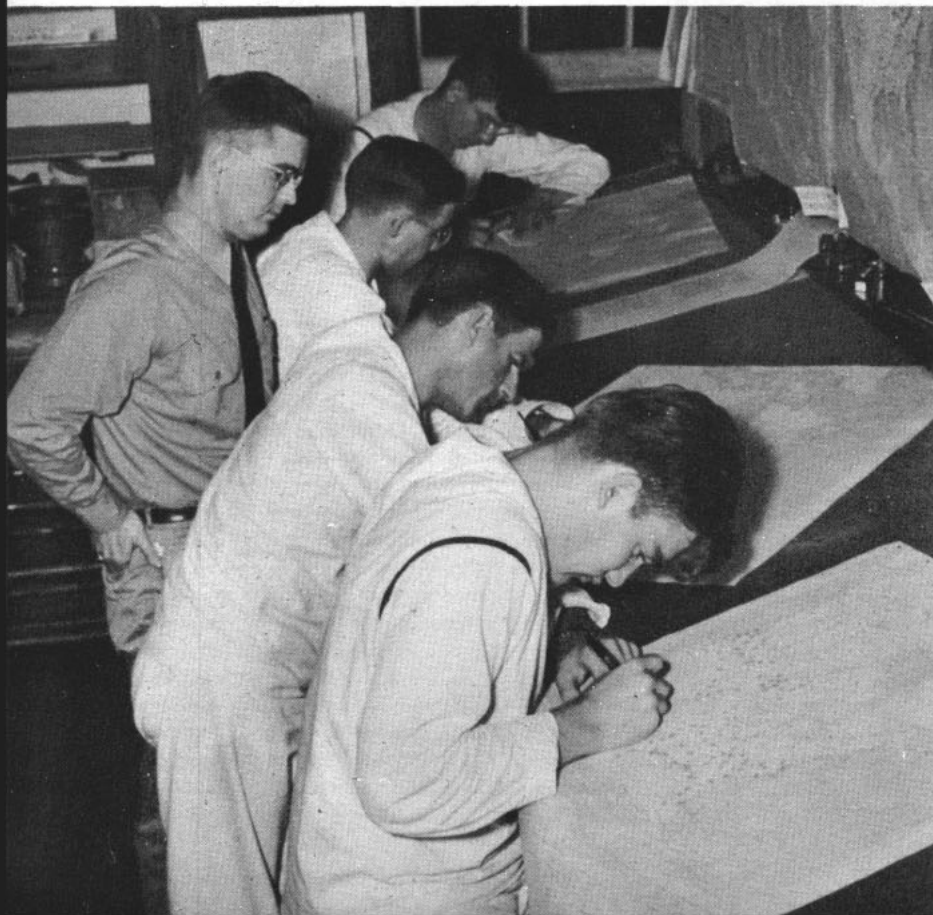
transmitting apparatus. These stations are set up in remote areas where, without personnel, they automatically send out essential weather data every three hours. A buoy-type station is used in remote ocean areas.

Still in the experimental stage is another development called the micro-seismic project. By use of micro-seismographs, aerologists hope to be able to detect the first signs of a tropical storm's development. The theory is that low pressure centers over the earth's surface are reflected in minute movements of the earth's crust. By triangulation, the origin of these earth waves can be determined, thus revealing the storm center.

Recent progress has been made in instrumentation for gathering atmospheric data above 50,000 feet. New balloons have been developed which can reach altitudes of 100,000 feet with meteorological instruments attached. In this same field,



NEOPHYTE weather men study the movement of upper winds in outdoor classroom (above). Synoptic weather maps, primary forecasting tool, are plotted.



the V-2 rocket has been used successfully to gather meteorological data in altitudes of 60 to 100 miles. Many air stations and island bases have been equipped in the past year with photoelectric ceilometers which automatically measure and record the height of the cloud ceiling over an airfield. This is done continuously and with absolute accuracy.

Men with good backgrounds in mathematics and physics now may apply for the Class A school while at recruit training centers. Candidates must show high scholastic standing in Navy entrance examinations and have 20/20 vision. A good memory also is essential.

Seamen arriving at NAS Lakehurst for the aerographer's mates school will find comfortable living quarters. The lounge is well equipped and affords a pleasant place in which to relax.

Students attend classes eight hours a day, five days a week. The knowledge that is gained in the class room is supplemented by actual experience in the aerological laboratory. There the men perform work that will be expected of them at their future duty stations.

Men graduating from the school may be assigned to aircraft carriers, aircraft tenders, flagships (AGCs, battleships, cruisers), air stations, weather centrals, weather reconnaissance squadrons and micro-seismic stations. Especially qualified petty officers with teaching experience may be selected as instructors at the school.

Except at micro-seismic stations, the tasks of AGs are principally:

- Taking hourly weather observations.
- Taking balloon soundings.
- Decoding and entering six-hourly maps (surface and aloft).
- Taking 12-hourly radiosonde observations.
- Computing ballistic winds and densities for gunnery and bombing practice.
- Encoding six-hourly synoptic observations for transmission.
- Preparing weather forecasts and keeping working spaces clean.

Without attending the school, seamen with good backgrounds serving at air stations or on aboard ships having aerological units may be assigned as strikers. They become eligible for the rating of AG3 after six months of satisfactory striking experience.

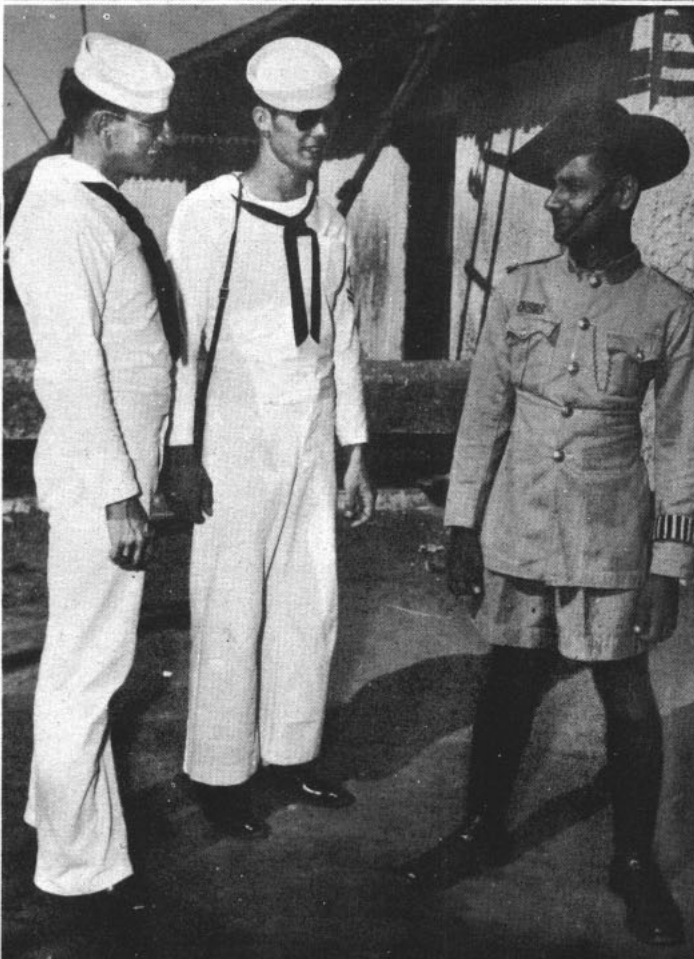
Aerology is one job where no one gets reprimanded for gazing out the window to watch the clouds roll by.





## FAR EAST LIBERTY

STRANGE sights, people and customs were seen by U. S. sailors during visit of Task Force 38 ships to ports of the Orient. Above: Chief tries out a rickshaw in Ceylon. Above, right: Sightseers cross a picturesque bridge in Singapore. Below: Seaman bargains for a hand-woven rug in a Singapore shop. Below, right: Ceylonese policeman points out the places of interest to American visitors.



# SAILORS IN FIGHTING TOGS

**A** KING-SIZE charge of dynamite in the form of leather-padded fists rocked the city of San Diego and the entire Navy last month when the cream of the Navy fistic crop donned fighting togs for the second postwar All-Navy boxing championships.

Before celebrity-sprinkled audiences, Navy and Marine Corps fighters presented one of the truly stellar exhibitions of the manly art of self-defense. A total of better than 35,000 fans—civilian and service alike—streamed through the turnstiles at huge Balboa Stadium for the four-night affair.

A field of 60 contestants entered the jousts, including defending welterweight champion Hammerin' Hank Herring, SD1, USN, fighting for the 11th Naval District team, and last year's bantamweight king, Bill Bossio, SN, USN, who wears the colors of the Atlantic Fleet crew.

Living up to pre-tournament expectations, both Herring and Bossio scored rapid victories in the opening round of the tournament. Herring sent Marine Corporal Bill O'Brien, fighting for the Middle Atlantic States team, down the knockout trail in the second round, and Bossio outpointed Alejandro Santon, PFC, USMC, of the Western Pacific team.

First stanza victories tossed the light on welterweight Billy Bullock, TN, USN, and lightweight Johnny Aguilar, AM2,

USN, both of the Northwest team and from Alameda, Calif. In the flyweight branch, 1947 contender Myrven "Red" Davis, PVT, USMC, showed form in winning.

Featherweights Frankie Stellato, PFC, USMC, Johnny Kamber, DC3, USN, and Jimmy Ithier, SN, USN, light-heavyweights Dosons "King" Oliver, TA, USN, and Eddie Hardy, AM2, USN, and middleweight Otis Perry, AN,, USN—all returning for their second All-Navy championship show—scored victories to move them into the second round.

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By Frank L. Tuttle  
ALL HANDS Sports Writer

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In the semi-finals, it was Herring's lethal right hand that accounted for his highly-touted southpaw opponent, Edmund Mullin, SA, USN, as he scored a knockout about midway through the second round. In the same weight division, Bullock created a mild sensation by putting the K.O. finish to George Woods, SA, USN, in 2:30 of the first round—his second straight first-round win.

Long, loose-jointed Depena, TN, USN, established himself as a definite threat in the light-heavyweight division by blasting his way to a unanimous decision over Oliver in the semi-finals.

Kamber and Ithier both moved an-

other notch closer to their goal as Kamber decisioned Stellato, and Ithier took the measure of Don Chabot, SA, USN.

Bossio again scored easily, pounding out a TKO victory over Simon Sanfillippo, SN, USN. Moving up to contest his claim to bantamweight superiority came Gil Sanchez, SA, USN, who outpointed Al Glover, TN, USN.

In the middleweight bracket, the sport-light's glow fell on a pair of knockout artists in Perry and Sam Williams, SA, USN, called "The Assassin" for reasons obvious to fight spectators.

Main interest in the tournament's second stage, however, centered on Lanky Jack Woods, AOC, USN, who the night before had knocked out his former pupil. Woods won a decision over Jimmy Jones, CS2, USN, to move into the spot for a crack at the All-Navy heavyweight title.

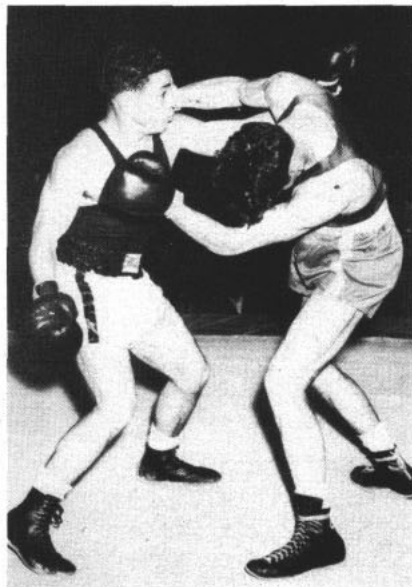
On the final night, approximately 14,000 persons jammed into seats at the stadium, and with newsreels and flash-cameras recording the proceedings, witnessed a top-flight card of championship and Olympic try-out bouts.

Headliner of the evening was the Herring-Bullock tangle. A great battle it was, with each man set on coming out on top—Herring, to be the first two-time All-Navy champ since 1929, and Bullock to wrest the crown from Hank.

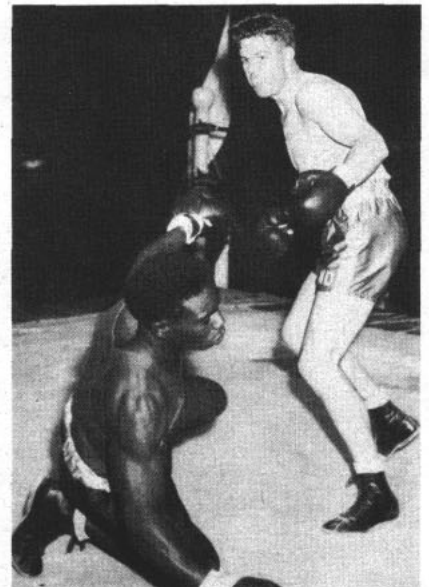
After a vicious exchange of rights and



TWICE All-Navy Champ Herring (left) KOd welterweight semi-finalist Mullen.



LAUNCHING an uppercut is Bill Bossio, (left) who beat lightweight Sanfillippo.

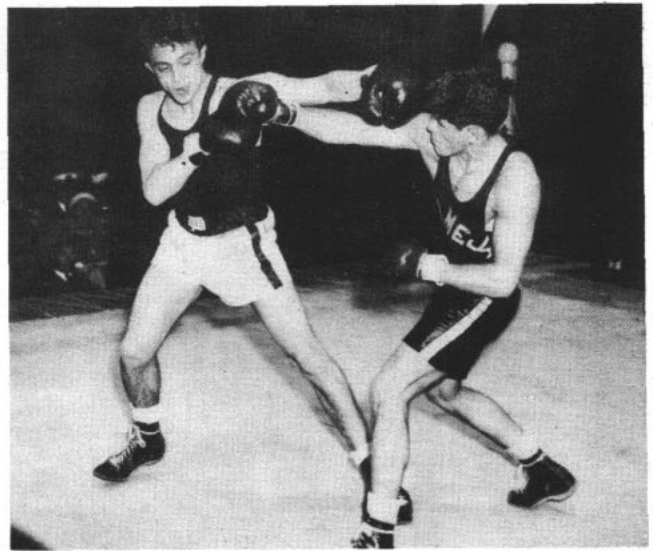


DOWN goes Seals under trip-hammer blows of heavyweight champ Woods.





FLYWEIGHT crown was captured by expert in-fighter Jim Quinn (right) shown defeating 'Rocky' Kreiner in finals.



FANCY footwork and precision boxing by Johnny Aguilar (right) aided in win over lightweight V. LaRegina in finals.

lefts to head and body, Herring connected with a powerful left jab to the chin, and amid roars of approval from the gallery, was proclaimed a repeat All-Navy welterweight champion by virtue of a knockout in 1:35 of the first round.

Bossio had a more difficult road to travel to his second crown, as the game and plucky Sanchez gave blow-for-blow. Finally, in the third round, Bossio gained an advantage, and won his second consecutive title by a unanimous decision.

Special interest was given the Ithier-Kamber match for the featherweight laurels. One year ago, Ithier dropped a close decision to Don Nelson in the featherweight finals, and Kamber lost a split verdict to Bill Bossio. Both fighters were having their second crack at an All-Navy belt, and in a slam-bang fight from start to finish, Jimmy Ithier copped a split decision and the championship.

Southpaw Johnny Aguilar, who had caught the crowd's fancy with a top-grade exhibition of footwork and boxing polish, poured on the leather to win a unanimous decision from Vince LaRegina, FN, USN, in the lightweight finals.

In the opening bout of the championship fight, little Jimmy Quinn, SA, USN, weaved and ducked and kept closing in on Rocky Kreiner, YN3, USN, to capture the honors in the flyweight division. Both fighters displayed remarkable in-fighting.

The middleweight titular battle threw together Sammy Williams, popular San Diego knockout specialist, and Otis Perry,

hard-punching returnee who lost in the light-heavyweight finals last year. From the opening bell throughout the fight, leather never stopped moving, and in the most crowd-pleasing slug-fest of the entire tournament, Perry copped a TKO win over the West Coast entry in 1.23 of the second round.

The light-heavyweight title went to rangy Jimmy Depena, who coupled weaving, bobbing elusiveness with a lightning-fast right jab to outpoint Art Raby, MA2, USN.

Winding a brilliant card, 27-year-old Jack Woods utilized his dynamite-laden right hand to bash out a TKO victory in 2:35 of the first round over Joe Connell, PFC, USMC, and win the heavyweight crown.



Otis Perry



Jimmie Ithier



Jimmy Depena

#### Quarterfinal Results

**Flyweights**—C. Buenavista, SDC, USN, Western Pacific, defeated Teofilo Guerrero, TN, USN, Pacific Fleet-Hawaii, by decision; Ed "Rocky" Kreiner, YN3, USN, Middle Atlantic States, defeated Vernon Ford, PFC, USMC, 11th Naval District, by TKO; Myrven Davis, PFC, USMC, Atlantic Fleet, defeated Marvin McAnnally, SM, USN, Northwestern, by decision; Jimmy Quinn, SA, USN, Mississippi Valley, defeated Stu MacLellan, SN, USN, New York Area, by default.

**Bantamweights**—Simon Sanfillippo, SN, USN, New York Area, defeated Nancy Gonzales, TN, USN, Middle Atlantic States, by TKO; Bill Bossio, SN, USN, Atlantic Fleet, defeated Alejandro Santon, PFC, USMC, Western Pacific, by decision; Al Glover, TN, USN, Pacific Fleet-Hawaii, defeated Darrell Watts, EN3, USN, Northwest, by decision; Gil Sanchez, SA, USN, 11th Naval District, defeated Tommy Otero, PFC, USMC, Mississippi Valley, by decision.

**Featherweights**—Frankie Stellato, PFC, USMC, Middle Atlantic States, defeated Eugene Osborne, AM, USN, New York Area, by decision; Johnny Kamber, DC3, USN, Western Pacific, defeated Haywood Williams, TN, USN, Pacific Fleet-Hawaii, by decision; James Ithier, SN, USN, Atlantic Fleet, defeated Vic Harris, TN, USN, Northwest, by decision; Don Chabot, SA, USN, Mississippi Valley, defeated Bascom Beasley, PFC, USMC, 11th Naval District, by decision.

**Lightweights**—Ray Aldridge, AN, USN, Middle Atlantic States, defeated Lee Damon, PFC, USMC, Mississippi Valley, by decision; Vincent LaRegina, FN, USN, Atlantic Fleet, defeated Ereno Dominguez, PFC, USMC, Western Pacific, by decision; Johnny Aguilar, AM2, USN, Northwest, defeated Marvin Jones Jr., QM2, USN, Pacific Fleet-Hawaii, by TKO; Bobby Thomas, SD3, USN, 11th Naval District, defeated Ronnie Frasca, SN, USN, New York Area, by decision.

**Welterweights**—Bill Bullock, TN, USN, Northwest, defeated Alvin Dixon, TN, USN, Atlantic Fleet, by knockout in 2:57 of first round; George Woods, SN, USN, Pacific Fleet-Hawaii, defeated Vic Surina, YNC, USN, New York Area, by decision; Ed Mullin, SA, USN, Mississippi Valley, defeated Pete Calderon, SGT, USMC, Western Pacific, by decision; Hank Herring, SD1, USN, 11th Naval District,



WAVES basketball team at NAS Jacksonville, Fla., captured the girls' city championship. The team has never been beaten by a girls' service team.

defeated Bill O'Brien, CPL, USMC, Middle Atlantic States, by knockout in 2:16 of second round.

**Middleweights** — Phil Goerisch, GM2, USN, Mississippi Valley, defeated Ralph King, Northwest, by default; Otis Perry, TN, USN, Atlantic Fleet, defeated Ray Mansfield, BM2, USN, New York Area, by TKO; Carlos Inot, SD3, USN, Pacific Fleet-Hawaii, defeated Mike Jankowski, CPL, USMC, Western Pacific, by default; Sam Williams, SA, USN, 11th Naval District, defeated Hugh Smyth, PFC, USMC, Middle Atlantic States, by knockout in 1:26 of first round.

**Light-Heavyweights** — James Depena, TN, USN, Middle Atlantic States, defeated Cy Fletcher MSGT, USMC, Western Pacific, by TKO; Dosons Oliver, SD2, USN, Atlantic Fleet, defeated Bob Goodin, SA, USN, 11th Naval District, by decision; Eddie Hardy, AM2, USN, Atlantic Fleet, defeated Ernie Wood, AN, USN, New York Area, by default; Art Raby, MA2, USN, Mississippi Valley, defeated Johnny Britt, BM3, USN, Northwest, by decision.

**Heavyweights**—Jimmy Jones, CS2, USN, Middle Atlantic States, defeated Chuck Katzakian, SGT., USMC, Western Pacific, by knockout in 2:58 of first round; Jack Woods, AOC, USN, 11th Naval District, defeated Kirby Seals, SA, USN, Pacific Fleet-Hawaii, by knockout in 2:59 of second round; Burt Knight, GM3, USN, New York Area, defeated Joe Quinlan, SN, USN, Northwest, by knockout in :52 of third round; Joe Connell, PFC, USMC, Atlantic Fleet, defeated Bob Meyers, AN, USN, Mississippi Valley, by knockout in 2:13 of third round.

**Semi-final Results**

**Flyweights**—Kreiner defeated Buenavista by decision; Quinn defeated Davis by decision.

**Bantamweights**—Bossio defeated Sanfillippo by TKO; Sanchez defeated Glover by decision.

**Featherweights**—Kamber defeated Stellato by decision; Ithier defeated Chabot by decision.

**Lightweights**—LaRegina defeated Aldridge by knockout in 2:09 of first round; Aguilar defeated Thomas by decision.

**Welterweights**—Bullock defeated Woods by knockout in 2:30 of first round; Herring defeated Mullin by a knockout in 2:40 of second round.

**Middleweights**—Perry defeated Goerisch by

decision; Williams defeated Inot by TKO.

**Light-Heavyweights**—Depena defeated Oliver by decision; Raby defeated Hardy by decision.

**Heavyweights**—Woods defeated Jones by decision; Cornell defeated Knight by decision.

**Final Round**

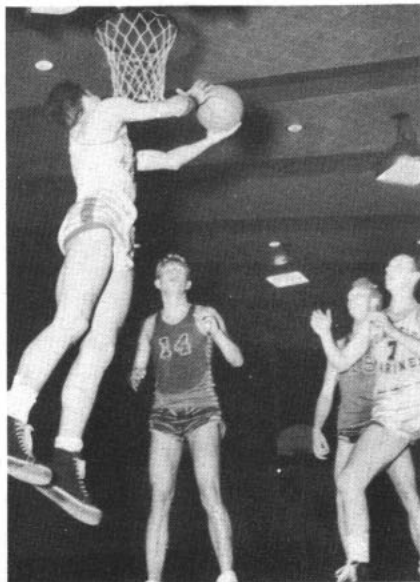
**Flyweights** — Jimmy Quinn defeated Ed "Rocky" Kreiner by unanimous decision.

**Bantamweights**—Bill Bossio defeated Gil Sanchez by unanimous decision.

**Featherweights**—Jimmy Ithier defeated Johnny Kamber by split decision.

**Lightweights**—Johnny Aguilar defeated Vince LaRegina by unanimous decision.

**Welterweights**—Hank Herring defeated Billy



LAYING one up in final game of All-Navy tourney is Quantico's Dutch Hofer. Quantico won game and title.

Bullock by knockout in 1:35 of the first round.

**Middleweights**—Otis Perry defeated Sam Williams by TKO in 2:15 of the third round.

**Light-Heavyweights**—Jimmy Depena defeated Art Raby by unanimous decision.

**Heavyweights**—Jack Woods defeated Joe Connell by TKO in 2:55 of the first round.

**Consolation Brackets**

*Special elimination fights for Olympic candidates. Participants were not necessarily All-Navy entries.—Editor's Note.*

**First Bout (Featherweight)** — Sam E. Williams, TN, USN, 11th Naval District, defeated Max Alvarado, SN, USN, PhibPac, by decision.

**Second Bout (Lightweight)**—Bobby Thomas, 11th Naval District All-Navy entry, defeated Lee Damon, Mississippi Valley entry, by TKO.

**Third and Fourth Bouts (Light-heavyweights)** —Cy Fletcher, Western Pacific All-Navy entry, defeated Bob Owens, TN, USN, PhibPac, by decision; Rod Jenkins, SN, USN, Pacific Fleet, defeated Robert Goodin, 11th Naval District All-Navy entry, by decision.

**Fifth Bout (Featherweight)**—Gene Osborne, New York Area All-Navy entry, defeated Earl Williams, SA, USN, 11th Naval District, by decision.

**Sixth Bout (Light-heavyweight)**—Kid Elby, AO1, USN, Fleet Air West Coast, defeated Frank Harte, AO3, USN, Naval Air Station San Diego, by decision.

**All-Star Hoop Team**

The All-Navy all-star basketball team has been selected.

When the final whistle ended the All-Navy basketball tournament held at NAS Jacksonville, Fla., coaches of the top Navy teams announced their selections for the 10 all-star billets as follows:

**Forwards** — Donald Collett, Pearl Harbor Naval Base; David Steindler, Quantico Marines; Ralph Turtinen, West Coast Marines; Richard Myklebust, Pearl Harbor Naval Base.

**Centers**—Floyd "Cy" Waldrop, Quantico Marines; Abra Abbot, Pearl Harbor Naval Base.

**Guards**—Donald Swangler, West Coast Marines; Delbert Hintz, West Coast Marines; Donald Hancock, Amphibious Force, LantFlt; Harris Henningsen, Pearl Harbor Naval Base.

The top-slot athletes nominated for the all-star positions were picked from the teams that reached the All-Navy basketball finals.

In keeping with Marine tradition, the Quantico Marine Devildogs kept the situation well in hand and gathered in their third All-Navy championship trophy in less than two years by winning the tournament after six thrill-packed games.

The tournament was played between the four teams who had battled their way through district and sectional play-offs to reach the finals. They were the Pearl Harbor Naval Base team, Quantico



Marines, Amphibious Force LantFlt and West Coast Marines.

In the opening game the fast-breaking leathernecks from the West Coast dazzled the Amphibs with a display of speed and fancy shooting. The struggling Amphibs ended up on the short end of a 78-55 score.

The second game was a nip-and-tuck affair that kept the 1,800 spectators gnawing on their fingernails right down till the final blast of the whistle. Pearl Harbor Naval Base, 1947 All-Navy champs defending their title, matched the precise machine-like scoring of the Quantico quintet right down to the final seconds when the leatherneck's Dave Steindler heaved a long swisher from mid-court. The final count: Quantico 62, Pearl Harbor 61.

Undaunted by their one-point loss to Quantico, the Pearl Harbor basketees snapped right back the third game to polish off the West Coast Marines 78-65. The Hawaiian-based cagers switched to the high speed style used by their West Coast opponents, jumped to an early lead and were never overtaken.

The Amphibs matched the precision play of the Quantico cagers for over three-quarters of the fourth contest. With six minutes remaining in the game the score was all tied up, so back into the game came Quantico's ace, lanky "Cy" Waldrop. The ex-All American proceeded to flip 16 points through the hoop for the Marines and the final score read Quantico 50, Amphibs 39.

It was a different story the fifth game. The Amphibs surprised everyone with their brilliant playing and dumped the vaunted Pearl Harbor quintet 60-55. Pearl lead by two points at half-time, when the Amphibs started hitting set shots with deadly accuracy.

The last game of the tournament was one of those lead-switching affairs that left the fans hoarse from yelling. It was Marines versus Marines and a battle every second of the game. With the clock ticking off the last few seconds of play the score was all tied up, Quantico and the West Coast Marines having racked up 67 points each. As the game drew to a close the ever-reliable Waldrop flicked in the winning swisher for Quantico and the final score read Quantico 69, West Coast Marines 67. Waldrop and Dave Steindler chalked up 21 points apiece for Quantico while Donald Swangler played a bang-up game for the losers, hitting the hoop for 27 counters.

# SIDELINE STRATEGY

Ensign Harlie Mize and Edward Wood, YN1, trailed water over to the blackboard and chalked up their total swimming for the week—some 25,000 yards. Expert swimmers Mize and Wood are members of a group of about 50 outstanding athletes the Navy has sent to Annapolis to prepare for the 1948 Olympics. Under the guidance of the Naval Academy's crack coaches they'll try to nose out thousands of other hopeful contenders for U.S. Olympic team billets.

Coach Ray Swartz's 28 Olympic team wrestlers were limbering up for their daily workout. Shortly before they walked off from the National AAU Senior Wrestling

though not popular in the U.S., walking races are quite a fad in Europe. As one of the events on the Olympic calendar, the rules stated the walker must keep one foot on the ground at all times, re-



sulting in a sort of heel and toe, leg-snapping motion that throws the walkers' hips from side to side. When clipping off a brisk pace he gives the appearance of doing a high speed rhumba... Navy walker Ensign Richard Yale currently is pacing off a mere 75 miles per week in this odd manner.

Gymnastics star Lieutenant Walter Blatman was nursing an injured hand. Experts are betting he'll land a spot on the U.S. Olympic squad if his hand is okay... Fencer Ensign William Oller was



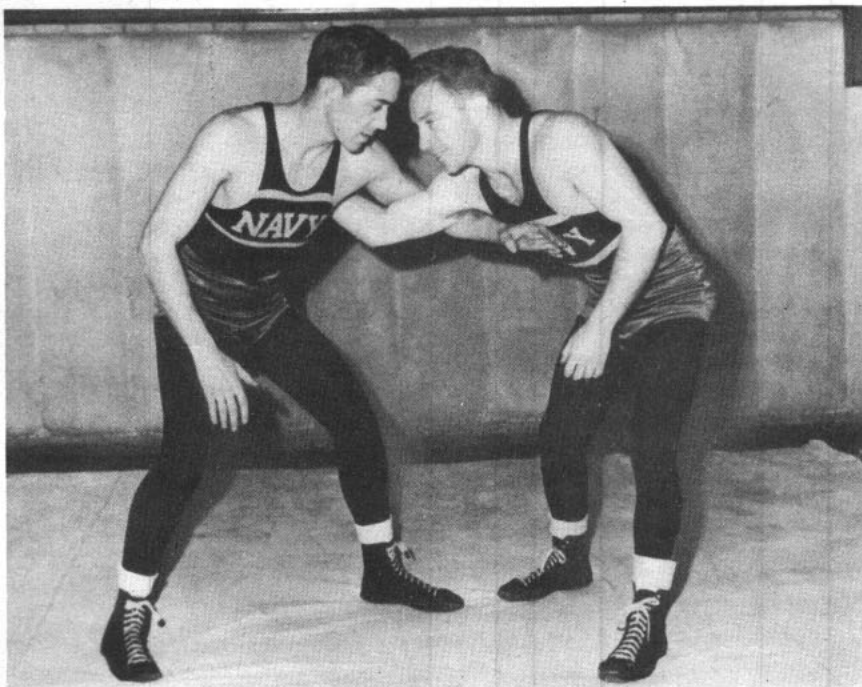
Tournament with the team trophy. Lieutenant Robert Kitt performed brilliantly, pinning four ex-champs while capturing the 125.5-pound mat crown and was selected the outstanding wrestler of the tournament. Ensign Malcolm MacDonald, who also received the "outstanding wrestler trophy" in 1944, annexed the 114.5-pound title for the second time. Kitt and MacDonald went to the same high school, wrestled on the Academy team at the same time and both have been considered the best amateur wrestlers in the U.S. in their respective weight class. In the Olympic final eliminations MacDonald switched to Kitt's weight class and for the first time the two good friends faced each other on the mat in the most important match of their careers. MacDonald won and carved a niche for himself on the U.S. Olympic wrestling squad.

Ever hear of a walking race? Al-



practicing in front of a mirror.

"This is the first time the Navy has made such an effort to ferret out the outstanding athletes scattered through the Fleets and at shore stations," said Captain Hamilton, Academy athletic director. "The contestants here were picked on ability, and with the enthusiastic backing of top Navy officials the Navy's Olympic hopes are getting respectful attention from the rest of the sports world."—Earl Smith, PNC, USN.



CRACK matmen LT Robert Kitt (left) and ENS Malcolm MacDonald paced Navy Olympic wrestling team to team trophy in National AAU tournament.

### Four on Olympic Team

Four matmen from the Navy's Olympic squad have landed berths on the U.S. Olympic wrestling team.

Twenty-one outstanding Navy grapplers journeyed to Ames, Iowa, for the final U.S. Olympic team wrestling eliminations and proved they were in a class with the best amateur wrestlers in the country.

Two members of the Navy team, Ensign Malcolm MacDonald and Midshipman John Fletcher captured definite positions on the U.S. team and will be among the nation's representatives at the International Olympics being held in London, England, from 29 July to 14 Aug 1948. Two others, All-Navy champ W. G. Norris, CPL, USMC, and Midshipman Wayne Smith placed third in their respective weight divisions and will be alternate members of the U.S. squad.

Five Navy wrestlers reached the final round of the eliminations, dethroning six former champions along the way. Ensign MacDonald, who shortly before had won the 114.5-pound title in the National AAU tournament, moved up to the 125.5-pound class for the Ames meet and wrestled his way to the final bout where he lost a split decision to Leeman, of Iowa State Teachers College.

Midshipman John Fletcher, Eastern Intercollegiate 147-pound champ, ran up a record of four falls and two decisions over opponents before losing to Koll of Iowa State Teachers. However, both Fletcher and MacDonald had already insured themselves of a place on the national team by reaching the finals.

Corporal Norris downed three opponents and decisioned two others before tangling with Hutton of Oklahoma A&M. Hutton, 1948 national champ in the heavyweight class, succeeded in pinning

### All-Navy Swimming

The All-Navy swimming and diving tournament will be held the week of 22 Aug 1948 at Philadelphia, Pa.

Each geographical area group for athletic competition (see ALL HANDS, May 1948, p.38) may send the first place winner of each event of the group preliminary meets to the All-Navy finals. The finals will include the following events: 1,500 meters swim, 200 meters freestyle, 100 meters backstroke, 200 meters breaststroke, 400 meters freestyle, 800 meters freestyle, 300 meters individual medley swim, 100 meters freestyle and 3 meters springboard dive.

the younger and less experienced Marine after a strenuous match.

Midshipman Leon Wayne Smith went all the way to the sixth round of the tourney by pinning two contestants and decisioning three others before the 1948 champion in the 136.5 class, Thomsen of Cornell University, was given the nod over him in a split decision match.

Thirteen members of the Navy's 21 man squad went as far as the fourth round of the tournament. Consisting of personnel ranging from seaman to lieutenant commander, the Navy team had won the national AAU wrestling trophy prior to the Olympic final eliminations.

### All-Navy Softball

The All-Navy Softball championship tournament will get underway 5 Sept 1948 in New York City with Com 3 acting as host.

The final playoff for the All-Navy title will be between the champion of geographical area groups I, III, V, VII and the champion of Groups II, IV, VI and VIII. Activities located within each of these geographical areas may enter teams in their inter-group elimination competition. After the inter-group eliminations have been completed the eight representative group teams will hold eliminations to determine the champion team of groups I, III, V, VII and the champion team of groups II, IV, VI and VIII. These two teams will battle for All-Navy honors.

The champion group teams will represent the following activities:

Group I—A team representing activities in the 11th ND, 12th ND, 13th ND and 17th ND.

Group III—A team representing all Pacific Fleet units on the West Coast.

Group V—A team representing all naval activities ashore and afloat in the Hawaiian area.

Group VII—A team representing all naval activities ashore and afloat west of the Hawaiian Islands.

Group II—A team representing activities in the 7th ND, 8th ND and 9th ND.

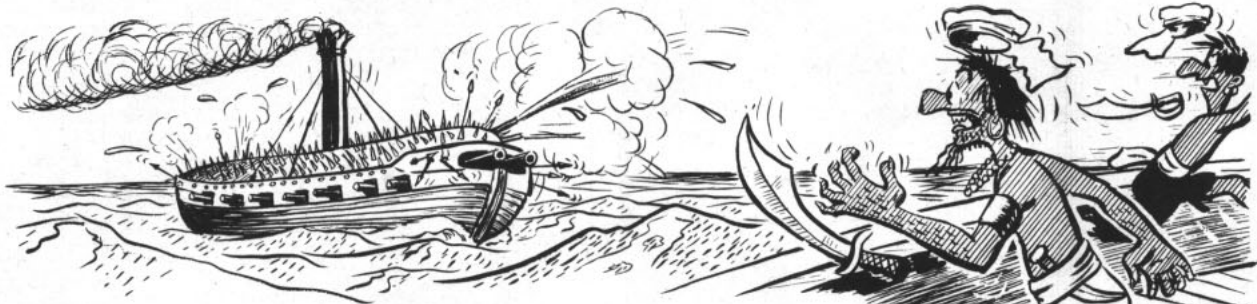
Group IV—A team representing activities in the 1st ND, 3rd ND and 4th ND.

Group VI—A team representing activities in the 5th ND, 10th ND, 15th ND, Potomac River Naval Command and Severn River Naval Command.

Group VIII—A team representing fleet and shore-based units of the Atlantic Fleet including Atlantic Fleet units operating under CincNavEastLantMed.



## Steam Frigate Was the Secret Weapon of Our Early Navy



**T**HE FORERUNNER of our present steamlined battlegoons resembled a floating bathtub—and proved about as practicable.

Officially known as Fulton's Steam Frigate and occasionally known as *Fulton the First*, she was a top-drawer secret in 1814.

Built by Robert Fulton, who was famous for his steamboat *Clermont*, this awkward-looking craft was a radical change in naval architecture and was designed as our first steam-powered warship.

The War of 1812 was going badly for the Americans when Fulton conceived his plan for the steam frigate. At that time the British had our most important ports blockaded and the colonists were on the losing end.

Fulton proposed to build a floating battery, powered by a steam engine and designed primarily for operation in shallow harbors where her steam engines and shallow draft would give her an advantage over heavier enemy ships used for blockading. The latter had to depend upon sail for power and consequently were at the mercy of wind and tide.

His original plans called for a vessel of 130-foot length and 50-foot beam, carrying 24 guns which could fire red hot shot, wreaking havoc upon enemy

sail. This awesome-looking craft actually was two ships in one. Built side by side, the two hulls formed a sort of sluiceway down the center. The engine was in one hull while the boilers were in the other. The paddle wheels were in the center of the sluiceway, thereby being protected by both hulls.

As an added attraction Fulton proposed to install a system to pump scalding water from the boilers onto any enemy who dared venture too near. He overlooked a minor technicality in that it was impossible for the vessel to move and spew water at the same time.

After many delays due to red tape and shortages, Fulton received word to commence building. Approximately four and a half months later, on 29 Oct 1814, the steam frigate was launched.

Too late to participate in any action, the ship was at least able to play a minor role in psychological warfare against the enemy before being built.

Propagandists had a field day concerning her description. Word reached the enemy that "those crazy Americans" were building a diabolical war machine. It would carry 44 guns, including four monstrous 100-pounders which could be fired underwater. Other sources claimed that it was fitted with a mechanism linked to its machinery which operated 300 cutlasses and iron pikes, jabbing

them out of ports along either beam to repel boarders and that it resembled an angry mechanical porcupine. The added threat of scalding water and red hot shot did nothing to allay their fears.

This would have been quite a reputation to live up to and possibly it is fortunate that the war ended when it did.

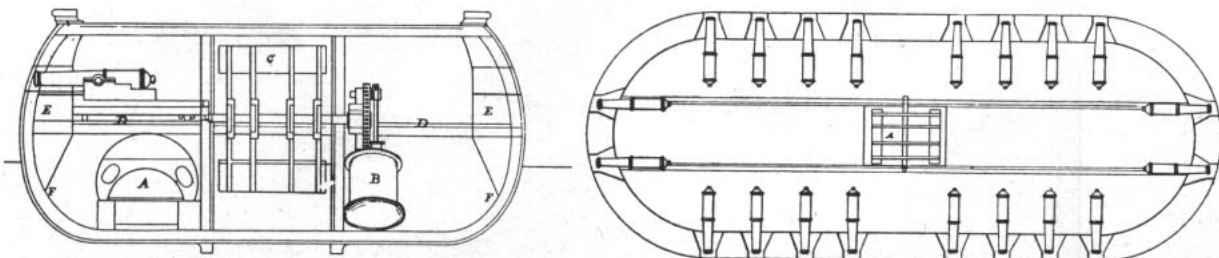
On her maiden voyage the steam frigate huffed and puffed majestically around New York harbor at the amazing speed of five and a half knots—when wind and tide were hitting her in the stern.

She once made a spectacular trip of 53 miles, and on 18 June 1817 President Monroe and his party took a trip in her.

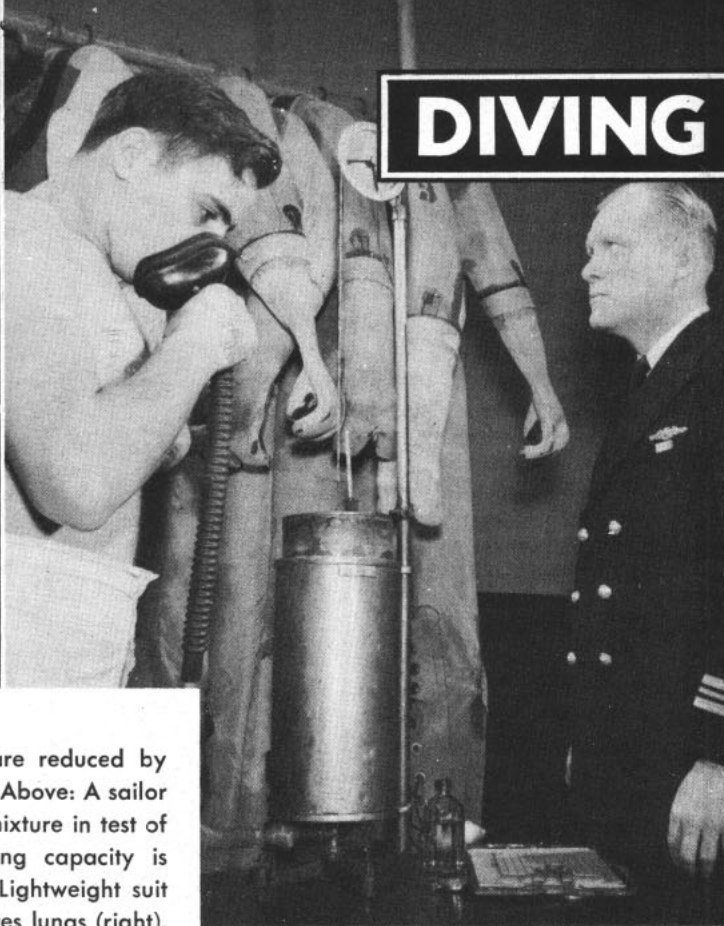
It was decided in 1821 to take off her guns and make a receiving ship out of her. She was moored about 200 yards off the flats at Brooklyn Navy Yard.

On 6 June 1829 the receiving ship *Fulton the First* blew up, killing 29 persons and injuring 23.

A court of inquiry decided the explosion was caused by the carelessness of a 60-year-old gunner who had gone below with a candle to get powder for the evening gun salute.—Tom Wright, CSC, USN.



PLANS submitted by Robert Fulton show transverse section (left) and top view of gun deck of proposed gunboat.



UNDERWATER hazards are reduced by Experimental Diving Unit. Above: A sailor breathes helium-oxygen mixture in test of specific gravity (left), lung capacity is measured (right). Below: Lightweight suit is shown (left), man deflates lungs (right).





# MADE SAFE

LOOKING like a man from an unknown planet, a sailor in a weird rubber suit stoops and enters an igloo-like dome of two-inch-thick steel. The drab brown fabric of his diver's garb covers all his body and head. Only his hands are exposed. Before his face is a complicated-looking brass arrangement with a transparent plastic window through which he peers. To his shoulders is strapped a small stainless-steel tank.

The diver steps onto a small steel platform. A tender presses an electric switch and the diver disappears through a circular hatch in the floor. Up comes the stage, then—empty. The hatch is hauled shut, and there is the roar of compressed air.

Down below, doctors, pharmacist's mates, divers and tenders huddle around tiny glass ports. Dimly, through the thick glass and bright blue water, they see the diver in his outlandish clothing. He is seated on a low steel table.

The deep roar of compressed air continues. On a large black dial a white hand moves steadily. Thirty feet, it says; 60 feet—75—90. A dungaree-clad sailor twirls a valve wheel and there is silence.

With stop-watch in hand, a pharmacist's mate raps the side of the pressure tank twice with a raw-hide mallet. In-side, the diver arises and goes into action. He grasps a 100-pound weight with both hands and lifts it to the low table. Immediately he lowers it to the floor again; then again lifts it. Up and down goes the weight a dozen times. Then the diver halts and rests. Two minutes later the pharmacist's mate again gives his signal. The diver repeats his task.

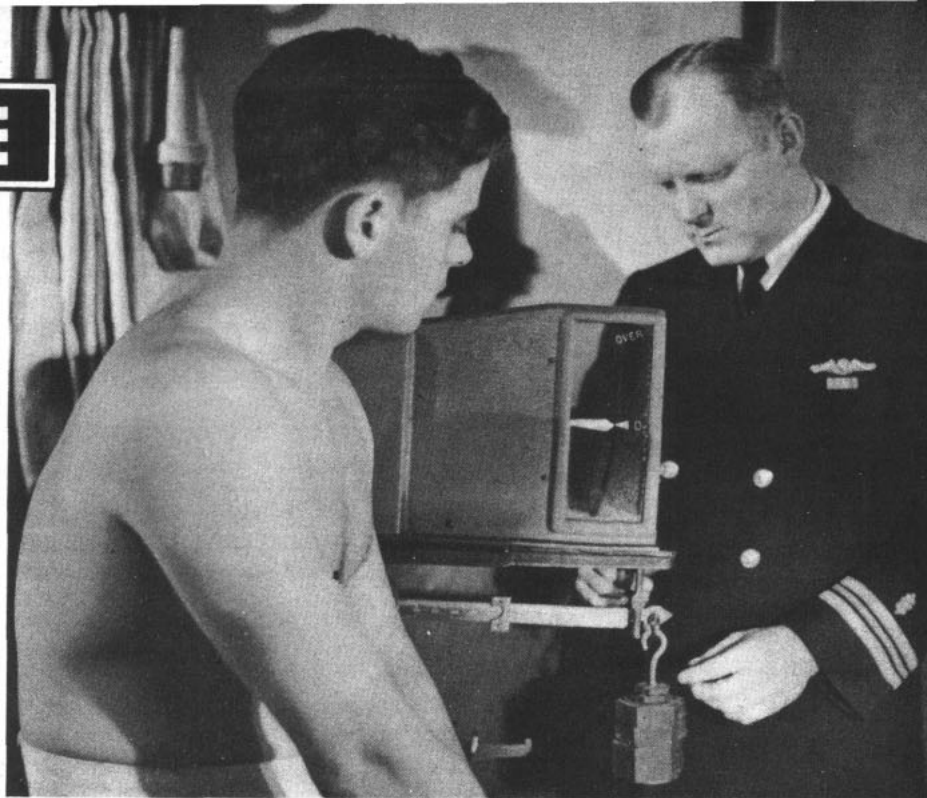
There are no bubbles rising from the diver's outfit. There is no telephone cable, no air hose.

After awhile tenders in the upper "igloo," which is now filled with compressed air to equal the pressure from below, open the lower hatch and bring their companion up from the water. They help him out of his suit and pour him a cup of coffee.

"How'd it go?" someone asks.

"Not bad. It got a little stuffy in there toward the last. There was some odor from the CO<sub>2</sub> absorbent, too."

Someone outside opens a valve, and



LABORATORY equipment of most modern type is used by experimental unit in making many thousands of tests. Safer and more effective diving is the result.

the men feel the pressure escaping from their inner ears. After a couple of "de-compression stops" another forenoon's work at the Navy's experimental diving unit will be over.

The Navy's first step toward establishment of an experimental diving group was taken in 1912 when Navy divers made tests ashore, and aboard the destroyer USS *Walke* (DD 34, now decommissioned) in Long Island Sound.

In 1924 the Navy's Bureau of Construction and Repair, along with the Bureau of Mines, began a series of experiments with the helium-oxygen mixture for breathing. These tests, involving the human body's reaction to breathing the helium-oxygen mixture under pressure, were conducted in Pittsburgh, Pa.

In the early part of 1927, the Experimental Diving Unit was set up in cooperation with the Deep Sea Divers School which was established at the same time at the Naval Gun Factory, Washington, D. C. In 1943, the unit moved to a new, modern building which possesses the latest and most modern laboratory equipment. Pressure tanks there are capable of exerting pressure on a diver's surrounding water equal to 700 feet of depth.

Despite extra pay, good liberty and the most careful medical supervision, duty at the EDU is seldom considered a "gravey train." After having blood samples drawn from their veins as often as three times a day, five days a week, divers often jokingly clamor for a Purple Heart award. Remaining under water for many seconds with every possible ounce of air exhaled from the lungs during a specific gravity test, subjects come to the surface gasping. While not dangerous, because of the proximity of recompression chambers, incurrance of the painful "bends" is common.

Work with hydrogen-oxygen underwater cutting torches, and later with oxy-electric underwater cutting torches has been carried on at the EDU, as well as development of underwater welding. Acceptance by the Navy of underwater tools and submarine safety devices is often preceded by thorough tests there. Compilation of data acquired through interminable diving has led to the Navy's almost infallible decompression charts.

Having reached a depth of more than 500 feet with the helium-oxygen mixture for breathing, the EDU is at present working toward still deeper depth and an improved system of decompression.

# UPPER ATMOSPHERE

**T**ACTICAL uses of new Navy weapons—whether guided missiles, supersonic aircraft or weather forecasting—will be vitally influenced in the future by solving the physical mysteries of our upper atmosphere.

Major factors considered in development of any weapon are rate of fire, range, speed, accuracy, and destructive power. These target characteristics of new ordnance will be determined to a degree by an understanding of the physical phenomena of extreme altitudes: temperatures . . . pressures . . . cosmic ray intensities . . . solar radiation.

Through teamwork and cooperative action, the Navy is working swiftly toward a thorough knowledge of these conditions.

Actively engaged in the task of making missiles operational is a Navy unit stationed on the New Mexico desert at the White Sands Proving Ground. Here in a Quonset hut community are technical and ordnance personnel under the command of Captain William A. Gorry, USN, who are accomplishing guided missile work conducted through BuOrd, the Applied Physics Laboratory of Johns Hopkins University, and Army Ordnance and Signal Corps.

Here was trained the crew that handled the V-2 launching from the flight deck of the carrier *USS Midway* (CVB 41) (see *ALL HANDS*, December 1947, p. 41).

Sixty-five miles south, at Fort Bliss,

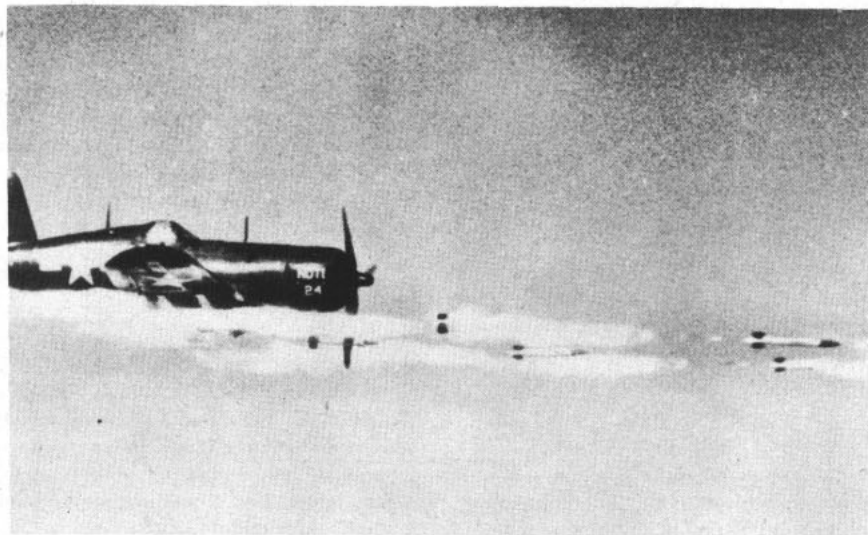
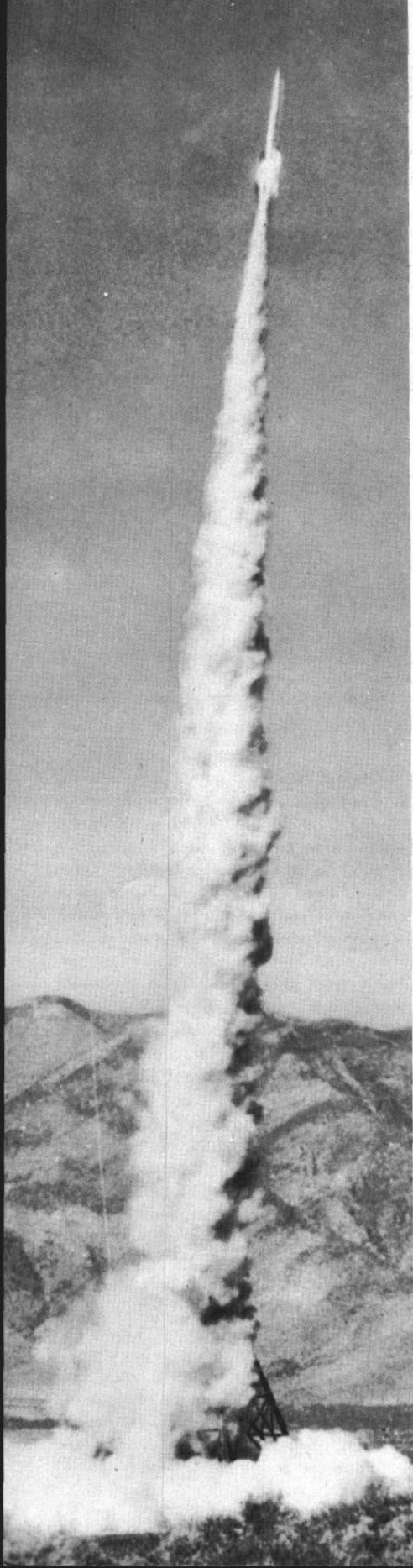
Tex., a group of Navy officers are being trained at the Army's Guided Missile Course. Here, under the command of Commander K. E. Taylor, USN, the Navy is giving students a broad picture of the guided missile program to qualify them in operational phases and as liaison personnel with civilian development firms.

Next class at the school will convene 1 Sept 1948.

The Navy's swiftly moving guided missiles program is a cooperative effort in which almost every major agency of the Navy has a part and the recent firing of the "Aerobee" at White Sands (the second U.S.-developed rocket) was an example of this teamwork.

The "Aerobee," cheaper and requiring a smaller launching team than the German-developed V-2, is a jet-propelled, liquid-fueled rocket used strictly for scientific research. Simple in design, it provides Navy personnel with actual training in the handling, fueling, launching and tracking of rockets that one day can be used operationally from Navy craft.

The rocket was developed for BuOrd by two civilian firms under the technical supervision of the Applied Physics Laboratory of Johns Hopkins University. It is planned to launch 20 similar rockets under the present program, 15 of them to be instrumented under the technical auspices of the APL and the remaining five under the Naval Research Laboratory in accordance with arrangements between



GOING UP to 78 miles is the 'Aerobee' (left). A plane fires rockets (above).



# RESEARCH

BuOrd and the Office of Naval Research.

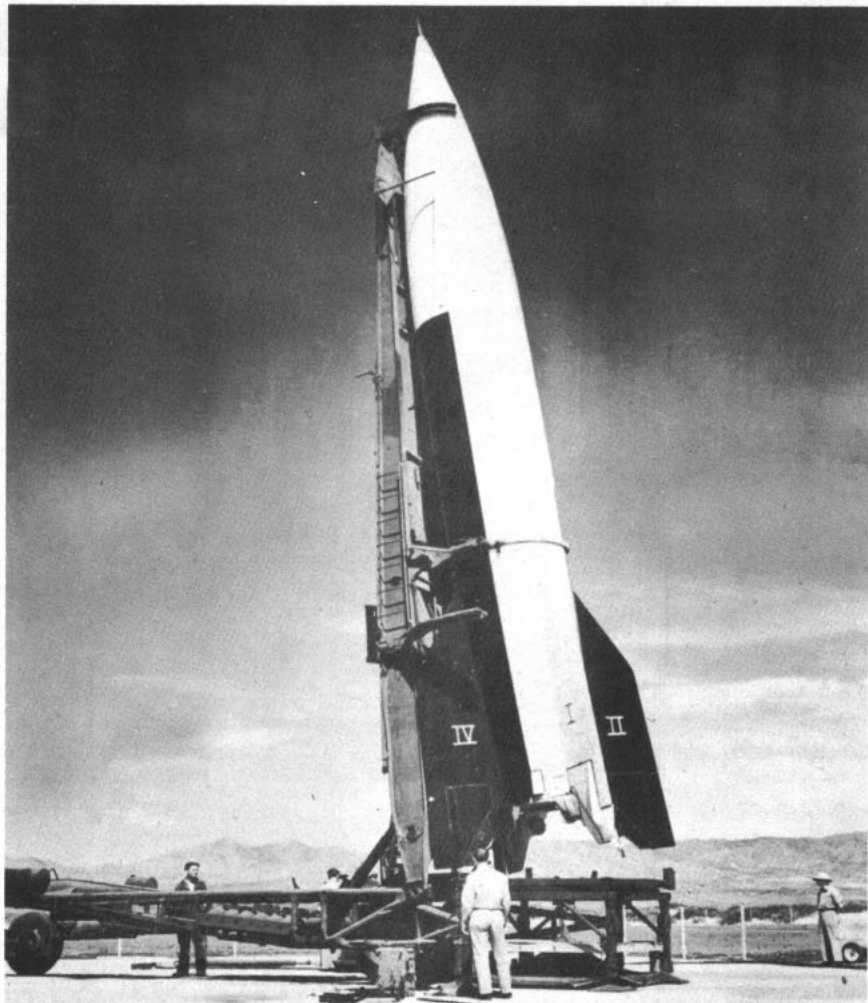
BuOrd and BuAer are primarily concerned with missiles development and BuShips has a growing interest in the launching and installation problems.

There are now several major guided missiles testing ranges in the U.S., operated by different agencies but available to all as their test and development programs require. BuOrd has one range at Naval Ordnance Test Station, Inyokern, Calif.; Army Ordnance, the White Sands range; an over-water range is operated by BuAer at Pt. Mugu, Calif., and BuOrd operates a test station at NAOTS, Chincoteague, Va.

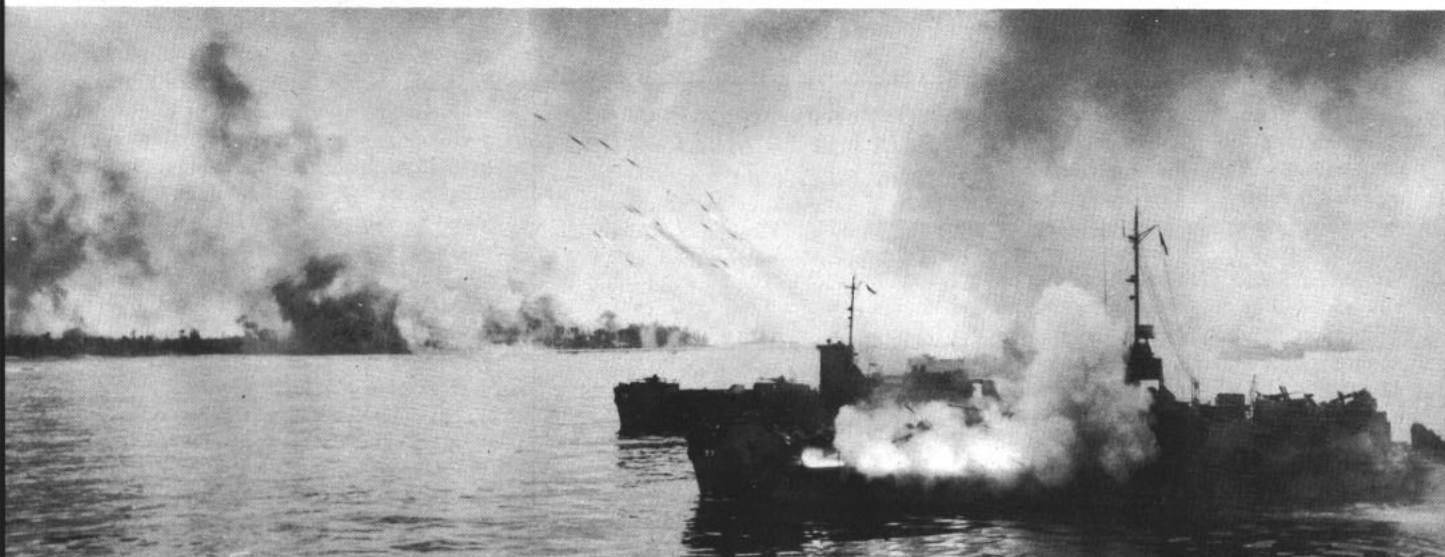
The Navy's "Aerobee," of course, is not the final word in APL's extensive research program. Although the experimental phases are well-advanced, development work is far from complete. Primarily a gauge-carrying vehicle for upper air research, the "Aerobee" is expected to produce data applicable to the Navy's "Bumblebee" project.

The "Bumblebee," or ram-jet program, is another example of the teamwork necessary to solve intricate research problems. Various phases of the program have been "farmed out" to 24 associate contractors who work under the general technical supervision of APL.

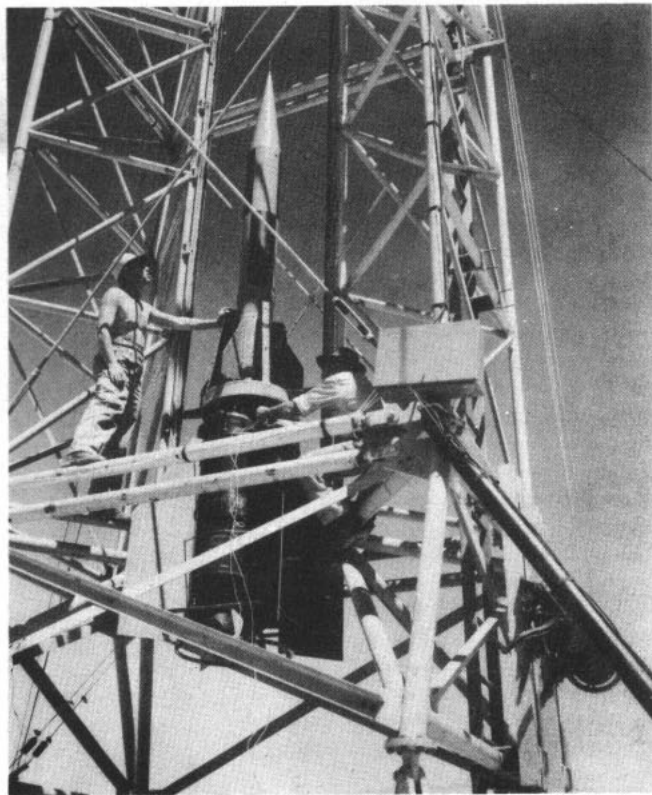
Projects conducted at APL under Navy contract have established a pattern for future armed forces research work by proving the efficiency of comparatively



STRATOSPHERE data is obtained from special instruments placed in the noses of rockets. Ejected at high altitudes, the instruments descend by parachute.



SALVOS of rockets fired against beaches during landing operations of World War II proved to be deadly and effective.



SHIP-LAUNCHED V-2 rocket leaves deck of USS Midway (left). Engineers (right) make final adjustments ashore.

small, informal scientific groups as opposed to large laboratories with personnel administered by a huge over-all authority.

This pattern is known at APL as "Task Force Research." It allows maximum freedom for individual achievement and encourages maximum coordination of effort. Operating under this flexible plan, a group of scientists and engineers as a single unit have the task of covering all phases of a program from beginning to ultimate conclusion.

In addition to rocket explorations, ONR recently accepted a single cell plastic balloon capable of carrying 70-pounds of research equipment 20 miles above the earth. Designated the "Skyhook," the new balloon is about 100 feet long and has a diameter of 70 feet when fully inflated.

The first "Skyhooks" are being placed in operation at Camp Ripley, near Minneapolis. During a six-hour flight, the balloon's instruments will record data on the upper air; at the end of six hours, an automatic mechanism rips the balloon, at the same time releasing the instruments to float to earth on a parachute.

Before the development of the U.S.-built rockets, the spectacular V-2 (which

grew from work accomplished by the German Rocket Society in the 1920's) explored the high altitudes for the Army and Air Force. These firings now have become routine at White Sands.

Especially important to electronic engineers at rocket test ranges is the measurement of the distribution of ionized particles in the ionosphere and the resultant effect on radio and radar waves.

### **Navy Rocket 'Aerobee' Reaches 78 Miles — Up**

Launching of the "Aerobee," new Navy-developed rocket, at the White Sands Proving Ground produced the following performance data:

- Maximum speed: 4400 feet per second.

- Altitude reached: about 78 miles.

In its nose the rocket carried 150 pounds of recording instruments as well as radio telemetering equipment. Later rockets will carry instruments to collect high altitude data; these will be similar to instruments placed in the warheads of captured German V-2s.

It is an established principle of optical physics that when light passes from a less dense to a more dense medium its speed is reduced and it is refracted through a longer path. Radio waves passing into the stratosphere are similarly affected.

A knowledge of the pressures and temperatures encountered 20 to 100 miles above the earth is important in development of equipment at such heights, but the problems incident to making these measurements are numerous.

Air of the outer atmosphere is so thin that if an ordinary thermometer were used, hours of exposure might be required for enough molecules to strike it before an appreciable change in its reading would result. Rocket disturbances also affect pressure measurements.

But cooperative effort is gradually solving the many problems incident to propulsion, guidance and recording.

The guided missile has been acclaimed as the "new weapon" developed from World War II and as the Navy's new missiles move through the "tactical evaluation" stage they will take their place alongside other shipboard ordnance. — LCDR George Dennis, Jr., USN.



# SHOOTING FISH

**P**EACEFUL are the waters of an eight-mile man-made lake formed behind Morris Dam in the Sierra Madre mountains, 20 miles from Pasadena, Calif. Powerful torpedoes, however, constantly interrupt this calmness as Navy research scientists launch missiles seeking to improve the ballistic design of these underwater weapons.

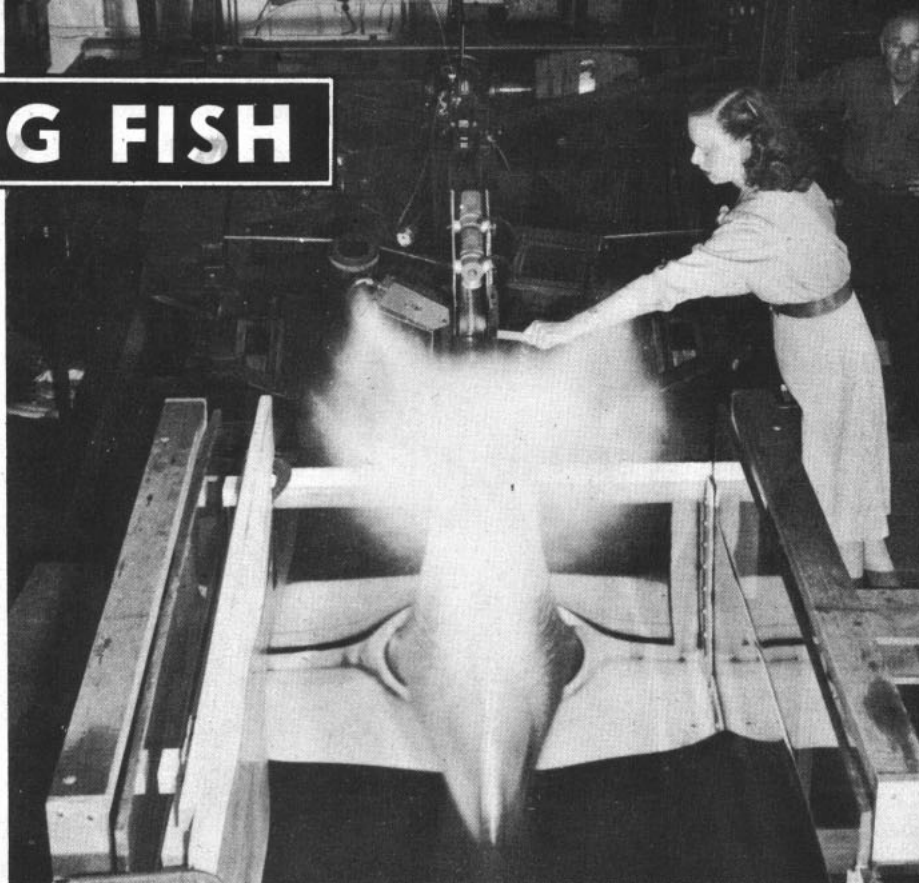
As a result of work done at Morris Dam and other naval research activities sponsored by BuOrd, the improved ballistic design of American torpedoes and structural improvements helped make our torpedoes more effective than those of any other nation at the end of the war.

The naval ordnance underwater division at Pasadena is a part of the huge Naval Ordnance Test Station, Inyokern, Calif.

Nearing completion at Morris Dam is a launcher which will be able to fire torpedoes into the water at almost any angle that would be encountered in service. It consists of two large concrete ramps towering almost 250 feet up opposite sides of the lake's peninsula forming a mammoth inverted "V". Rails on one side of this ramp will permit raising and lowering of the upper end of a 300-foot bridge-like trestle and the lower end of this trestle will rest on barges in the lake.

The trestle will support several tubes similar to that of the fixed angle launcher.

This new launcher is in addition to



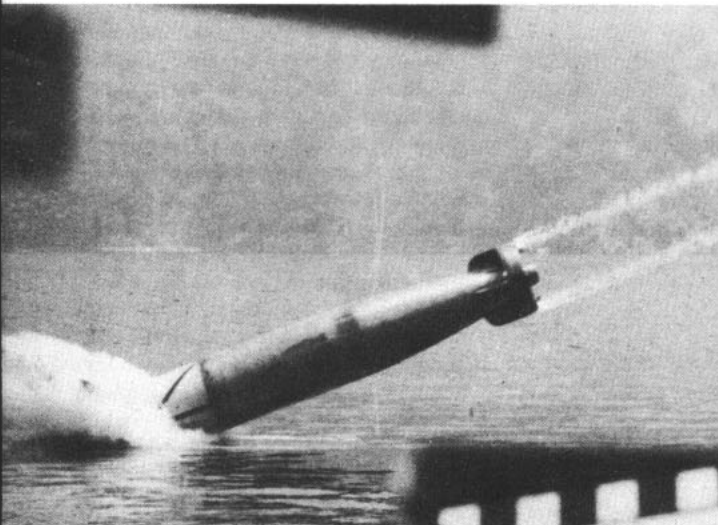
MODEL TORPEDO launched by technician in research test will provide data which will assist scientists in the designing of underwater missiles of the future.

the 300-foot fixed angle compressed air launching tube which hurls missiles into the water at terrific speeds.

Many times the fired torpedoes bury themselves in the mud at the bottom of the 200-foot deep lake. That is when divers are required to descend for re-

covery operations. Experienced divers and complete diving facilities are maintained at the project, including a modern compression chamber.

Aside from torpedo work, experiments and tests are being conducted with smaller caliber missiles.



REAL TORPEDO is propelled into lake (left) by giant 'pea-shooter' (right). High-speed cameras record antics of fish.

# BRITISH FLEET CARRIES ON



## NAVIES OF THE WORLD

IMPORTANT UNIT of British Fleet is the 35,000-ton battleship *Duke of York*, shown steaming astern of *USS Ranger*.

ONCE PROUD possessor of the largest navy in the world, Britain today is placing more emphasis on an economical and compact sea-going force.

When Britain went to war with Germany in 1939, its navy was second to none. In addition, about 4,000 vessels (about half of which were small landing craft) were loaned to the United Kingdom by the United States. After suffering heavy war losses — exceeded only by the naval losses of Germany — and returning a large percentage of lend-lease vessels to the U.S., Britain's navy is going through a period of retrenchment and consolidation.

In keeping with its long tradition of supremacy on the seas, the British navy made important history in World Wars I and II. The battle of Jutland, beginning on 31 May 1916 and ending on 2 June with the German fleet retreating to its home ports, is still discussed and studied.

World War II engagements, while not conducted on so grand a scale, were more numerous. Notable among them

- The crippling of *Graf Spee* off the coast of Argentina immediately after the beginning of the war. *Graf Spee* was then scuttled by her crew.

- The sinking of *Bismark* 400 miles west of Brest, France, 27 May, 1941. *King George V* and *Rodney* fought the ship to a stand-still and she was then torpedoed by the cruiser *Dorsetshire*.

- The sinking of *Scharnhorst* off the coast of Norway on 26 Dec 1943. Intercepted while attacking a convoy, *Scharnhorst* was pursued by *Duke of York*, *Jamaica* and three other ships which

knocked out two of her turrets and set her afire. *Scharnhorst* was then torpedoed by destroyers and sunk.

A spectacular example of endurance was the record of the cruiser *Cumberland* which remained at sea for 206 days during a 213-day period. An unsurpassed story of heroism is that of the armed merchant cruiser *Jervis Bay* which engaged the heavy cruiser *Admiral Hipper*. In order to let her convoy escape, the hopelessly out-classed *Jervis Bay* fought until she disappeared beneath the waves.

At the top of the Royal Navy is the Admiralty. The Board of Admiralty, consisting of seven naval officers and four civilians, corresponds to the U.S. Navy Department. At its head is a civilian, called the First Lord of the Admiralty. The other civilians represent the Royal Navy before Parliament. The First Sea Lord, corresponding with the American Chief of Naval Operations, is a naval

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

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officer. There are four other sea lords, with the Fifth Sea Lord the chief of naval air.

Most important English fleet is considered the Mediterranean fleet. Others are the home fleet, the Pacific fleet, East Indies Station, South Atlantic Station, and America-West Indies Station.

The fleet train in the Royal Navy is manned by the civil service mariners under the Royal Fleet Auxiliary command. Its organization follows to some extent that of the American Army Transport Service.

First enlistments in the Royal Navy are for twelve years, under either of two plans. The "short seven" arrangement requires seven years in the regular navy and five in the reserve. The other option is 12 years continuous service in the regular navy. Transfer to the fleet reserve is authorized after 20 years.

All men entering the Royal Navy enlist at one of three ports, called "manning ports." Thereafter, the man remains associated with that port throughout his career. His records remain there, and he returns there when his ship "pays off" at the end of each four years. The manning ports are Chatham, Devonport, and Portsmouth.

Men of the Royal Navy are not transferred from ship to ship as often as is the practice in some other navies. Long naval careers are encouraged and sailors are held in very high esteem by the seamaned population.

With its personnel cut to 150,000 from a wartime high of 700,000, the Royal Navy has put many ships in reserve. A



OFF-DUTY hours on board British warship find members of crew relaxing with darts and chess. First enlistments in Royal Navy are for period of 12 years.

large scrapping program involving obsolete and worn-out ships is under way. While construction at present is concentrated mainly on merchant marine vessels, active research in naval matters is being conducted.

Royal Navy officers as a whole are younger than officers of equal rank in other navies. Age at graduation from the naval college at Dartmouth is 17 or 18 years. A program is under way to broaden the field from which future officers can be drawn.

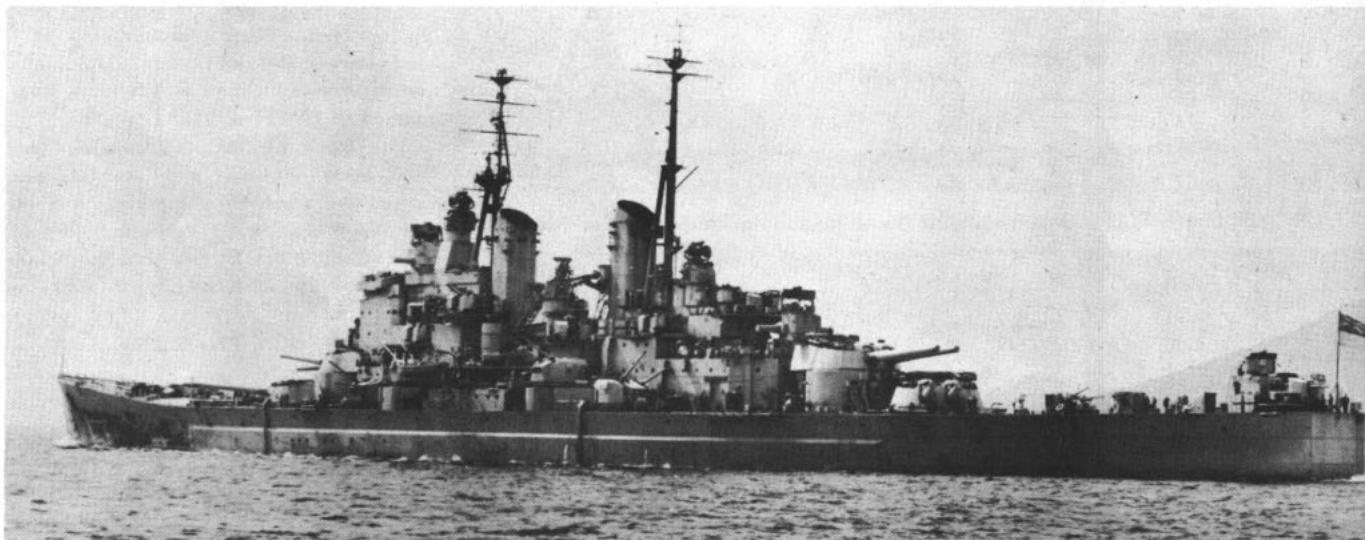
Important units of Britain's present fleet include:

#### Battleships

*Vanguard* — 42,000 tons, speed 29 knots, main battery eight 15-inch 42 caliber guns, completed in 1946. *Vanguard* attracted world-wide attention when she made a post-war cruise to South Africa with members of the British Royal family aboard.

*King George, Duke of York, Anson, Howe* — 35,000 tons standard displacement, speed 28 knots, main battery ten 14-inch guns, completed 1940-1942. Two units of this group are employed in the training of recruits.

Five famous battleships are listed for



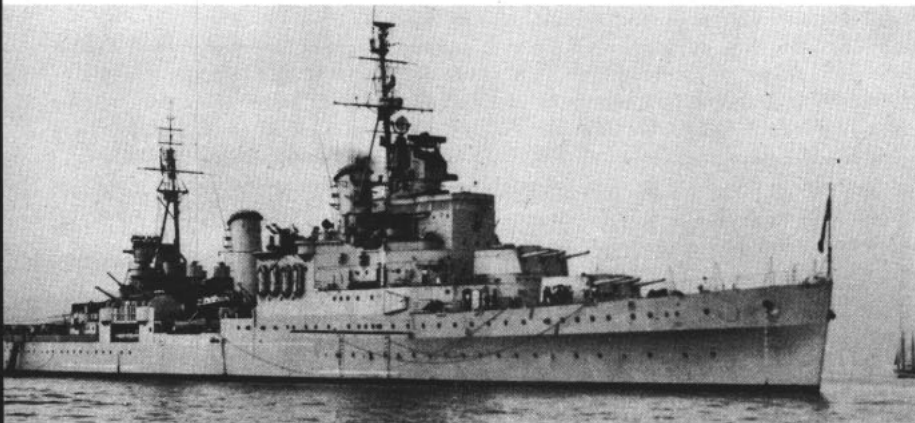
LARGEST and most modern of Britain's battleship force, *Vanguard* displaces 42,500 tons, has speed of 29 knots.



CARRIER *Formidable* played valiant role in both the Mediterranean and Pacific.



BATTLESHIP *Nelson* is slated for scrap pile, along with four other veteran BBs.



CRUISER *Sheffield* is shown above; below is the submarine *Trespasser* (ex-P 312).



scrapping: *Queen Elizabeth, Valiant, Renown, Rodney* and *Nelson*. *Rodney* and *Nelson*, unlike any other battleships in the world, had all their main guns grouped forward. British tars have enjoyed pointing out that this was proof that their ships were not designed to turn tail.

Larger aircraft carriers

- *Glory, Triumph, Ocean, Venerable, Theseus* and *Vengeance* — 13,000 to 14,000 tons, speed 25 knots, main armament four 3-pounders, completed 1945-1946. Another ship of this class, *Colossus*, has been transferred to France and is now called *Arromanche*. Five others are under construction.

- *Implacable, Indefatigable* — 23,000 tons, speed 32 knots, main armament sixteen 4.5-inch dual-purpose guns, completed in 1944.

- *Indomitable* — 23,000 tons, speed 31 knots, main armament sixteen 4.5-inch guns, completed in 1941.

- *Illustrious, Victorious, Formidable* — displacement 23,000 tons, speed 31 knots, main armament sixteen 4.5-inch dual-purpose guns, completed in 1940-1941.

A number of other carriers are in various stages of construction.

In order to safeguard her many long trade routes, Britain has emphasized the construction of cruisers because of their value in combatting surface raiders. Until the United States began its gigantic program of naval expansion, the Royal Navy maintained the largest number of cruisers of any nation in the world—and also the largest number in proportion to ships of other types.

Important modern cruisers:

- *Superb*—8,000 tons, speed 31.5 knots, main armament nine 6-inch guns, completed in 1945.

- *Swiftsure, Ceylon, Newfoundland* and six other cruisers with displacement, speed and armament comparable to those of *Superb* (above), completed 1940-1944. These and other British cruisers include six or more 21-inch torpedo tubes in their armament.

- *Bellona, Black Prince, Diadem, Royalist* — 5,700 tons, speed 33 knots, main armament eight 5.25-inch dual purpose guns, completed 1943-1944.

More than twenty other modern cruisers completed during or after 1940, besides cruisers now classed as obsolete.

Great Britain has adopted a policy of avoiding the inclusion of planes in the



armament of cruisers and battlewagons.

Classed as destroyers by the Royal Navy are a large number of vessels of 1,000 to 2,300 tons.

Latest types include:

Twenty-four "Battle" class—2,315 tons (leaders, 2,325 tons), speed 34 knots, main armament four 4.5-inch dual purpose guns, ten 21-inch torpedo tubes, completed 1943-1946.

Twenty-six "C" class — displacement 1,710 tons, speed 34 knots (38 knots has been reached in service), main armament four 4.5-inch guns, four 21-inch torpedo tubes (except two ships which have eight), completed 1943-1945.

The more recent of the above destroyers are of all-welded construction. Their complement is 186, except for leaders whose complement is 222. Two of this class are in the Royal Canadian Navy and four have been sold to Norway.

Two 1,175-ton destroyers, *Brecon* and *Brissenden* (launched in 1924) were designed for Arctic service.

Eight of England's submarines are ex-German types which the Royal Navy is using experimentally.

Twenty-six "T" class subs, completed during the last half of World War II, are designed with enough endurance for a 42-day patrol.

Sixteen "A" class boats built for service in the Pacific are similar but slightly larger. Their main specifications are as follows: displacement 1,120 tons surfaced, 1,620 tons submerged; speed 19 knots surfaced, 8 knots submerged, main armament ten 21-inch torpedo tubes and one dual purpose 4-inch gun. They are of all-welded construction, carry 20 torpedoes and have a complement of 60. They were completed 1944-1946.

Twelve midget submarines were in service at the war's end. These displace 30 tons on the surface and 34 tons submerged. Overall length is 53 feet, beam five feet nine inches and speed six and one-half knots on the surface, six knots submerged. They carry a crew of three.

Two unusual ships are the new monitors *Abercrombie* and *Roberts*. Displacement is 7,850 and 7,979 tons respectively, dimensions 373 by 89 feet nine inches, draft 11 feet, main armament two 15-inch guns. Speed is not available.

Venerable ships from World War I days still in service are the gunboats *Aphis*, *Cocksbafer* and *Scarab*.

Other gunboats, sloops, frigates, corvettes, minesweepers, aircraft maintenance ships, torpedo boats, coastal defense craft and numerous auxiliaries are included in the British Royal Navy.

British naval losses in World War II were heavy — 730 ships, including 5 battleships, 8 aircraft carriers, 26 cruisers, 128 destroyers and 77 submarines.

The many cancellations and suspensions in British naval construction indicate that the Royal Navy is passing through a period of austerity at the present. However, unless history fails to repeat itself for once, this period will pass as others have before it. — H. O. Austin, MEC, USN.

## On-the-Job Training Helps to Qualify for New Ratings

A demonstration of on-the-job training to help Navy personnel qualify for their new rates has been provided by NAS Corpus Christi, Tex.

When advance notice of the new rating structure was received, training personnel in the station's assembly and repair department immediately set to work preparing a training program. The program is now receiving enthusiastic response from the men, and some are requesting that additional classes be established.

Approximately 450 men are now attending classes in mathematics, blueprint reading, hydraulics and electricity. To avoid loss of too many man-hours from any one day's work, a schedule was developed whereby only one-fifth of the division's personnel would attend classes at one time. Under this system, if 10 men were attached to a certain shop, two would attend classes on Monday, another two on Tuesday and two others on each of the other days of the week, leaving eight men in the shop at all times.

The classes were established to comply with the 1947 edition of "Qualifications For Advancement in Rating" (NavPers 18068). In preparing training courses, the matter of making the lessons inter-

esting was emphasized along with the purely educational aspects. Class A and Class B school curricula were followed as closely as possible.

The instructors are top rated men who are given a special 40-hour course of instructor training. Seventy-seven CPOs

and POs first class have completed courses which included lectures on principles of administration and management, instructor training, factors of leadership, orders, civil relationship, and factors governing human behavior, discipline, morale and interest.



TRAINING program to prepare men for their new rates is discussed by the officer in charge and his staff of instructors at NAS Corpus Christi, Tex.

# LETTERS TO THE EDITOR

## Figuring Leave

SIR: When a man goes on leave from 0800 on 12 November and returns to duty at 0800 on 21 November, how many days leave would this amount to? How many days leave would he be charged with from annual leave?—V.P.M., S1, USN.

• *In accordance with BuPers—BuSEA Joint Letter (NDB, 31 Aug 1947), the day of departure, whatever the hour, is counted as day of duty. The day of return is a day of leave, except when such return is made before the regular hour for forenoon quarters on board ship, or for beginning work at shore stations, in which case it shall not be counted as day of leave. In your case eight days leave should be counted.*—Ed.

## Permanent Appointment

SIR: I terminated my temporary USN appointment as ship's clerk on 29 Aug 1946 and received a Certificate of Satisfactory Service. I immediately reverted to my permanent enlisted status of Y1, and was honorably discharged. Am I eligible for permanent appointment as ship's clerk in USNR? If so to whom do I make application?—E. B., Y1, USNR.

• *Yes. Submit your application for appointment to BuPers (Pers 3630).*—Ed.

## No Duty Restriction

SIR: Is there any regulation which restricts the duty of electronics technicians?—D. B., ETM3, USN.

• *No, there is no regulation which restricts their duty. Paragraph 6 of BuPers Circ. Ltr. 94-43, (NDB, cum. ed., 31 Dec 1943) states that their primary duties are in connection with installation and maintenance of electronic equipment.*—Ed.

## Left Arm Bosn's Mates?

ALL HANDS prints without comment the following message received by Secretary of Defense James Forrestal:

"Our Navy is going to pieces when they start making left arm boatswain's mates. Uniforms look better with hash mark on left arm and insignia on right arm. Imagine admiral with all his stripes on left arm. Us old chiefs feel same way. Left arm boatswain's mate, bab! Can't sleep thinking about it."

Old Navy Boatswain's Mate

This section 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.

## Advancement in Rating

SIR: I was advanced to Y2 in February 1946 and in July of that year I was reduced to Y3 by a captain's mast. I served the required time for readvancement but was told that I could not go up as I was in a reassignment status then. (July 1947). In October 1947 I received a deck court sentence. When I reenlist, will my record be clean and will I be eligible for advancement?—R. L. R., Y3, USN.

• *BuPers Circ. Ltr. 191-46 (ASESL July-December, 1946), sets forth the marks and service in rate requirements for advancement in rating. If, as a result of your deck court in October, your quarterly marks are below the standards set in paragraph 1 of this directive, you will be required to fulfill the marks requirement before being eligible.*—Ed.

## Requesting Duty in Japan

SIR: Can married CPOs request duty with the Navy occupation forces in Japan?—G. C. S., CQM, USN.

• *Yes. At such time as he is ordered to duty in the Pacific Fleet he may submit a request via his CO to ComWestSeaFron or ComServPac. Assignments to area requested are under administration of ComServPac.*—Ed.

## Indiana, Wisconsin Bonuses

SIR: I would like some information concerning the state bonuses of Indiana and Wisconsin.—R. L. W., SN, USN.

• *The legislatures of Indiana and Wisconsin have referred to the people, for vote at the next general election, the question of a bonus payment to World War II veterans. If these proposals are ratified, the succeeding legislatures will enact the necessary laws to establish rates of payment, eligibility requirements and the many other details. Any further queries concerning the status of bonus legislation in Indiana should be addressed to the Director, Department of Veterans Affairs, 431 N. Meridian Street, Indianapolis, Ind., and in Wisconsin to the Director, Department of Veterans Affairs, State Capitol, Madison 2, Wis.*—Ed.

## Medal of Honor Salute

SIR: Do men who hold the Congressional Medal of Honor rate a salute from the President and all members of the armed services of the U.S.?—E. J. M., SN, USNR.

• *The belief that an enlisted man wearing the Congressional Medal of Honor rates a salute from everyone regardless of rank is one of the traditions of both the Army and Navy. The custom is observed on some stations. It has no basis in the regulations of either service.*—Ed.

## About Langley

SIR: Between what dates did USS Langley (CVL 27) become eligible for the Navy Unit Commendation?—K. W. S., BMC, USN.

• *USS Langley (CVL 27) received the Navy Unit Commendation for the period 29 Jan 1944 to 11 May 1945 during which she participated in the following operations: Marshall Islands, Palau, Hollandia, Truk, Marianas, Bonins, Philippines, Yap, Ryukyus, Formosa, Luzon and China Sea.*—Ed.

## Swedish Submarines

SIR: In ALL HANDS, February 1948, p.18, there is an article about the Scandinavian fleets. Concerning the Swedish U-boats you mention that they "seldom venture out of the Baltic Sea." Well, call it seldom, but really it happens sometimes! During the last war our U-boats had plenty enough to do around our own coasts, but as late as last year a division of seven Swedish U-boats paid a visit to the Faroe Islands. Before the war Swedish U-boats called on North Sea and English ports. It may also be remembered that the year 1909—in the time of the childhood of U-boats—a Swedish U-boat, built at Spezia, Italy, was taken home to Sweden by a Swedish crew. Another long passage was made in 1927, when four Swedish U-boats visited Pasages outside San Sebastian, Spain. Home again in Sweden the U-boats had traveled a distance of about 3,200 nautical miles.

You can see that we in Sweden read ALL HANDS with much interest and pleasure and keep an eye on what you are writing about us.—Bertil Jacobsen, Chief Warrant Officer, Stockholm, Sweden.



## Chief Steward Not CPO

SIR: I would like the following information concerning the new rating structure: (1) Is chief steward a general service rating? (2) Is it a chief petty officer rate?—J. P. S., CST, USN.

• (1) *Yes. Chief steward is a general service rating.* (2) *No. Chief steward is not a chief petty officer rate.*—Ed.

## Retirement Time

SIR: I joined the regular Navy on 11 Oct 1939 and served until 26 Oct 1945, at which time I was discharged. I remained on the outside until 20 Oct 1947 and then reenlisted. Does the previous time I served count for retirement and will I receive the same benefits as a man with continuous service?—H. R. K., MOMM2, USN.

• *Yes. Your previous time will count for the purpose of transfer to the Fleet Reserve and you will receive the same benefits as a man with continuous service. All active service, whether continuous or broken, is counted for the purpose of transfer to the Fleet Reserve or retirement.*—Ed.

## Retirement Pay

SIR: Under the miscellaneous section of enclosure (A) of BuPers Circ. Ltr. 178-47 (NDB, 15 Sept 1947), it states in part, "Six months does not count as a year toward a 'fogey.' Thus, an officer with over 29½ years but less than 30 years of service would receive 75 per cent of active-duty pay prescribed for an officer of his rank with over 27 years of service." An unofficial Navy publication (not ALL HANDS) states in part, "It would be to the advantage of such personnel, however, to remain in the regular Navy until they finish 20½ years day-for-day in order to receive 21-year benefits which will then include the extra 'fogey' for 21 years' longevity, and the 2½ per cent will be multiplied by 21 instead of 20." Which of the two interpretations is correct?—B. L. O., CY, USN.

• *BuPers Circ. Ltr. 178-47 is correct. If an officer is placed on the retired list after completing 20½ years or over but less than 21 years' service, his retired pay is based on 18 years' service. At the time of retirement his base pay plus longevity is the same for 20½ years as it is for 18 years' service, i.e. base pay and six "fogies." However, he would arrive at the amount of his retirement pay by multiplying 2½ by 21 to get 52.5 per cent. His retirement pay would be 52.5 per cent of his active duty pay at time of retirement—base pay and six "fogies." An officer with 21 years' service would figure the percentage the same but it would be 52.5 per cent of base pay and seven "fogies."*—Ed.



USS HORNET — Carrier lists between attacks during Battle of Santa Cruz Is.

## About the Hornet

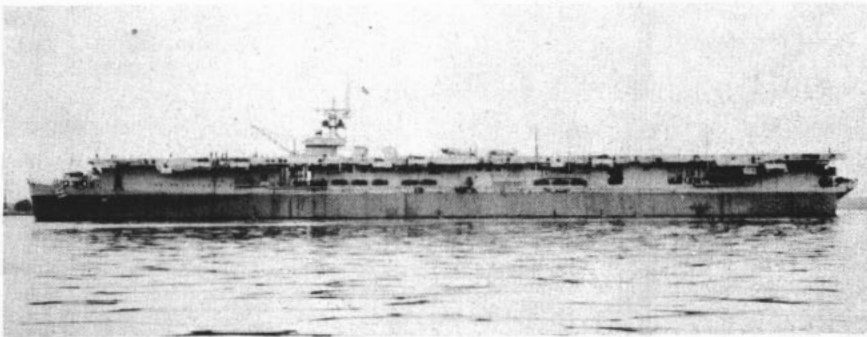
SIR: Did USS Hornet (CV 8) receive either the Presidential Unit Citation or Navy Unit Commendation? How many stars does she rate?—R.W.J., ACM, USN.

• *USS Hornet (CV 8), famous for her part in the Doolittle raid on Japan, was sunk by our own ships after receiving severe damage in repeated aerial attacks by the Japs during the Battle of Santa Cruz Islands 26 Oct 1942. She did not receive the PUC or NUC, but is entitled to four battle stars on the Asiatic-Pacific Area Ribbon.*—Ed.

## Going Out on 20

SIR: I enlisted in the regular Navy in June 1936 and after four years service received my discharge. I reenlisted in Class V-6 in September 1942 and served until December 1945. At that time I reenlisted in the regular Navy and have been on continuous service since. My questions are: (1) May I count my first enlistment and the Reserve time in computing 20 years service? (2) Will I be able to go out on 20 in 1958?—F. C. J., CGM, USN.

• (1) *Yes. All active Federal service, under current laws, counts for transfer to the Fleet Reserve.* (2) *Yes. Provided that you continue on active service and are in the regular Navy on completion of 20 years active Federal service.*—Ed.



USS MONTEREY—Originally planned as cruiser Dayton, now part of Reserve fleet.

## Service for Retirement

SIR: I enlisted in the Navy on 10 Aug 1917 and was discharged on 28 Mar 1919. On 23 Apr 1942, I enlisted in Class V-6 and served until 2 Jan 1946, at which time I reenlisted in the regular Navy for four years. (1) How much time must I serve before becoming eligible for retirement? (2) Under what retirement bill will I be classed and what will be my retirement pay?—J. P., CCK, USN.

• (1) *All your previous service will count toward retirement, as all active service whether continuous or broken may be counted for the purpose of transfer to the Fleet Reserve and retirement. In order to be placed on the retired list it is necessary to serve 30 years' active service.* (2) *Your retirement will fall under Public Law 177, approved on 3 Mar 1899, as amended by Public Law 174, of 2 Mar 1907. Retirement pay is 75 per cent of active duty pay being received at time of retirement. Amount of compensation is based on rate held at time of retirement.*—Ed.

## Lump Sum Settlement

SIR: I reenlisted on board ship 15 Aug 1947, at which time I was entitled to 60 days leave. I have had no leave since reenlisting. Can I obtain lump sum payment for this leave in accordance with Alnav 194-47?—J. G. R., CRM, USN.

• *No. Settlement in lump sum was authorized beginning 1 Oct 1947.*—Ed.

## Monterey Now In Reserve

SIR: I was a plank owner of USS Monterey and would like answers to the following questions: (1) How many battle stars does she rate? (2) Was she awarded the Presidential Unit Citation or Navy Unit Commendation? (3) Was a souvenir book ever published about her? (4) Where is she now?—L. J. V., AM3, USN.

• (1) *USS Monterey (CVL 26) is entitled to 11 battle stars on the Asiatic-Pacific ribbon.* (2) *No PUC or NUC to date.* (3) *No record of souvenir book.* (4) *USS Monterey was placed in the Atlantic reserve fleet in February 1947 and is presently at Philadelphia, Pa.*—Ed.

**Probation and Discharge**

SIR: Can a man who is serving 12 months' probation and whose enlistment has expired be discharged after he has served six months of the probation with good conduct?—L.J., S2, USN.

• *Yes. A man serving 12 months' probation may be discharged if he has served six months of his probation with good conduct.*—ED.

**Battle Stars for Bataan**

SIR: I would like to know the following about USS *Bataan* (CV 29): (1) Did she receive either the Presidential Unit Citation or Navy Unit Commendation? (2) How many battle stars is she entitled to for her Pacific service?—R. D., Y1, USNR.

• (1) *The carrier Bataan did not receive the PUC or NUC. (2) She is entitled to six bronze stars on the Asiatic-Pacific Area ribbon.*—ED.

**Advancement in Rating**

SIR: I am a qualified parachute riggers school graduate but an unable to go up for my rate as there is no opening left for me at this station. Can I be assigned to another activity where my training is needed?—E. R., S1PR, USN.

• *You may submit a request to your fleet commander, via the chain of command, requesting assignment to an activity where your training is needed.*—ED.

**Leave in Philippines**

SIR: I am a Filipino who enlisted in the Navy in 1946. I have taken no leave since enlisting. Can I take my leave in the Philippines, where my mother resides?—R. C. P., S1, USN.

• *Alnav 89-47 (ASESL, January-June 1947) states in part: "Inadequate transportation exists for travel to and from leave address and from Philippines to former ship or station. Since number of individuals who have been authorized by BuPers to visit Philippines has been negligible, the majority of the visits are unauthorized. Citizens of the Republic of the Philippines and American citizens of Philippine extraction who reenlist may be transferred to ComNavForPhil only at time of reenlistment for reenlistment leave and reassignment. Noncitizens of the Philippines and citizens of the Philippines who desire leave other than reenlistment leave in the Republic of the Philippines must request approval of BuPers. Attention directed BuPers Manual article C-6002 concerning BuPers approval to visit foreign country."*—ED.

**Souvenir Books**

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

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

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

• *USS Comet (AP166). Address: Schwabacher-Frey Co. (Attn: Dean S. Donaldson), 735 Market St., San Francisco 19, Calif. "Following the Comet's Tale 1944-1945." Any men who had placed orders for the book and did not receive them should write to above address, enclosing 6 cents in stamps per book to cover mailing costs. Any crew members may request the book, enclosing 6 cents in stamps. Others may buy at \$4.40 each (\$4.51 for California deliveries, including sales tax). Mailing costs included.*

**Broken Service**

SIR: I was discharged in October 1947 as a shipfitter second class and enlisted in March 1947 as a shipfitter third class. I have heard that the Bureau will waive requirements for men with broken service. Is this possible?—R. L. W., ME3, USN.

• *No, not under current instructions. Men reenlisting in USN after more than three months from date of last discharge from USN are accepted as nonrated men in pay grades 5, 6, or 7, depending upon pay grade in which discharged. Exceptions to this are made in ratings where critical shortages exist. In such cases, present policy permits broken service pay grade 1, 1A and 2 personnel honorably discharged in the critical rating to reenlist in pay grade 3.*—ED.



CONSTITUTION — Largest commercial plane in world. Used by Navy as transport.

**Mustering-Out Pay**

SIR: I served as an enlisted man from May 1943 until June 1944, at which time I entered the Naval Academy as a midshipman. I graduated from the Academy in June 1947 and received my commission as an ensign in the regular Navy. During my service as an enlisted man I had no sea duty and I received an honorable discharge prior to taking the oath for midshipman. Do I rate mustering-out pay on the discharge or must I wait until I am detached from the service?—A. R., ENS, USN.

• *Paragraph (b) (6) of the Mustering-out Payment Act of 1944, as amended, provides: "No mustering-out payment shall be made to any member of the armed forces for any active service performed prior to the date of his discharge from such forces for the purpose of entering the U.S. Military Academy, the U.S. Naval Academy or the U.S. Coast Guard Academy." Instructions pertaining to mustering-out pay are contained in Alnav 32-44 (ASESL, January-June 1944).*—ED.

**Rating for Reenlistment**

SIR: Can a man go out of the Navy, then reenlist within 90 days and still retain the rate he held at the time of discharge?—H. L. M., GM2, USN.

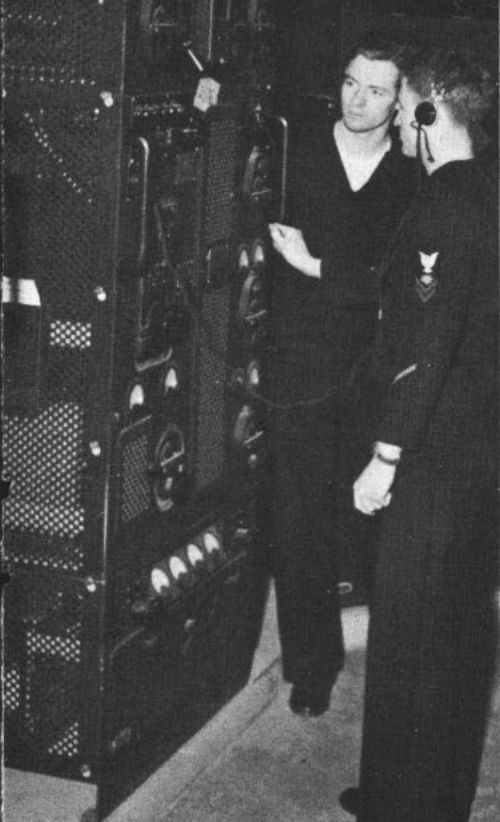
• *Yes. BuPers Manual, Art. D 1002, is the authority for reenlistments with continuous service. Men who have been discharged under honorable conditions, who are recommended for reenlistment and who reenlist within three months of date of discharge, shall be reenlisted in the rating held at discharge.*—ED.

**Largest Land Plane**

SIR: What is the Navy's largest land-based plane? Is it the largest in the world?—J. A., GMC, USN.

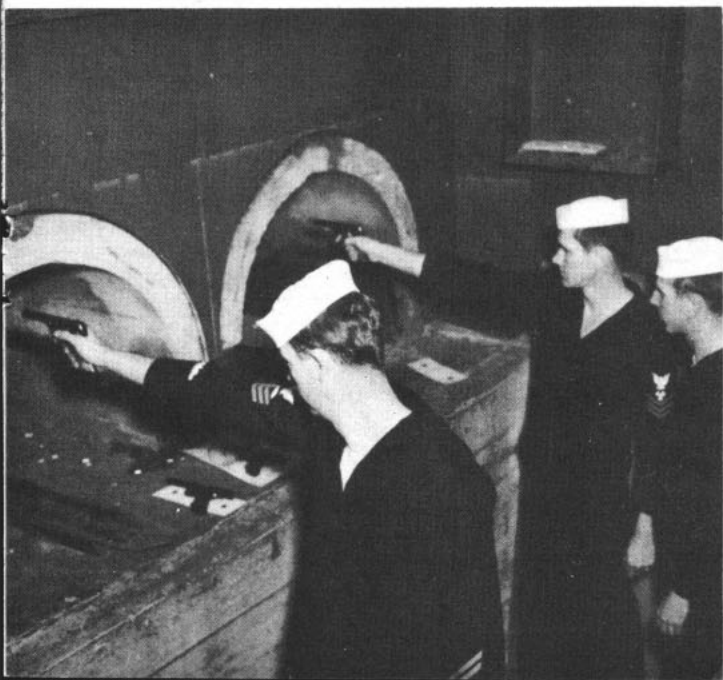
• *Constitution (XR 60) is the Navy's largest plane and is also the largest experimental commercial land-based plane in the world. The Army's XB-36 and XC-99 are both larger but are classed as military aircraft. Howard Hughes' flying boat is the world's largest airplane.*—ED.





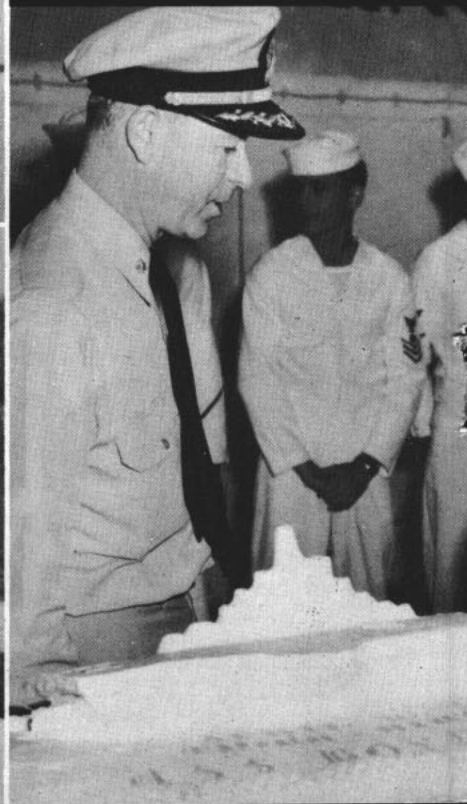
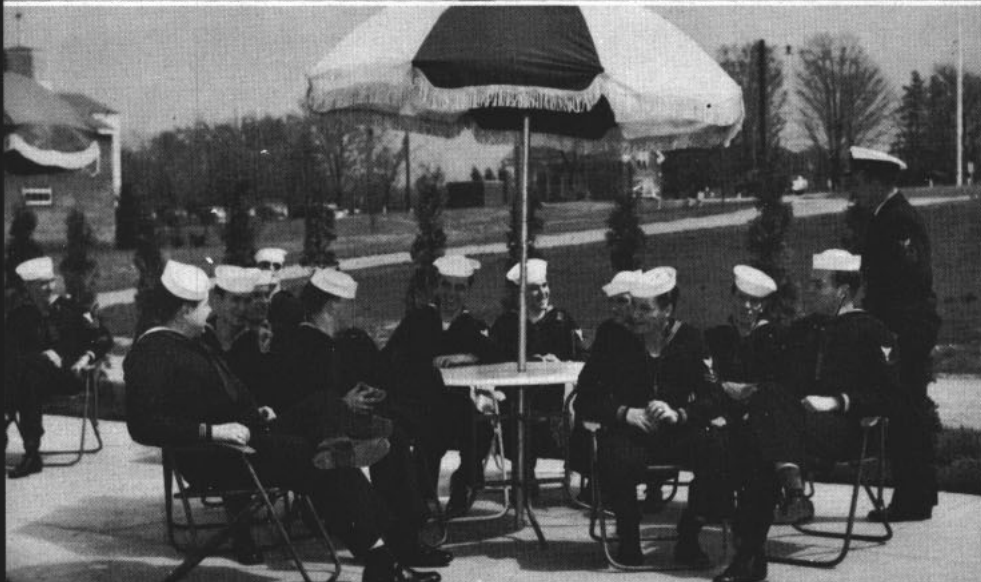
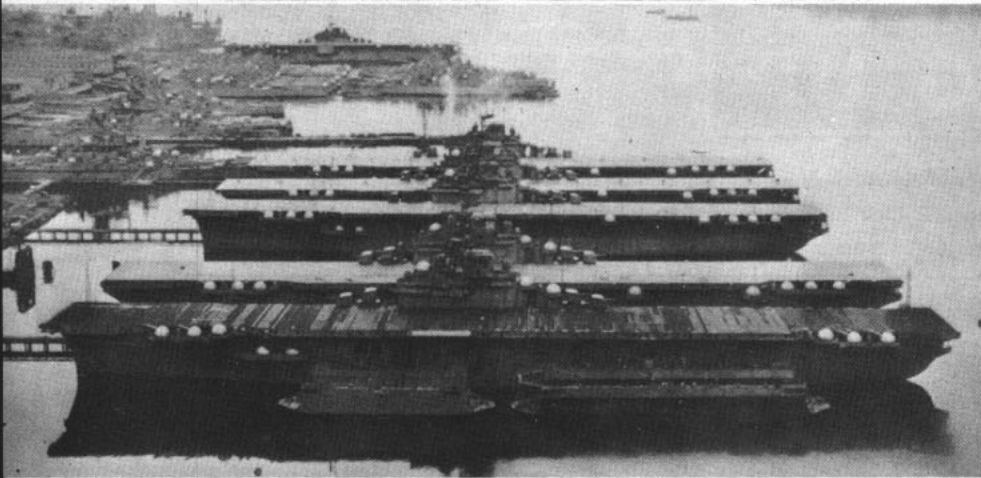
## KEEPING UP

NAVY SKILLS are retained by Reservists of Seattle, Wash., who undergo constant instruction in their armory. Above: Radiomen operate electronics gear. Upper right: Operators are checked in taking radio code. Lower right: Learning workings of twin-mount 40 mm anti-aircraft gun. Lower left: Firing small arms—part of training.





READY FOR DUTY, Seabee mascot J. CAPT Frederick Wray on progress of Queen of Washington State festival (s. Damron, BM1, swing hammer at Seattle rest at Bremerton, Wash. Front to rear a Lexington and Bunker Hill. Lower left: M at NAS Willow Grove, Pa. Below: Plan 350-pound cake during the celebration







Jimmy Carrick (above), 11, reports to treatment for spinal injury. Upper left: Second from right) and court watch E. I. Left center: Warships of moth ball fleet carriers *Essex*, *Ticonderoga*, *Yorktown*, members of 4th ND Band relax in EM Club. Downer M. B. Pitts, BT3, cuts the 8-foot, of the carrier *Boxer's* third birthday.



# TODAY'S NAVY

## 3,720 Will Take Part In Midshipman Cruise, Including 500 Naval Reservists, 25 Army Men

### 13 Ships to Sail

Participating in this year's midshipmen's cruise will be 3,720 men embarked in 13 naval vessels, including the battleship USS *Missouri* (BB 63).

Trainees will include 2,460 midshipmen from the Naval Academy, 735 midshipmen from 11 Naval Reserve officers' training corps units, approximately 500 officer and enlisted Naval Reservists, and 25 Army officers from the Military Academy class of 1948.

Ships taking part in the cruise, besides *Missouri*, will be the large aircraft carrier USS *Coral Sea* (CVB 43), heavy cruisers USS *Columbus* (CA 74) and USS *Macon* (CA 132), destroyers USS *George K. Mackenzie* (DD 836), USS *Earnest G. Small* (DD 838), USS *Power* (DD 839), USS *Vesole* (DD 878), USS *Bordelon* (DD 881), USS *Leary* (DD 879), USS *Glennon* (DD 840) and USS *Dyess* (DD 880), and the landing ship (dock) USS *Donner* (LSD 20). Naval Reserve officers' training corps units participating in the cruise will be from 11 colleges and universities. Naval Reservists will be assigned from naval districts east of the Mississippi River and from Potomac River Naval Command.

### Harbor Defense Graduates

Seven Navy officers and two Army officers constituted a spring graduating class at the Navy School of Harbor

Defense at Fort Winfield Scott, San Francisco, Calif.

The school prepares Navy and Army officers for duty as planners on the staffs of high commands. The 12-week course includes tactics, controlled and uncontrolled mines, mine sweeping, radar and antisubmarine defenses.

### Safe Navy Drivers

A record drop in traffic deaths was recorded by Navy and Marine Corps drivers during 1947.

Navy vehicles were involved in 75 per cent less traffic fatalities during 1947 than in 1946. This drop is considered the result of an order requiring all military and civilian drivers of Navy and MarCor vehicles to take a special examination for driving skill and fitness, regardless of how long they had been driving.

Before September 1941, when the new examination was first required, the average monthly death toll resulting from traffic accidents of Navy vehicles was 21. During that month the figure dropped to nine. In October and November 1946 it dropped to 13 and 10 respectively, and in December it was down to five. During 1947 the monthly average stayed at five. A sharp decline in injuries and property damage also was recorded.

Of approximately 200,000 individuals who have taken the Navy driving test, 40 per cent have failed.

## YESTERDAY'S NAVY



On 10 July 1943 the Allies invaded Sicily with 3,266 ships. In the Battle of Santiago de Cuba, 3 July 1898, ADM Cervera's fleet was destroyed. On 26 July of last year the appointment of SecDefense Forrestal was confirmed.

## JULY 1948

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



OFF-DUTY STUDY has paid off for A. B. LePorte, ADC (right), shown receiving master's degree in math from CAPT. J. W. Harris, CO, NAS Ford Island, T.H.

### Hanson at Greek Ceremony

The destroyer *USS Hanson*, flying the flag of Rear Admiral J. A. Snackenber, USN, Chief of Naval Group, American Mission for Aid to Greece, represented the United States at the official ceremony when the government of Greece annexed the Dodecanese Islands.

A group of naval vessels accompanying the ship carrying the King and Queen of Greece met off Rhodes, the principal city of the island group and entered the harbor under full dress for the official ceremony. *Hanson* (DD 832) was the only U.S. warship present.

The Dodecanese Islands, located southeast of Greece off the coast of Turkey, were returned to Greece under terms of World War II peace treaties. The islands were under Italian control from 1912 to 1947.

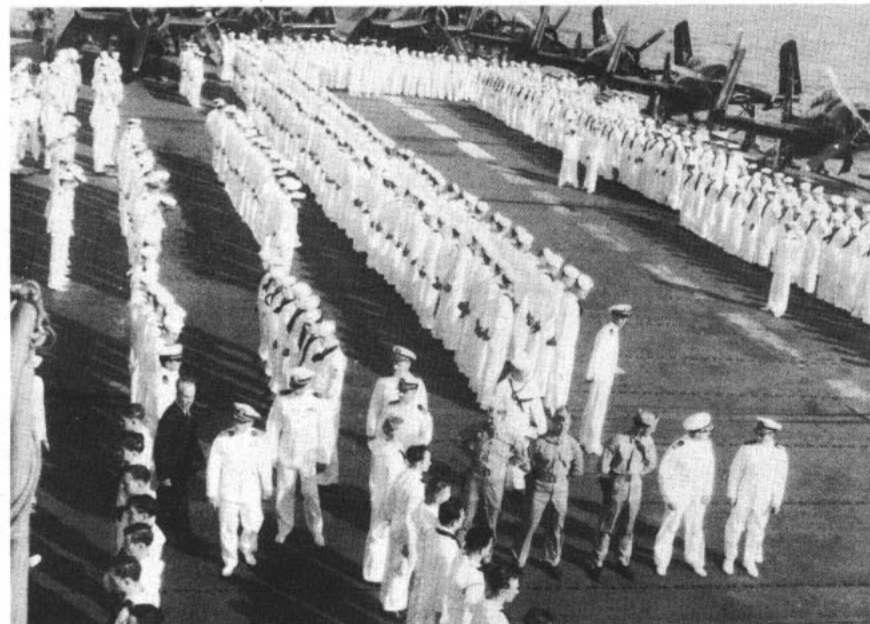
### Host to Dignitaries

Site of six conferences and the signing of an agreement between the Netherlands kingdom and the Republic of Indonesia was the attack transport *USS Renville* (APA 227), serving in a new capacity as host to diplomatic dignitaries while anchored in Javanese waters.

Officers gave up staterooms to accommodate the many simultaneous sessions and the ship, according to an official rep-

resenting the United Nations, omitted nothing "to re-create the special atmosphere typical of Lake Success."

Upon conclusion of the parley on 9 February, the ship was presented with a plaque commemorating—"The Renville Agreement" and several other mementoes of the Navy vessel's unique function.



ENROUTE to South America as U.S. special minister to Venezuelan presidential inauguration, Archibald MacLeish (left, dark suit) inspects crew of *USS Saipan*.

### Happy Birthday!

Official birthday of naval aviation has been set by the Navy as 8 May 1911, the date on which George von L. Meyer, then SecNav, directed that two aircraft known as "Triads" be ordered from the Curtiss Co. One was a land plane, the other a hydro-aeroplane amphibian with a pontoon and retractable wheels.

The late Commander (then lieutenant) Theodore C. Ellyson, a flying student of the late Glenn Curtiss and considered the Navy's first qualified aviator, was appointed as naval inspector in charge of supervising completion and testing of the planes.

Following his approval on 13 July 1911, the aircraft were accepted by the Bureau of Navigation.

### High Speed Navy

Four new records have been set by the Navy's new North American jet-propelled FJ-1 fighter planes.

The new records are: Seattle to San Francisco—1 hour and 21 minutes; Seattle to Los Angeles—1 hour and 58 minutes (beating the old mark by 6.16 minutes); Seattle to San Diego—2 hours, 12 minutes and 54 seconds; and San Francisco to Los Angeles—40 minutes flat. The old San Francisco to Los Angeles record was 42 minutes 33 seconds.

Navy officers computed the average speed on the San Francisco-Los Angeles run as 525 miles an hour.

## News Security Studied

Problems concerning the security of naval and other military news were discussed by Secretary of Defense James Forrestal and 22 representatives of news media at a conference in Washington, D.C.

Admiral Louis E. Denfeld, CNO, and other leading military officials spoke before the group. A sub-committee of eight top magazine and newspaper editors and movie and radio officials was appointed to make a thorough study of the matter of news security.

As part of his report to the Voluntary Security Conference, the Secretary of Defense said that this country's technical skill and "know-how" had a decided effect in winning World War II and is a decisive factor in maintaining our security.

Unanimously adopted was a resolution offered by the sub-committee which held that the armed forces' problem of security is "shared to a degree by all media of public information." The need for unity in security policy among the three services was pointed out. The committee gave as its impression that when this is accomplished, all information which does not involve military secrets will be made available to the American people.

The resolution added, "We do not believe that any type of censorship in peacetime is workable or desirable in the public interest."

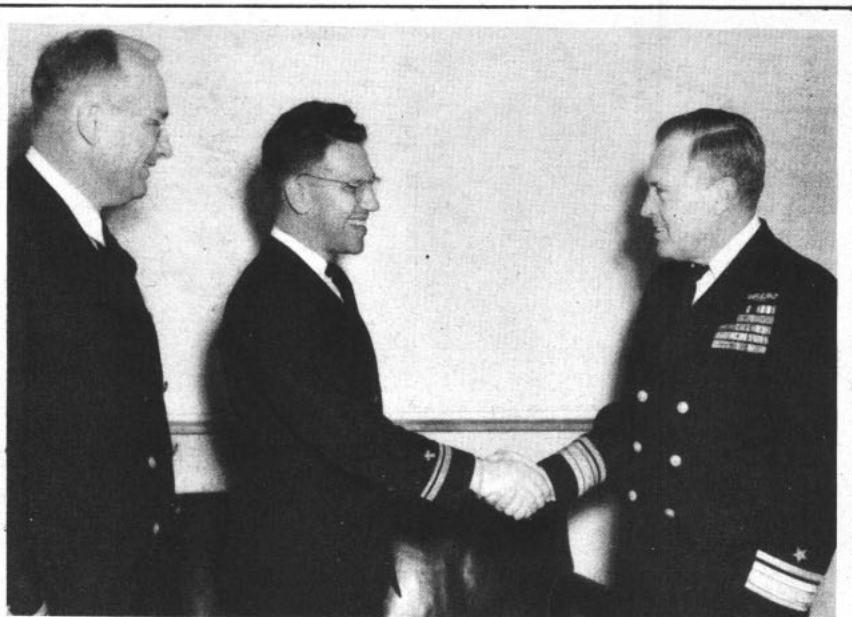
## Preserved in Ice

Members of the latest Navy Antarctic expedition discovered that the cold, dry air of the South Pole keeps motorized equipment in fine shape.

After being buried a year under ice and snow, a Navy jeep left at Antarctica started without difficulty. The same fuel, lubrication and storage battery which had remained in it a year were used in starting a weasel (snow tractor). It was dug out of a 10-foot snowdrift and a four-inch coating of ice blasted off with hot air. The engine worked perfectly.

Other equipment found in good running condition were two diesel generators, two tractors and battery charging apparatus.

No rust or other signs of deterioration appeared on the metal surfaces of the equipment. One example of how well the frigid southland preserves equipment is a wind-driven generator which has been running since it was erected by members of the 1933-34 Byrd Expedition.



WELCOMING handshake is given LTJG Ross H. Trower by RADM W. D. Baker, ComServLant. LCDR D. S. Rankin, asst. fleet chaplain, beams approval.

## Fleet Gets Circuit-Riding Chaplain

A Navy version of the old-time circuit-riding preacher has been introduced by Commander, Service Force, Atlantic Fleet.

In an experiment directed at bringing the services of a chaplain to large numbers of men on widely scattered ships, ComServLant has designated a Navy chaplain to carry religion to service force ships throughout the Atlantic.

ServLant's itinerant parson is Lieutenant (junior grade) Ross H. Trower, CHC, USN. Chaplain Trower will make cruises aboard each of the service force's ships, staying aboard one ship a few weeks, then transferring to another.

The "traveling preacher" idea was originated when the commanding officer of an oiler requested a chaplain for his ship. Since most service force ships are too small and have too few men to "rate" a chaplain, the fleet chaplain's office decided to try a method that

would give all the busy service force ships part-time chaplain's services.

In addition to religious duties, Chaplain Trower will have the job of helping with ships' libraries and giving assistance with recreation and welfare activities aboard ship.

While serving aboard the aircraft carrier *Leyte* and *USS Pocono* (AGC 16), Chaplain Trower saw duty in the Pacific and the Caribbean.

The Atlantic Fleet Service Force is the main logistics support of the fleet and operates many different types of ships which range from fleet tugs to huge repair ships. Also operated by service force are supply and cargo ships, hospital ships, oilers, gasoline tankers, ammunition ships, refrigerator ships and rescue ships. All these vessels, with crews averaging less than 200 men, will be included in Chaplain Trower's circuit.—J. Slapnik, S1SPX(JO).

## Tropical Diseases Studied

Tropical diseases found in Africa are being studied by Navy doctors who are members of the Navy Medical Research Unit. The study, started in February, will continue for a year as part of the University of California African expedition.

The unit already has traveled through Egypt's agricultural areas, the Libyan desert and through the Assuan mountains.

Studies have been made of human diseases found in those areas. In the Nubian desert diseases found in humans are similar to those normally prevalent in residents of temperate zones.

Modern scientific equipment is being utilized in the prolonged studies. Portable X-ray machines have been installed to investigate various diseases found among the natives.





COMMENDATION is given men who helped save Navy flying boat Philippine Mars in an explosion and fire at NAS Alameda. Left to right: CDR J. G. Lang, CO, VR-2; R. M. Clendenin, ACMM; W. M. Shepard, AEM1; B. F. Mitchell, AEM3.

### Submarine Anniversary

Acceptance of the Navy's first submarine, *USS Holland*, on 11 Apr 1900 has been honored by a 48th anniversary observance.

At the second annual Submarine Anniversary (11 Apr 1948), the Chief of Naval Operations, Admiral Louis E. Denfeld, said, "The initiative, determination and daring of men of the submarine service comprised a formidable striking force in time of war. Today this service is progressively in step with our most advanced technical and strategic developments, making it a vital component of the Navy's defense team on the sea, above the sea, and with ever increasing effectiveness—under the sea. To the men comprising the ranks of the "silent service" and to those in the past who have endowed it with heroic traditions I send congratulations on the 48th anniversary of the acceptance of the first submarine by the United States Navy and extend a salute to the outstanding role the submarine will play in the Navy of the future."

*Holland* (submarine number 1) was built at the Crescent Ship Yard, Elizabeth, N. J. She was financed by her inventor and owner of the shipyard, John Phillip Holland. Originally completed in 1898, she was accepted by the Navy two years later after extensive tests and alterations.

*Holland* had a length of 53 feet 10 inches and beam of 10 feet. Her surface

speed was 5.7 knots and speed submerged two knots. (See ALL HANDS, May 1946, p.15).

The first *Holland* was stricken from the Navy lists in 1910 and later sold for scrapping.

### New Type Submarines

A new type underwater fighter has been introduced to the Navy's submarine fleet with classification as "submarine, cargo" for the fleet submarine *USS Barbero* (SS 317). "SSA" is the new short

abbreviation, designating the new type.

This latest conversion results in the new designation of the ship as *USS Barbero* (SSA 317). *Barbero* was commissioned in 1944 after being built by the Electric Boat Co., Groton, Conn. She is of *Balao* class and is a 1,525-ton sub.

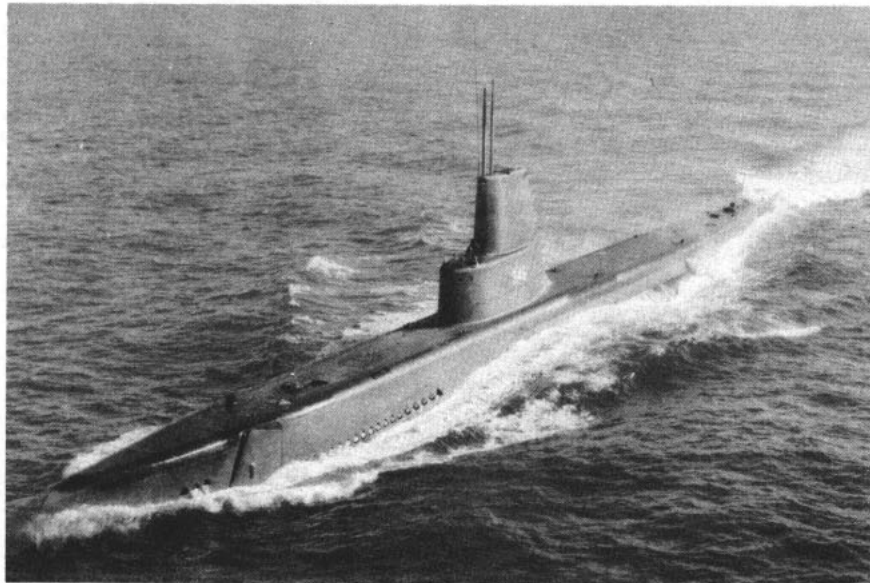
Reclassification of two other fleet-type submarines of the same class as *Barbero* also has been effected. They are *USS Sea Lion* (SS 315) which has been designated as a transport submarine, and *USS Tigrona* (SS 419), a radar picket submarine.

*Sea Lion's* designation thus becomes SSP 315, while that of *Tigrona* becomes SSR 419.

Both *Sea Lion* and *Tigrona* were commissioned in 1944. *Sea Lion* was built by the Electric Boat Co., while *Tigrona* was constructed by the Portsmouth, N. H., Naval Shipyard.

*USS Requin* (SSR 481) and *USS Spinax* (SSR 489) have been redesignated to conform to new types as radar picket submarines, while *USS Perch* became SSP 313, transport submarine, and *USS Cusk*, a guided missiles sub, is now SSG 348.

Retyping of these underwater craft is in line with a five-year conversion program, (see ALL HANDS, March 1948, p. 19). Improvements in design and techniques to enable longer periods below surface and increased speeds are incorporated in the changes. Subs on which alterations have been made are *USS Odax*, *USS Pomodon*, *USS Amberjack* and *USS Corporal*.



SKIMMING the waves, submarine *Corporal* (SS 346) displays her modernized lines. The underwater speed of vessel has been increased by the modifications.

## Exemplary Conduct

Personnel of USS *Albany* (CA 123) and USS *George K. MacKenzie* (DD 836) drew favorable comment from Admiral W. H. P. Blandy, USN, CincLant, in reviewing their visit to Buenos Aires, Argentina.

Exemplary conduct of personnel on liberty and during special functions was noted by the admiral. "During the time of the visit to Buenos Aires (six days), no arrests of personnel from these ships were made and no charges were lodged against any of them," the admiral said in a special memorandum.

Importance of conduct in the South American Republic was stressed while the ships were underway. An official memorandum by Vice Admiral L. D. McCormick, USN, ComBatCruLant, called on personnel from the cruiser and the destroyer to strive to create an impression of "dignity, modesty and friendliness."

"During this visit it must be realized that the U.S. Navy itself is on display in one of the most important countries in this hemisphere," a note from Vice Admiral McCormick read. "The standards of our ships and our performance will be taken as representing those of our country and of our Navy as a whole."

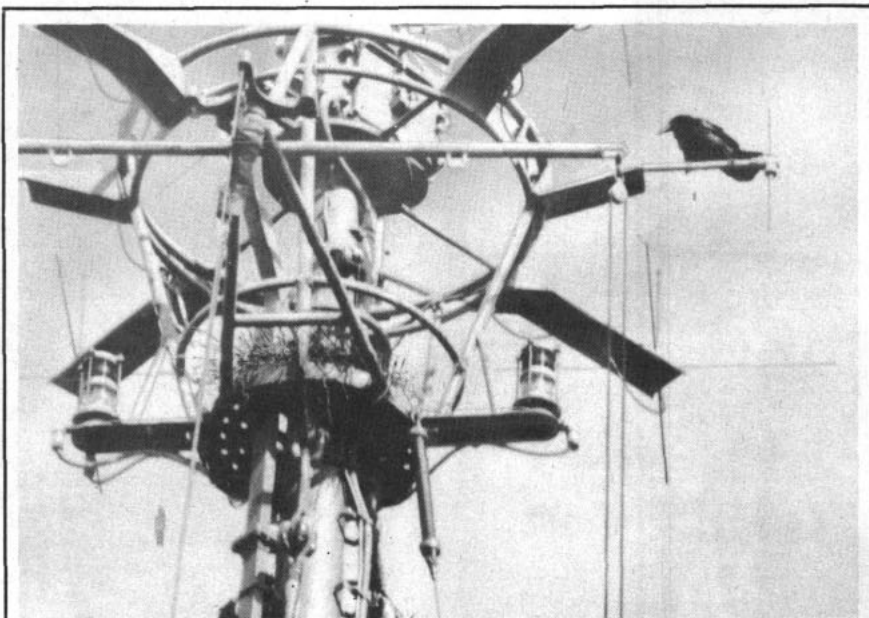
Officers and men complied by giving 100 per cent cooperation, prompting CincLant's special mention.

## New Jet Fighter

The Navy's new jet fighter, FJ-1 North American Fury, has passed tests proving that it can successfully operate from aircraft carriers and can be launched by catapult.

In operations aboard the carrier *Boxer*, two of the 600-mile-an-hour planes made 15 take-offs and landings with a high degree of success. Pilots reported unusually good visibility because of the clean lines of the ships' noses. Although the landing speed of the Fury is about 20 miles an hour faster than that of propeller-driven carrier planes, they were brought to a stop without damage to the arresting cables. The planes' tricycle landing gear made necessary an unusually long tail hook.

The shipboard tests of the FJ-1s followed two months of practice landings on a simulated flight deck at NAS San Diego. Despite the jet's two-ton thrust, the plane's pick-up is somewhat less rapid than that of propeller-driven carrier aircraft.



HOMESTEADING CROWS move in on forward radar platform of the light cruiser USS *Atlanta* . . . where they built two nests in as many days.

## Ship's Crow's Nest Occupied; Yep, By Crows

That little house on a ship's superstructure may be known as a radar platform to most modern sailors, but to a few select crows it's still a crow's nest and it belongs to them.

For instance, take the case of two of the birds who homesteaded on the forward radar platform of the light cruiser USS *Atlanta* (CL 104). Shortly after *Atlanta* moored in the Whangpoo river in Shanghai the crows reconnoitered the vessel's superstructure, and then commenced construction of a nest on the platform.

Although a bluejacket destroyed the newly built home, it took only an extra day for the determined crows to build

another. Mr. and Mrs. Crow finally took the hint when the second nest was destroyed, departed to find a new mating spot, but not without a wistful glance at *Atlanta* and the crow's nest they couldn't have.

Actually the crows should not have been too put out about their eviction because the old fashioned crow's nest derived its name from a cage housing ravens. It was in the days of the Norsemen that the crow's nest came into existence when ravens were carried in a cage on the mast. The sailors would release the ravens and follow their flight shoreward when the sight of land was lost.—A. J. Morsch, CFC, USN.

The FJ-1 can climb at more than 5,000 feet per minute. Its speed is above 550 miles an hour.

Previously flown from carriers were the FH-1 Phantom and the P-80.

The Navy is getting 50 P-80s for jet fighter plane training. Although it has been flown successfully from carriers, the P-80 is not structurally suited for arrested landings and does not have folding wings.

## Submarine Cruise

Qualified submariners in the Organized Reserve received or are receiving train-

ing during six spring cruises in the Atlantic.

Three submarines, each with a quota of two officers and eight enlisted men, departed New London, Conn. The submarine USS *Sirago* (SS 485) cruised to Bermuda, USS *Spinax* (SS 489) to Norfolk and USS *Piper* (SS 409) cruised off the Maine coast. Scheduled to cruise to Norfolk and return is USS *Threadfin* (SS 410).

Four Reserve officers and 20 enlisted Reserve submariners are slated to cruise from Key West, Fla. to Balboa, C. Z. on board USS *Conger* (SS 477) and return on board USS *Sea Owl* (SS 405).



LARGEST Navy transport plane Constitution seats 92 passengers in upper deck (left). Wing tunnel leads to engines.

### Visit Norway, England

As part of a round-the-world cruise, three Navy ships comprising a carrier task force visited Norway and southern England.

The carrier *uss Valley Forge* (CV 45) visited Bergen, Norway, along with her escorting destroyers, *uss W. C. Lawe* (DD 763) and *uss Lloyd Thomas* (DD 764). Also in Bergen were the anti-aircraft cruiser *uss Fresno* (CL 121) and the destroyers *uss Johnston* (DD 557)

and *uss W. R. Rush* (DD 714). Upon departure from Norway, *Valley Forge* proceeded to Portsmouth, England. Her destroyers visited Southampton. *Fresno* and her accompanying destroyers steamed to Copenhagen, Denmark, after leaving Norway.

*Valley Forge*, *Lawe* and *Thomas* had already visited Sydney, Hongkong, Tsingtao, Singapore, Ceylon, the Persian Gulf, Suez and Gibraltar before reaching Norway. After leaving England they proceeded via the Canal Zone to the U.S.

West Coast. Departing Copenhagen, *Fresno*, *Johnston* and *Rush* returned to their normal duties in the eastern Atlantic waters.

### New Torch Developed

A new torch for cutting steel in air by use of electricity and an oxygen jet has been developed at the U.S. Navy Engineering Experiment Station at Annapolis, Md.

An arc-oxygen torch for cutting ferrous metals of all thicknesses was employed by divers with great success throughout World War II. However, until the present, flame cutting of metal in air has been performed by the oxygen-acetylene torch. In order to avoid use of highly explosive acetylene in its bulky containers, the Navy has been trying for some time to develop an arc-oxygen torch for top-side use.

The new arc-oxygen torch employs a tubular steel electrode whose arc instantaneously heats the surface of the metal to be cut to a molten state. An oxygen jet passing through the interior of the electrode blows on the molten metal, oxidizing it and blowing away the slag.

As in underwater work, the new torch permits quicker preheating, rapid cutting and safer performance. Like welding electrodes, the tubular steel cutting electrodes burn off rapidly and must be replaced often.

### Tanker Crew Gives Word on Going to Sea

"Our home port," weeps the much-traveled crew of *uss Marias*, naval transportation service tanker, "is Ras Tanura, Arabia."

*Marias* (AO 57) pulled wearily into Long Beach, Calif., after twice circling the globe and adding up 55,000 miles in five months and 23 days.

"We boys of the tanker navy have been reading for quite some time how all those fighting ships have put in so much sea time. We want to give them the word on what it really means to go to sea."

*Marias* left San Diego last fall for a 12,000-mile non-stop run to Bahrein. After touching at Alexandretta, Turkey, for Turkish passengers bound for the U. S., the ship put into Gibraltar for the first liberty and mail call in a total of 52 days.

After a 12-day return battle with the Atlantic, *Marias* crewmen went ashore for one-day liberties in Norfolk and Portsmouth, N. H., and had four whole days in New York.

Christmas Day, the crew plaintively notes, was spent cleaning cargo tanks for conversion to Diesel oil while en route to Lake Charles, La., where they were recompensed with a 10-day lay-over.

Next stops were Piraeus, Naples, Ras Tanura and finally the welcome shores of Long Beach. The log read 55,000 miles.

Vessels other than NTS tankers, say *Marias* crewmen, belong to the pleasure-cruising navy. "If you want to get salty," they advise, "hang around some of the boys who have run the Arabia sands."



## Flag Rank Orders

Flag rank orders for last month were as follows:

Vice Admiral John H. Hoover, USN, was relieved of additional duty as senior member, Army-Navy Petroleum Board.

Vice Admiral Robert B. Carney, USN, Deputy CNO (Logistics), assumed additional duty as senior member, Armed Services Petroleum Board.

Rear Admiral Francis W. Rockwell, USN, was detached as senior member, Board of Inspection and Survey, Pacific coast, and reported to CNO for duty.

Rear Admiral John F. Shafroth Jr., USN, was discharged from naval hospital, Bethesda, Md., and reported as member of General Board.

Rear Admiral William K. Harrill, USN, was detached as ComFair West Coast and ordered to CNO for duty.

Rear Admiral Frank D. Wagner, USN, was detached as Chief, NavAir Training, Pensacola, Fla., and ordered to duty as ComFair West Coast.

Rear Admiral Ralph W. Christie, USN, was detached as CO NavBase Bremerton, Wash., and reported as ComNavForPhil.

Rear Admiral Ralph E. Davison, USN,

was detached as Com 7 and reported to CNO for duty.

Rear Admiral Joseph W. Fowler, USN, Director Industrial Survey Division, Office of SecNav, had title changed to Chief, Office of Industrial Survey.

Rear Admiral Henry R. Oster, USN, was ordered to duty as BuAer general representative Western district, Los Angeles, Calif.

Rear Admiral John H. Cassady, USN, was detached as ComFair Quonset Point, R. I., and reported as DCNO (Air).

Rear Admiral William K. Phillips, USN, was detached as ComDesLant and reported as ComNOB Guantanamo Bay, Cuba.

Rear Admiral Ernest W. Litch, USN, was ordered to duty as Com 7 with additional duty as Chief NavAir Advanced Training, Jacksonville, Fla.

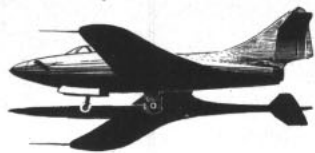
Rear Admiral William G. Tomlinson, USN, was detached as Naval Attache and Naval Attache for Air, London, Eng., and ordered to CNO for duty.

Rear Admiral Jack H. Duncan, USN, was assigned duty with CNO as Deputy Mission to Peru, Lima, Peru, and ordered to CNO for temporary duty.

## HERE'S YOUR NAVY



Thirty-seven years ago the Navy's first aircraft—Triad, an amphibian with pontoons and the first retractable wheels—was ordered from the new factory founded by Glenn Curtiss, who taught the Navy's first qualified airman how to fly. Navy specifications for the Triad called for a speed of "at least 40 miles an hour."



Grumman Panthers coming off the 1948 production lines are rated at 600-plus miles an hour and have pressurization, controlled temperature, pilot ejection seat, radio direction finder and perhaps even an ash tray with cigarette lighter. Roy Grumman, one of the company's three founders, was a Navy pilot in World War I.

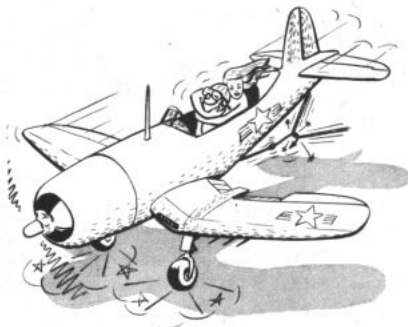


Engineers of Douglas aircraft, builders of the Dauntless, Sky-master, Sky Rocket and other Navy planes, state that speeds above 600 miles an hour and altitudes of 35,000 to 50,000 feet are expected of newer designs—but indications are that vast amounts of research and development will be required before speeds of 700 and 800 miles an hour can be reached.

## New Device Assures Pilots Easy Landing

As an added protection to Navy pilots, a new safety device known as the inertia reel will be standard equipment on new F4U4 Corsairs.

The device consists of a spring-loaded reel upon which is wound a cable with its end attached to the pilot's shoulder harness. Ordinarily, the reel's spring exerts a tension of five to 15



pounds which allows the pilot freedom of motion. The device can be locked instantly with a manual control to restrain the forward movement of pilot or passenger in the event of abrupt deceleration. If the device is not locked

manually, it locks automatically when a force of two to three "Gs" is applied in the forward direction.

The amount of "G" required to lock each reel is tested at least three times by the manufacturer before installation. A test of 1,800 pounds is applied to each harness cable as another test. The device is permanently enclosed to prevent tampering.

In addition to being standard equipment in new F4U4s, the safety appliance is to be installed in F6F Hellcats and other types currently in use and production.

The term "G," used in aviation, is the name given the thrust exerted by momentum, inertia or centrifugal force, equal to the force exerted by gravity. In a rapid pull-out from a dive, centrifugal force to the extent of three "Gs" would make a 150-pound man weigh a total of 450 pounds. Similarly, extremely rapid deceleration can cause a 150-pound man to exert many hundred pounds' strain on his shoulder harness and its securing gear. Tests show the breaking point of present equipment as 5,000 pounds.



DOGGONE DOG was 'Spot,' shown being welcomed back on board USS *Taluga* by crew member. Mascot charged with AOL, but had airtight defense.

## Gone Dog Not Gone; Beats AOL Charge

The airtight case presented by "Spot," USS *Taluga's* mascot and plank-owner charged as AOL for several months, baffled the skipper at mast court.

"Having never left the Norfolk Naval Shipyard," the skipper said, "he cannot be judged AOL from the naval service."

"Neither can we charge him with missing ship, for it has been determined that he was not duly informed of the sailing date. It says right here on page 85 that there must be deliberate intent."

The trouble began last November when *Taluga*, an NTS tanker, left Norfolk for a jaunt around the world. The dog was erroneously reported present at muster but first knowledge that Spot had missed ship came as the ship cleared the Virginia capes.

It was quite a blow to the crew, for Spot was *Taluga's* sole remaining plank-owner. A gift from the lady who splashed champagne across *Taluga's* prow and sent it down the ways, Spot had been on board since 1944.

Discovering Spot absent when *Taluga* was well underway, the skipper, Commander G. L. Raring, USN, alerted the Norfolk shore patrol:

A few hours later, *Taluga* received

via radio the following intelligence: "Your mascot reported this command AOL but clean and sober X Advise."

The dilemma was solved in conference between skipper and crew. "Put him in a good reliable kennel at our expense," *Taluga's* radio said, "and wait for further instructions."

Since AOL is a serious offense in the Naval Transportation Service, the Norfolk port director appraised Rear Admiral W. M. Callaghan, USN, chief of the service, of the situation. "Spot was apparently well instructed in what to do should he miss ship," the letter said. "He proceeded immediately to the receiving station and was sitting on the parade ground awaiting disposition."

Meanwhile, *Taluga* ventured to Tangier, Suez, and then to the Persian Gulf for a load of oil.

Having circumnavigated the globe, *Taluga* docked in Bremerton, Wash., three months after leaving Norfolk. Spot traveled across country in an express crate.

Pondering over his mast decision, the skipper knew the dog-gone dog hadn't meant to be gone. Case dismissed. — LCDR M.E.F. Studebaker, USN.

## Ship Sinks Mines

Importance of alert lookouts was demonstrated twice in as many days on board USS *General J. C. Breckinridge* (AP 176), when she encountered and destroyed two floating mines in the Pacific during a trip carrying naval and civilian personnel to San Francisco from Hawaii.

Ship's officers speculated that the mines probably broke away from moorings in Japanese waters and had been adrift for a long period of time.

A seaman on bridge lookout sighted the first mine approximately 200 yards off the port bow, 880 miles from San Francisco. A twin-mount 40-mm. gun was used for the detonation.

The second mine was first noticed when *General Breckinridge* was 545 miles out from the West Coast. After several direct hits from 20-mm. gunfire, it finally was sunk by a 40-mm. gun, apparently without detonating.

Both mines were of the contact type and were found on the regularly traveled Hawaii-San Francisco sealane.

## Transports Overhauled

Personnel of transport squadron VR 2 at NAS Alameda, Calif., have teamed up with civilian aircraft assembly and repair crews in the enormous task of completely overhauling for the first time the station's four huge Mars Pacific transports.

The planes—the amphibians "Hawaii," "Marianas," "Marshall" and "Philippine"—are credited with better than 5,000 hours flying time each and have been in continuous service for two and a half years.

Operations involved in the overhauling of these 45-ton air giants, entailing a 60-day working period per ship or an over-all schedule of eight months, include an interior and exterior strip-down even to rudders, flaps, wing tips and beaching gear.

While engines, propellers, and numerous items of operating equipment and furnishings are being repaired, polished and refinished, the fuselages will undergo a new process of vapor blasting with a grit and water compound to remove all old paint and corrosion.

Upon reassembly of the ships, the interiors will be upholstered with a serviceable gray leatherette, the outer hulls repainted, and the entire undertaking completed in time for all four of the massive craft to have resumed their regular runs by the end of the year.

# THE BULLETIN BOARD

## 650 Commissions Offered Through New 18 Months' Flight Training Program

Commissions in the regular Navy are being offered to approximately 650 college-graduate personnel of the Naval Reserve on active or inactive duty, and to any college graduate through a new 18 months' flight training program authorized by BuPers.

Selectees, regardless of present rank, will be newly commissioned as ensign, USN, previous service being considered only for pay and longevity purposes. They must agree not to resign from the naval service for two years after successful completion of the training.

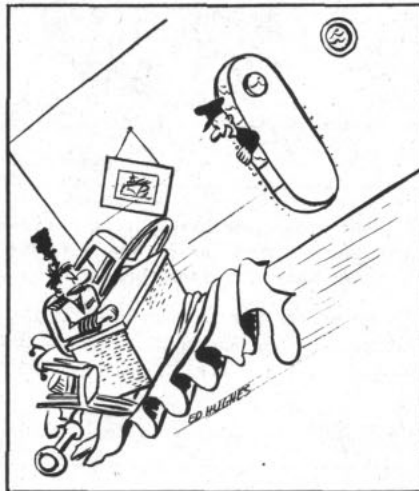
Graduates of the course, after two years of service, may request retention in the regular Navy and, if accepted, will be promoted to lieutenant (junior grade) before completion of three years of service. Others will be commissioned as lieutenant (junior grade) in the Naval Reserve, but must remain on active duty until termination of their two years' obligated service. Candidates failing the course will have their commission revoked and will be discharged from the regular Navy unless, by their own request, they are considered for retention as a general line officer.

Reserve officers already naval aviators in an active or inactive status are also

## Navy Closes Its SepCen At NAS Alameda, Calif.

The separation center at NAS Alameda, Calif., has halted operations.

With its daily quota of discharges diminished from several thousand down to two or three persons, the separation center terminated employment of its six civilian staff members and closed its doors. At one time the station's separation center acted as clearing house for officers and enlisted men of the entire Pacific Fleet and West Coast installations. Today the station processes only its own and affiliated aeronautical organization discharges.



"Those new jet engines sure give the ship a lot of pep, sir."

eligible for the training, but, if accepted, they must accept an original commission as ensign, USN.

To qualify for appointment, an applicant must have been a citizen of the U.S. for not less than 10 years, be not less than 19 nor more than 25 years of age on 1 July of the calendar year in which commissioned, be physically qualified and aeronautically adapted for control of aircraft, must attain a minimum grade of "C" in aviation aptitude tests, must be a college graduate, must be of unquestioned loyalty to the U.S. and have potential officer-like qualities.

## Preliminary Exams Slated For Academy Prep School

Preliminary examinations for entrance to the Naval Academy preparatory school at Bainbridge, Md., will be given 21 July 1948 to personnel previously screened by COs as suitable candidates.

The directive announcing the examinations, BuPers Circ. Ltr. 77-48 (NDB, 30 Apr 1948), points out that while any qualified man may be nominated and take the preliminary examination, should his enlistment expire prior to 1 July 1949 he will not be selected by BuPers for assignment to the school unless an extension agreement is executed for a minimum of one year.

## Submarine Training Course Open to Junior Officers; First Class in January

Applications are desired from officer volunteers for a six-month course in submarine training in a class to convene the first week in January 1949 at the Submarine School, New London, Conn.

Officers not over 28 years of age of the ranks of lieutenant (junior grade) and ensign whose date of rank as ensign is prior to 1 Jan 1948, and who have completed at least one year of commissioned service as of 1 Jan 1949, are eligible to apply for the course under provisions of BuPers Circ. Ltr. 79-48 (NDB, 30 Apr 1948).

While officers will be selected upon the quality of their fitness—report and educational records, it is particularly desired that they have an excellent background in engineering or mathematics and physics, be qualified to stand OOD watches underway, and be physically fit for submarine duty.

Applications for submarine training submitted prior to the receipt of Circ. Ltr. 79-48 will not be considered unless resubmitted in accordance with the provisions of that letter.

## Requirements Are Listed For Summer Study Abroad

Requirements for veterans desiring to take summer courses in foreign colleges and universities under the G. I. Bill have been established by the Veterans administration.

Before a veteran-student may qualify, the VA says, he must (1) obtain a letter of acceptance from the VA-approved foreign school he plans attending, (2) be given a supplemental certificate of eligibility from his VA regional office, and (3) obtain necessary passports and visas from the State Department.

Complete information on foreign schools is available from any VA regional office or the Director of Registration and Research, Vocational Rehabilitation and Education Service, Veterans Administration, Washington 25, D. C.



## Renewed and Continuous Attention to VD Control Recommended by Letter

Although the over-all incidence rate of venereal disease has decreased 30 per cent during the past year, it is still 89 per cent greater than at the close of the war, states BuPers Circ. Ltr. 76-48 (NDB, 30 April) which emphasizes that VD control is a command responsibility and urges renewed and continuous attention in the matter throughout all echelons.

Increased efforts are directed toward "repeaters" whose conduct and attitude are detrimentally affecting moral responsibility and self-discipline, and whose numbers are increasing because present treatment of the disease has reduced the number of days lost and complications to



Klipper, NAS Kaneohe, T.H.

"I don't know whether to look sad so she'll know I miss her or happy to let her know I'm being brave."

a point where they appear insignificant.

Among recommendations contained in the letter for the consideration of COs are:

- Suitable disposition or discharge in

the cases of personnel who by the example of their private lives exhibit disregard for moral principles, undermine discipline, or demonstrate undesirable habits or traits of character by repeated incurrence of VD.

- Make available in the regular training schedule periods for weekly lectures on citizenship and morality.

- Encourage and provide maximum facilities for athletic and other wholesome recreation.

- Arrange with the medical officer to keep the CO informed of repeated infections in individuals.

- Have the medical officer recommend suitable periods of onboard retention for observation in the case of each individual treated . . . for the protection of his own as well as the public health.

## Hospital Corps Observes Its Golden Anniversary This Month

The U.S. Navy's Hospital Corps marks its 50th anniversary this month. The corps was established by an act of Congress on 17 June 1898, with the ratings of hospital steward, hospital apprentice first class and hospital apprentice. The only officer rank in the Hospital Corps was warrant pharmacist.

In 1946, the Hospital Corps was given a commendation by the Secretary of the Navy. It claims the distinction of being the only Navy corps ever honored in this manner.

In 1947 the Medical Service Corps was established, and this year the designation of pharmacist's mates has given way to hospitalmen.

Many other dates mark events that were stepping stones leading up to the Hospital Corps of today. Some of them are:

17 June 1775 — The Battle of Bunker Hill hastened the establishing of Army hospitals in the vicinity of Boston. Hospital surgeons and hospital mates manned these establishments.

1776-1783 — There were many surgeons and surgeon's mates in the Continental Navy.

27 March 1794 — An act of Congress authorized the assignment of surgeons and surgeon's mates to naval vessels as actual crew members.

1 June 1798 — The first "loblolly boy" on record in the American Navy was

recruited for the crew of the frigate *Constellation*. (See ALL HANDS, June 1947, p. 10).

16 July 1798 — The Seamen's Hospital Fund established by an act of Congress.

2 March 1799 — An act of Congress authorized the appointment of a "suitable number" of hospital mates to assist the hospital surgeons. The Navy hospital fund was established.

26 Feb 1811 — An act of Congress established naval hospitals. Hospital stewards, nurses and cooks were employed as civilians under that act.

1819 — By this time there were naval hospitals of a sort at Baltimore, Md., Charleston, S. C., Charlestown, Mass., New Orleans, La., New York City, Newport, R. I., and Washington, D. C.

24 May 1828 — An act of Congress reorganized the Medical Department of the Navy. The loblolly boy began to be called "surgeon's steward."

1842 — The Bureau of Medicine and Surgery was established by Congress.

8 Dec 1866 — The rating of surgeon's steward was replaced by "apothecary," in three grades. The caduceus became the apothecary's emblem.

1893 — First recommendation made for a Navy Hospital Corps.

17 June 1898 — The Hospital Corps was established by an act of Congress.

1902 — First Hospital Corps school

established at Naval Hospital, Portsmouth, Va.

1908 — Navy Nurse Corps was established.

22 Aug 1912 — The rank of chief pharmacist established.

29 Aug 1916 — An act of Congress reorganized the Hospital Corps, providing for chief pharmacist, pharmacist, chief pharmacist's mate, pharmacist's mates, 1st, 2d, and 3d class, and hospital apprentices 1st and 2d class. Dental Corps was established in the same year.

1923 — Dental school established, Washington, D. C.

22 Feb 1945 — A pharmacist's mate accompanied and assisted Marines in raising the American flag on Mt. Suribachi, Iwo Jima. This event was photographed and widely publicized.

14 Aug 1945 — First incorporation of a Hospital Corps Veterans Association, at Washington, D. C.

The irregular development of the Hospital Corps during its history is illustrated by two contrasting periods. During the depression times of the 1930s there was a period of eight years when pharmacist's mates, 1st and 2d class, were provided no opportunity for advancement. During World War II, on the other hand, the Corps expanded so rapidly that it became larger than the entire Navy had been in 1939.

## Graduation from School Required to Be Eligible For Rates After 31 July

To be eligible for certain rates after 31 July 1948, naval personnel must have graduated from an applicable school. School requirements will be mandatory, without exception.

Here is a list of rates requiring graduation from a school, and the schools required. All CPO rates concerned are acting appointment. Other rates mentioned are petty officer third class. Rates and schools:

*Chief gunner's mate (GMCA)* — NavScol, Gunner's Mates, Class B, NavRecSta, Washington, D. C. School requirement for chief gunner's mates becomes effective 1 Jan 1949.

*Chief fire controlman (FCCA)* — NavScol, Fire Controlmen, Class B, NavRecSta, Washington, D. C.

*Chief fire control technician (FTCA)* — NavScol, Fire Control Technicians, Class B, NavRecSta, Washington, D. C.

*Chief mineman (MNCA)* — NavScol, Minemen, Class B, NavScols, Mine Warfare, Yorktown, Va.

*Chief opticalman (OMCA)* — NavScol, Opticalmen, Class B, NavGunFact, Washington, D. C.

*Chief musician (MUCA)* — NavScol, Music, Class B, NavRecSta, Washington, D. C.

*Chief aerographer's mate (ACCA)* — Advanced Aerographer's Mate School, Class B, NATechTraUnit, NAS, Lakehurst, N. J.

*Fire control technician (FT3)* — NavScol, Fire Control Technicians, Class A, NavRecSta, Washington, D. C.

*Mineman (MN3)* — NavScol, Minemen, Class A, NavScols, Mine Warfare, Yorktown, Va.

*Electricians technician (ET3)* — NavScol, Electronics Technicians, Class A, NavSta, Treasure Island, Cal.; or NavScol, Electronics Technicians, Class A, NavResLab, Washington, D. C.

*Opticalman (OM3)* — NavScol, Opticalmen, Class A, NavGunFact, Washington, D. C.

*Communications technician (CT3)* — NavScol, Communications Technicians, Class A, NavCommAnnex, Washington, D. C.; or NavScol, Communications Technicians, Class A, NavCommSta, Port Blakely, Wash.

## LEGISLATIVE ROUNDUP

Action by Congress on bills of interest to naval personnel is as follows:

**Midshipman Service**—S. 657: Passed by Senate; to authorize midshipman and cadet service to count for pay purposes.

**Retirement Benefits** — H.R. 4090: Passed by Senate; to increase retirement benefits for certain retired nurses.

**Salvage Service** — H.R. 4490: Passed by Senate; to authorize SecNav to render salvage service to public and private vessels.

**Medical Treatment** — H.R. 1275: Passed by Senate; to authorize the payment of claims of naval officers for medical treatment received while on leave.

**Midshipman Appointments**—S. 2034: Passed by Senate; to increase the authorized number of midshipmen at the Naval Academy from the District of Columbia from five to 15.

**Aviation Pilots** — S. 1216: Passed by Senate; to repeal the statutory provision that 20 per cent of the aviation pilots in air tactical units of the Navy and Air Force be enlisted men.

**Oleomargarine Use** — H.R. 6334: Introduced; to authorize the use of oleomargarine by the armed forces.

**Surplus Property**—H.R. 2239: Passed by Senate, with amendments; to permit sale or lease to state governments of surplus property for use in training civilian components of the armed forces.

**Wave Bill**—S. 1641: Passed Senate but House Armed Services Committee reported the bill out with amendments providing for Wacs and Waves on a Reserve basis only; passed by House as reported by committee.

**Service Retirement** — S. 2139, H.R. 5344: House bill passed by House with

amendments allowing retired enlisted personnel who held temporary commissions in World War II to elect whether they will be retired enlisted men or retired officers; to amend existing law so as to enable retired enlisted men and retired warrant officers to elect appointment in highest temporary rank in which they served satisfactorily, or retired pay of enlisted or warrant grade, and to prohibit retroactive checkage of retired pay.

**Reserve Employment** — H.R. 5395, S. 2407: Introduced; to clarify constitutional status permitting employment of Naval Reserves in foreign countries.

**Allowance Readjustment**—H.R. 5393, S. 2174: Introduced; to provide readjustment of per diem allowances as recommended by BuPers based on recommendation of Armed Services Personnel Board. Cleared by Bureau of the Budget with amendment providing per diem not to exceed \$8 for both officers and men.

**Escort Allowances**—H.R. 5870: Passed by House; to provide increased allowances for the escorts of repatriated war dead.

**Retirement Advancement** — S. 2525: Introduced; to provide for the advancement of one grade on the retired list of certain officers who were decorated and recommended for promotion during World War II but who have not attained the rank to which recommended.

**Temporary Housing**—S. 2136: Introduced with support of BuPers letter; to permit members of the armed services who have dependents to occupy on a rental basis and without loss of rental allowances, temporary housing facilities under jurisdiction of any such services.

*Draftsman (DM3)* — NavScol Draftsmen, Class A, NavScols, Construction, CB Center, NavSta, Port Hueneme, Cal.

*Musician (MU3)*—NavScol, Musicians, Class A NavRecSta, Washington, D. C.

*Surveyor (SV3)*—NavScol, Surveyors, Class A, NavScols, Construction, CB Center, NavSta, Port Hueneme, Cal.

*Aviation electronics Technician (AT3)* — Aviation Electronics Technician School, Class A, NATechTraCen, Memphis, Tenn.

*Air controlman (AC3)* — Air Controlmen School, Class A, NATechTraUnit,

NAS, Olathe, Kans.

*Parachute rigger (PR3)* — Parachute Riggers School, Class A, NATechTraUnit, NAS, Lakehurst, N. J.

*Hospital corpsman (HM3)* — NavScol, Hospital Corps, Class A, NavHosp, San Diego, Cal.; or NavScol, Hospital Corps, Class A, NavHosp, NavTraCen, Great Lakes, Ill.

*Dental technician (DT3)*—Nav Dental Scol, NatNavMedCen, Bethesda, Md.; or NavDental Technicians Scol, NavTraCen, Great Lakes, Ill.

## \$2,000 to Two Top Ships in Fleet Competition

More than \$2,000 will be split between two vessels, one each from the Atlantic and Pacific fleets, when seven years' income from the Marjorie Sterrett Battleship Fund is awarded for top battle efficiency scores in competition ending 1 July.

The awards will be placed in the ships' recreation funds for the benefit of enlisted personnel only and may be spent for certain items and activities defined in the award's regulations.

Vessels of both ocean fleets are now engaged in intra-type battle efficiency competitions. From among the winners, CNO will select one from each ocean fleet considered most deserving of the Marjorie Sterrett Battleship Fund award.

The more than \$2,000 is the income accumulated over seven years from a fund of \$22,178.57, the amount donated in public contributions after 13-year-old Marjorie Sterrett started the fund in 1916 by enclosing her week's earnings—a dime—in a letter to a New York newspaper. Her original purpose was to have a battleship built with public donations. The award was last made in 1941 but will return to an annual basis with the 1948 presentation.

Enlisted men of the two winning vessels will benefit from the award through payment for:

- Athletic equipment and special equipment for rifle and pistol teams to be used in competitions not connected with preliminary instruction or record practice. Expenditure for athletic supplies and equipment is authorized if that furnished by the government is not sufficient to meet the needs of the command.

### Air Station Personnel Get Cake on Birthday

NAS Alameda, Calif., has established a precedent which they feel may become traditional throughout the Navy.

It consists of the presentation of an elaborate birthday cake to each man on the station on his birthday. In addition, the man whose anniversary is being celebrated is personally congratulated in the plan of the day. The birthday cake program is handled by the station recreation department.

- Repairs to athletic equipment.
- Prizes for sports and marksmanship competitions with infantry weapons, if the marksmanship competitions are not connected with preliminary instruction and record practice in the qualification firing of weapons.
- Furniture and equipment of recreation rooms and for repairs and replacements not otherwise obtainable from the government.
- Dances, picnics, parties and other recreational activities.
- Music and instruments not obtainable from the government for organized bands and orchestras.
- Purchase of phonograph records, record players, radios and similar recreation equipment.

Purposes for which the money may be used have changed since the last award prior to World War II, when the income from the fund was used to pay prizes annually to turret and gun crews making the highest score in short range battle practice and to submarine crews making the highest score in torpedo firing.

Since the end of the war, the Navy worked out new concepts of fleet training incorporating the lessons learned during the war, with a particular view of fitting the training program to meet the demands occasioned by new weapons and new concepts of sea warfare.

The new program emphasizes the readiness and fitness of the ship as an integrated unit with competition based on the performance of the ship as a whole rather than between individual departments, gun crews or other ship components.

## USN Officers May Apply For Approval to Compete For Rhodes Scholarships

Applications for authority to compete for 1948 Rhodes scholarships may be submitted to BuPers by active duty officers of the regular Navy.

The U.S. returns to its regular quota of 32 Rhodes scholars per year in 1948, the last year in which war service candidates will be eligible unless they comply with regulations governing the competition. In 1946 and 1947 the U.S. quota was 48 scholars.

Deadline for applications is 1 July. Applications should be submitted to BuPers (Attn: Pers-4226) via official channels. The requests to compete should be in the bureau before the deadline date.

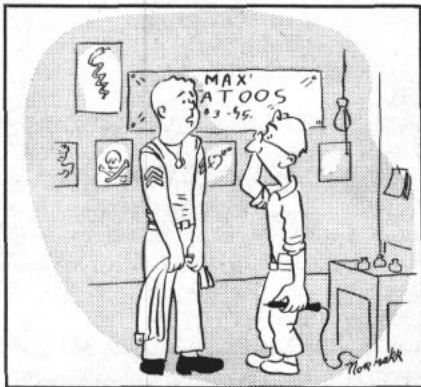
"Past experience has shown that in view of the stress laid upon scholastic ability, only officer candidates whose standing was in the top 20 per cent during their attendance at the Naval Academy have been considered eligible for selection," BuPers Circ. Ltr. 70-48 (NDB, 15 Apr 1948) points out. Academy graduates and officers who attended civilian colleges should consider this criterion before applying, the directive adds.

A board will convene on or about 12 July 1948 to review the requests and

### Chapels' Windows Honor Marines Who Gave Lives

Marines who gave their lives in World War II were honored by special stained glass windows dedicated in the Protestant and Catholic chapels at Camp Lejeune, N. C.

Each of the memorial windows was dedicated to Camp Lejeune-trained Marines who gave their lives during World War II in one of the six Marine divisions, the two amphibious corps or the Fleet Marine Force, Pacific. Rear Admiral William N. Thomas, Chief of Navy Chaplains, told Marine Corps personnel attending services, "The heart of your magnificent organization is revealed in these memorial windows to those of your Corps who wrote 'Semper Fidelis' with their own blood."



Flight Jacket, MCAS El Toro

"... and now I've been busted ..."



## VOTING INFORMATION

recommend applicants with the necessary qualifications to the Chief of Naval Personnel. BuPers will then mail application blanks to officers authorized by the Navy to compete.

Agreements not to resign during the curriculum and to serve three years following completion of studies, and to personally pay for transportation costs in traveling to the meeting of the state committee must be submitted with the requests.

Officers appointed as Rhodes scholars will remain on active duty during their matriculation at Oxford, England.

Additional information is available in the Rhodes memorandum of regulations, published as an enclosure to BuPers Circ. Ltr. 70-48 (NDB, 15 Apr 1948).

### Enlisted Reservists Get Active Duty to 1 December

In keeping with the Navy's policy to maintain a trained Reserve, volunteers from Naval Reserve enlisted personnel are being utilized on active duty until December aboard a heavy cruiser and ships of a destroyer squadron of the Atlantic Fleet.

Commencing last month the Navy accepted the volunteers to man USS *Albany* (CA 123) and vessels of DesRon 16. This new phase of the Reserve training program is limited to Naval Reservists in the East and Gulf coast areas. Requests for the active duty assignments, to be effective until 1 December, must originate from enlisted Reservists in the 1st, 3d, 4th, 5th, 6th, 7th, 8th and 9th Naval District, as well as from the Potomac River Naval Command.

A total of 437 active duty billets were specified in the program, 86 being for *Albany* and the remaining 351 for destroyers of DesRon 16.

### 330 HC Officers Changed To Medical Service Corps

Changeover from the Hospital Corps to the Medical Service Corps for 330 officers holding temporary appointments is called for in BuPers Circ. Ltr. 69-48 (NDB, 15 Apr 1948).

The change is necessary to enable 118 lieutenants, 145 lieutenants (junior grade) and 67 ensigns to continue their temporary status in those ranks beyond 31 July 1948, since the highest permanent

Election data from Georgia, Kansas, Oklahoma, South Carolina and South Dakota is listed below for the guidance of personnel. Other states have been covered in previous issues of ALL HANDS.

In addition to armed forces personnel, members of the merchant marine and civilians outside the U.S. officially attached to and serving with the armed forces may apply for absentee ballot for these state elections by use of the postcard USWBC Form No. 1 or Standard Form No. 76, which may be obtained from the commanding officer or the voting office.

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

For voting information concerning Alabama, Idaho, Illinois, Maryland,

Michigan, Missouri, Nebraska, New Mexico, Ohio, Pennsylvania, Virginia, West Virginia and Wisconsin, see ALL HANDS, April 1948, p. 45.

Election data for the states of Arizona, Colorado, Connecticut, Florida, Maine, Mississippi, Montana, North Carolina, Oregon, Texas and Washington appeared in ALL HANDS, May 1948, p. 51.

Information regarding procedures and regulations for absentee voting in both primary and general elections may be obtained by writing 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
Georgia	Primary	F, S, L	8 July	.....
	General	F, S, L	2 September	.....
Kansas	Primary	F, S, L	Early July	2 August
	General	F, S, L	Early September	1 November
Oklahoma	Special	(a)	When possible	6 July (1900)
	Regular Primary	F, S, L	" "	6 July (1900)
	Run-Off Primary	F, S, L	" "	27 July (1900)
	General	F, S, L	" "	2 November (1900)
South Carolina	Absentee voting law	repealed	3 Apr 1948.	
South Dakota (b)	Primary	F, S, L	17 May	1 June (1700)

grade allowed by law in the Hospital Corps is that of commissioned warrant officer.

The directive encompasses all temporarily commissioned officers of the Hospital Corps above the grade of commissioned warrant officer except eight higher ranking officers who will receive individual notice from BuPers.

Deadline for the changeover, which is accomplished by executing acceptance of appointment and oath of officer, is 31 July. Failure to meet that date will result in reversion to permanent status in the Hospital Corps. An enclosure to the directive contains samples of the necessary forms.

Officers may decline appointments in the Medical Service Corps by submitting a statement to the Chief of Naval Personnel (Attn: Pers-3630) via the commanding officer. Temporary appointments in the Hospital Corps of officers who decline will terminate not later than 31 July 1948.

### Courses Cover Hazards Of Nuclear Radiation

Immediate dispatch applications to BuMed are desired from officers of the rank of lieutenant (junior grade) through captain in the Medical Corps and ensign through commander in the Medical Service Corps for either of two training courses in hazards of nuclear radiation.

A six-month course at the University of Chicago beginning in October 1948 and a 10-month course at the University of Rochester beginning in September 1948 are planned. Alnav 34-48 (NDB, 30 Apr 1948) states that MSC officers must have a B.S. degree in the field of biology to be eligible. Previous training in internal medicine or radiology is desirable but is not mandatory.

In conjunction with the courses at the colleges, officers may get on-the-job training and lectures at the facilities of the Atomic Energy Commission.

## Provisions of Law Affecting Enlisted Retirement Are Outlined

Enlisted personnel retirement laws are varied and complex. A general outline of the provisions of law affecting enlisted retirements has been prepared by the BuPers Enlisted Retirement Section.

The information contained in the outline below should not be construed as representing legal opinions of the Navy Department.

In general, retirements of enlisted personnel are divided into the following categories:

- Retirement from the regular Navy after completion of 30 years' service and 30 years' active service.
- Retirement from the Fleet Reserve after completion of 30 years' active and inactive service.
- Retirement from the Fleet Reserve by reason of physical disability.
- Honorary retirement with compensation from the U.S. Naval Reserve after 30 years' active service; honorary retirement with compensation after 20 years' active service. (The last 10 years of this active service must have occurred during the 11-year period immediately prior to retirement.)
- Honorary retirement without compensation from the U.S. Naval Reserve upon reaching the age of 64 or upon a person's own request upon completion of 20 years' active or inactive service.

**Retirement from the regular Navy**—Enlisted personnel of the regular Navy are eligible for retirement upon completion of 30 years' active service or 30 years' service, in accordance with Public Law 177 (approved 3 March 1899) as amended by Public Law 174 (approved 2 March 1907).

Enlisted men of the regular Navy with the required service may submit to the

### More Movie Operators To Receive Training

Trained motion picture operators will reach ships and stations in greater numbers under a modified curriculum and shortened course set up at the motion picture operators schools, Naval Training Centers, Norfolk, Va., and San Diego, Calif.

Length of instruction has been reduced from eight to six weeks to meet increased demands for motion picture operator training. Classes of 35 students each are planned. Additional instructors have been assigned to expedite the stepped-up training.

President application to be placed on the retired list. Such application may be submitted on a form supplied by BuPers or in a letter addressed to the President via official channels, in accordance with Art. D-9501(1) BuPers Manual.

In computing service for retirement from the regular Navy the following is counted: Army, Navy, Marine Corps, Coast Guard, active U.S. Naval Reserve, active National Guard when mustered into federal service, active U.S. Marine Corps Reserve. Training duty in reserve components of 30 days or less is not counted for retirement.

Double time is given for service in the Navy, Naval Reserve on active duty, Marine Corps, and Army during the Spanish American War from 21 Apr 1898 to 11 Apr 1899. Double time is given for service in the Army and Marine Corps for service in Puerto Rico, prior to 24 Apr 1904 from date of arrival to date of departure, and service in China, Cuba, Philippines, Guam, Alaska and Panama prior to 25 Aug 1912 from date of arrival to date of departure. Double time counts for retirement, but not for pay purposes.

The difference between 30 years' service and 30 years' active service is that men retired with 30 years' service draw only 45 per cent longevity and men with 30 years' active service draw the full 50 per cent allowed. In computing 30 years' service for retirement, a completed enlistment for minority, or a discharge within 3 months of expiration of a minority en-

listment counts as 4 years' service, and other enlistments terminated within three months of normal expiration of enlistment date count as the full term of enlistment. For 30 years' active service, day for day service is computed. Retirement pay is 75 per cent of active duty pay at the time of retirement. Active duty pay comprises base pay of rating plus longevity.

**Retirement from Fleet Reserve after completion of 30 years' service**—Enlisted men of the Fleet Reserve are automatically placed on the retired list of the U.S. Navy on the first day of the month after completion of 30 years' combined active and inactive service in accordance with Public Law 732 (75th Congress) (Naval Reserve Act of 1938). These retirements are effected from a chronological card system maintained in BuPers and it is not necessary for personnel to request retirement. Retirement dates are determined at the time of transfer to the Fleet Reserve.

In computing service for retirement from the Fleet Reserve, credit is given for service as listed under retirements from the regular Navy. Double time also is given as shown under the same retirement plan.

**Retirement from Fleet Reserve by reason of physical disability**—Enlisted personnel of the Fleet Reserve are placed on the retired list of the U.S. Navy by reason of physical disability in accordance with Public Law 732 (75th Congress), when found physically unfit for any duty in accordance with recommendation of BuMed.

Enlisted personnel of the above category are retired regardless of whether they have completed 30 years' service.

**Honorary retirement from the U.S. Naval Reserve with compensation**—Enlisted personnel of the U.S. Naval Reserve who have performed a total of not less than 30 years' active service, or who have had not less than 20 years' active service, the last 10 years of which were performed during the 11-year period immediately preceding transfer to the honorary retired list, upon application may be placed on the honorary retired list of the U.S. Naval Reserve with compensation in accordance with Public Law 732 (75th Congress) (Naval Reserve Act of 1938) and Public Law 482 (76th Con-

### Machinist's Mates Course Lengthened

Length of the course of instruction at the machinist's mates Class A school, NTC, Great Lakes, Ill., has been increased from 12 to 14 weeks.

Despite the increase in length of curriculum, classes will continue to be convened once every two weeks. The longer course went into effect 26 Apr 1948.

gress) (Naval Aviation Personnel Act of 1940).

In computing service for honorary retirement with compensation, the following service is counted: Naval Reserve, Army, Navy, Marine Corps, Coast Guard, Naval Auxiliary Service, Naval Reserve Force, Naval Militia, National Naval Volunteers, Marine Corps Reserve and National Guard.

*Honorary retirement from the U.S. Naval Reserve without compensation*—Enlisted personnel of the U.S. Naval Reserve, upon reaching the age of 64 or upon their own request after completion of 20 or more years' active or inactive service, are eligible for honorary retirement from the U.S. Naval Reserve without compensation in accordance with Public Law 732 (75th Congress) (Naval Reserve Act of 1938) and Public Law 482 (76th Congress) (Naval Aviation Act of 1940).

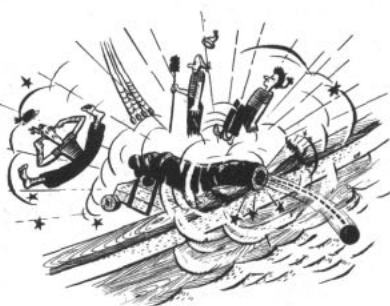
In computing service for honorary retirement without compensation, the same service is counted as that used for honorary retirement with compensation.

#### WHAT'S IN A NAME?

### Gunwale

Gunwale as used in our present-day Navy refers to the upper edge or rail of a vessel's side. It is believed to have been coined from the old Anglo-Saxon word "wala," meaning a weal, strip or ridge.

Back in the early days of gunpowder and wooden ships, seamen and shipbuilders were faced with the problem of keep-



ing the sides of the ship intact after the guns were fired. The old muzzle-loading cannon went off with quite a bang and what they lacked in speed and accuracy they more than made up for in smoke and concussion.

The problem was solved by strongly reinforcing the top planking over which the guns were fired. Thus the word gunwale.

### 30 Will Attend Next Course At War College

When the third 10-month course of the National War College convenes 30 August in the nation's capital, 30 senior Navy and MarCor officers will attend. Navy officers include line, aviation and Supply Corps captains while six MarCor colonels have been named.

The college provides training to senior Army, Navy and Air Force officers as well as top classification State Department personnel in exercise of command and joint staff duties. The course stresses necessity for integration of the country's foreign policy with its military program.

### Travel Allowance Halted Between Foreign Locales

Personnel being separated from the naval service in a foreign country who also enlisted in a foreign country will not be paid travel allowance except upon express approval of BuPers, until further notice.

This decision has been made because of complications that are pending clarification, Alnav 33-48 (NDB, 30 Apr 1948) points out. MarCor personnel requesting payment of travel allowance under similar circumstances must have express approval of quartermaster general, MarCor. Details of computation of travel allowance between foreign localities are given in paragraph 7502-5 of U.S. Navy Travel Instructions.

### Merchant Marine Reserves Sought for Active Duty

Requests for a year's active duty providing full pay and allowances are being sought from junior officers of the Merchant Marine component of the Naval Reserve. Orders for active duty afloat in combatant vessels are expected to be issued to 300 or more officers.

Particularly desired are ensigns without previous active naval duty as well as recent graduates of federal and state maritime academies who have served as licensed officers in the Merchant Marine. At present the Merchant Marine component of the Naval Reserve is comprised of 14,000 seagoing officers.

### Applicants Are Sought For Transfer to USN in Medical Service Corps

Applications are now desired from temporary and Reserve officers for transfer to the regular Navy in the pharmacy section, optometry section and the medical allied sciences section of the Medical Service Corps.

BuPers Circ. Ltr. 73-48 (NDB, 30 Apr 1948) invites attention to the opportunities offered by Public Law 347 (79th Congress) and Alnav 238-47 for qualified Reserve and temporary USN officers to apply for transfer to the corps. Appropriate officers who are graduates of an accredited school of pharmacy or optometry or who hold degrees in sciences allied to medicine may apply. Officers accepted will serve in the pharmacy or optometry sections or in allied sciences section in one of the following specialized fields: bacteriology, biochemistry, biophysics, chemistry, entomology, parasitology, physics, physiology, psychology, pathology, pharmacology, public health medical statistics, sanitation engineering, virology, serology or radio-biology.

Applications should be submitted in accordance with BuPers Circ. Ltr. 288-45 (revised). Commandants or commanding officers are called upon to forward all applications to the Chief of Naval Personnel (Attn: Pers-362). A local board interview and report is not required. Age and service requirements are the same as for Medical, Dental, and Hospital Corps officers. Date of candidate's release to inactive duty prior to submission of application does not apply. Applications will be considered until a closing date is specified.

### LST Hauls Commuters During an Emergency

The Navy performed a valuable service when LST 1135 transported workers and liberty parties between Seattle, Wash., and the Puget Sound Naval Shipyard during a temporary suspension of ferry service.

A snack bar was set up and portable heaters were installed to make the 1½-hour trip comfortable.



**Unfavorable Discharges May Be Reviewed by Either of Two Boards**

In response to a number of letters received by BuPers regarding review of unfavorable discharges, BuPers officials pointed out that two boards, empowered by law to review and change the character of discharges issued by the Navy, now are in operation.

A Board of Review of Discharges and Dismissals has been formed to review all types of discharges except those issued as a result of a sentence of a general court-martial, upon the request of individuals concerned. This board was formed pursuant to the Servicemen's Readjustment Act of 1944 and has the authority, subject to approval by SecNav, to change or modify the character of a discharge if in their opinion the circumstances under which the discharge was issued warrants a change.

The Navy Department has established a Board for the Correction of Naval Records. This board is authorized to correct a naval record when in its judgment such action is necessary to correct an error or remove an injustice. The board must follow its rules of procedure and all decisions made by it are subject to approval by SecNav. The board is authorized to reweigh discharges awarded by the sentence of a general court-martial.



Oak Leaf, NavHosp, Oakland, Calif.  
**"And he thought we were kidding about the book being thrown at him!"**

**New Regulations Restrict Disposal of Ordnance Gear**

New restrictions on disposal of obsolete and surplus guns, gun mounts, missile launchers, ammunition and related equipment are given in Alnavsta 8-48.

Disposal of most of the ordnance will be suspended upon receipt of the Alnavsta. Exceptions are material which BuOrd has ordered discarded for safety reasons, and captured, condemned and obsolete ordnance equipment and material donated to an approved activity.

Aside from exceptions given, no further scrapping, mutilation or disposal will be accomplished.

**240 Reserve Medical Units To Be Formed Within U. S. For National Emergencies**

A new organization plan for inactive Volunteer Reserve units of the Navy Medical Corps has been placed in effect.

The plan provides for the formation of 240 Reserve medical divisions throughout the continental U.S. Of these, 157 divisions already have been organized in the continental naval districts and the Potomac River Naval Command. They are situated where they will accommodate the largest number of personnel.

Each division is composed of 75 Medical Corps officers, 50 Nurse Corps officers, 15 Medical Service Corps officers and 250 hospital corpsmen of various ratings. In the event of a national emergency or local civilian catastrophe, the members of medical divisions may be ordered to active duty individually or in teams.

At medical division meetings qualified instructors present subjects pertaining to military medicine. Typical subjects are: medical aspects of atomic defense and chemical warfare, aviation, amphibious and submarine medicine, sanitation, preventive medicine and logistics and planning.

In addition to the meetings, special training courses on some subjects may be arranged. Members of the inactive Volunteer Reserve are assigned to the medical divisions in accordance with their professional qualifications. Their assignment carries no obligations or responsibilities other than those which the individuals are willing to assume.

**Requests Due for New Repeated Travel Orders**

All naval officers holding repeated travel orders were directed by Alnav 31-48 (NDB, 15 Apr 1948) to note termination date thereof. Requests for new repeated travel orders were desired by BuPers not later than 15 May 1948.

Requests for new repeated travel orders should include reason for travel, average number of trips to be made each month, radius or area of travel and estimated monthly cost of travel including per diem, transportation and incidentals.

**WAY BACK WHEN**

**Vikings Flavor Modern Sea Talk**

The Navy is indebted to the Vikings for many sea-going expressions and superstitions.

Those hairy-chested sailors were rugged boys and built themselves quite a reputation in the old days as seamen and fighters. One quaint practice, thought to be pleasing to their gods, called for christening a vessel by breaking a prisoner's back on the ship's bow.

The word starboard, now used by navies throughout the world, came from their practice of shipping the steering or "star" oar on what they called the "board" side.

Viking weapons and graves have been found in Minnesota and Canada. They even left one of their liberty cards, the Rune Stone, date 1362, near what is now Kensington, Minn. By deciphering the inscription on the stone, historians have proved that these sailors made liberties in North America long before Columbus got around to proving that the world was round.



## Navy Conducts Alaska Mercy Missions Despite Storm Hazards

In the northern frontier area of Alaska, the Navy, in fulfilling extensive duties as guardian of the seas, keeps a watchful eye and extends a helping hand to inhabitants scattered throughout hundreds of small islands.

Many and frequent are the calls received by the Naval Operating Forces for aid to seriously injured or ill persons on barren islands where immediate medical care is not available.

More likely than not, such messages have been relayed several times through various methods — by several relays from amateur stations, ships or airplanes, or directly from the community.

The nearly unpredictable weather of Alaska is a major obstacle to any mercy mission. When possible, and if weather permits, a plane is dispatched with qualified medical personnel to administer medical aid.

The most used plane is the Catalina, (PBY) workhorse of the Fleet, which can seek the nearest available cove or bay. Many times planes depart when weather conditions are far from favorable.

But if fog, rain or snow ground the aircraft, aid still goes through as the Navy calls upon its surface craft vary-

ing in size from a single ocean-going tug to a fleet.

Whatever the vessel, the crew may be forced to operate her in the face of high winds, heavy seas or under icing conditions.

Dangers to personnel have not passed when the destination is reached and a reasonably safe anchorage found. In most cases, medical personnel then must be put ashore on the rugged Alaskan shoreline—a hazardous undertaking in the rough North Pacific or the Bering Sea.

The frequency of such calls varies. Over an 11-day period in March, the naval operating base in Kodiak sent out three expeditions.

A typical mission was flown when word was flashed from the fishing barge *Rose Marie*, lying at anchor at Chignik Bay. A critically ill mother had lapsed into a coma from childbirth complications.

The call was urgent and the Navy dispatched a PBY on a pre-dawn take-off in the face of an approaching storm. Its destination was a village 240 miles southwest of Kodiak.

Upon arriving there, the Navy doctor and nurse administered plasma and oxygen for about two hours before it

was considered safe for the patient to be flown back to Kodiak.

By this time, strong winds, high seas and floating ice actually forbade a take-off for the return trip, but necessity urged the attempt.

Using JATO—jet assisted takeoff—the PBY crew dared the elements and soon were safely airborne. The patient was delivered to the civilian hospital in Kodiak, but lived only a few days.

Another call was received a few days later and the Navy's ATA 196 shoved off for Old Harbor, 95 miles south of Kodiak, where a man was reported suffering from bites of a dog supposedly afflicted with rabies.

The Navy doctor treated the patient and reassured apprehensive inhabitants by determining that the dog had not been infected.

The third call during the 11 days was less successful. The plea came from Perryville, a small village on the southern coast of the Alaskan peninsula. Bad weather prevented the plane from reaching the destination and lack of fuel prevented return to Kodiak, so the craft extended its flight to Anchorage.

Notwithstanding the hazards, morale is high among personnel making these missions.—Charles E. Kesler, JO3, USN.

## Navy Wives Club Opens Drive for More Members

The Navy Wives Club of America, with 90 groups chartered since the founding of the organization in 1936, has opened a drive for increased membership.

Wives of Navy, Marine Corps and Coast Guard men are eligible for membership in existing clubs or to found new units which will receive charters from the national organization.

Purpose of the group is to promote friendly relationships between members, to extend relief to needy cases and to provide mutual assistance in furthering enlightenment and contentment.

Several clubs have their own nurseries or arrange baby sitters among their members. Social parties and bazaars are held and some groups participate in philanthropic projects in their cities.

Further information may be obtained by writing to Mrs. Harvey Wadsworth, 4014 South "M" Street, Tacoma 8, Wash., or to Mrs. Matthew W. Kelleher, 536 Acklin Ave., Toledo 10, Ohio. Clubs are organized in cities within the U.S. and at outlying naval bases.

## List Officers Qualified For Flight Training (HTA)

A list of officers qualified for flight training (heavier than air) has been published by BuPers.

The qualified officers were listed in BuPers Circ. Ltr. 47-48 (NDB, 15 March) which stated these officers would be ordered to flight training when they can be released from their present assignments by BuPers. Flight training (HTA) classes for commissioned officers now are being formed every two weeks.

## Course at Yeoman Schools Shortened to 10 Weeks

Because of the continued serious shortage of yeomen throughout the Navy, it has become necessary to shorten courses of instruction at yeoman schools at Naval Training Centers, Norfolk, Va., and San Diego, Calif.

A review of the curriculum at the two Class A schools revealed that much of the material required for YN2 can be eliminated temporarily. Students trained in the qualifications of YN3 will be of considerable value to the Fleet, and can accomplish the remaining details of their professional training on board ship. All classes convening after 26 April have been of 10 weeks' duration.

It is planned to revert to the full course of instruction as soon as the yeoman shortage throughout the naval establishment is reduced.

## Instructions and Qualifications Outlined for Combat Aircrewmembers

Instructions and qualifications for Navy combat aircrewmembers, including physical and psychological requirements, and wearing of combat aircrew insignia, have been assembled and clarified by BuPers.

All personnel who currently are assigned the Navy combat aircrew job classification code number are considered to meet the requirements for combat aircrewmembers, BuPers Circ. Ltr. 50-48 (NDB, 30 Mar 1948) states. COs were directed to reenter the combat aircrew classification code number in service records of personnel who previously were designated aircrewmembers and whose designators or classification code numbers were removed for incompetency or for disciplinary reasons.

A combat aircrewman must be physically and psychologically qualified, a volunteer for combat aircrew duties and qualified for or striking for one of the following rates: AD, AT, AO, AG, AL, or AF. In addition, he must have a general operational knowledge of combatant aircraft to which assigned, be specifically trained in operational duties and have the knowledge required in advanced aerial gunnery, communications, survival and recognition. He must be qualified as

### MarCor Stresses Word On Officer Training

Marine Corps COs are called upon by Almar 23-48 to bring to the attention of all MarCor personnel the contents of Letter of Instruction No. 1358, which concerns the selection and assignment of enlisted men of the regular MarCor to officer training.

The almar urges COs to stress the opportunity for appointment to commissioned rank afforded qualified applicants. Applications must reach MarCorps prior to 15 July 1948 for applicants to attend the next class of the basic school, Quantico, Va.

an aircraft gunner, first or second class, in accordance with article D-5313, BuPers Manual.

It is expected that combat aircrewmembers will be assigned occasionally to activities where they will not participate in regular and frequent flights. In such cases, active orders to duty involving flying will not be assigned. In activities where orders to duty involving flying are issued, combat aircrewmembers are to be given consideration.

Combat aircrewmembers will be trained and assigned duties which will maintain qualification in their basic rating. A limited number of recruits are assigned for training in Class A schools for ultimate advancement to a rate which is qualified for combat aircrewman classification. COs of combat aviation units were called upon to further the instruction of such men to enhance their classification and qualification as combat aircrewmembers.

The combat aircrewman classification will be cancelled automatically by commanding officers whenever a man has not been assigned to combat aircrew duties for a period of three years. Personnel whose classification has been so cancelled will be given an opportunity to requalify whenever it becomes practicable to reassign them to combat aircrew duties.

The aircrewman classification will be cancelled also when:

- A man no longer is physically or psychologically qualified for combat aircrew duties.
- A man no longer volunteers for

combat aircrew training or duties to which he may be assigned by appropriate authority and a statement to this effect, signed by him, is entered in his service record.

- A man is no longer considered competent to perform combat aircrew duties.
- Aggravated disciplinary offenses indicate unsuitability for assignment to combat aircrew duties. Removal of the CA classification will not be employed as a routine disciplinary measure.

The CA classification will be revoked by COs only after recommendation by an informal naval board consisting of two naval aviators and one medical officer.

Previous directives concerning the wearing of the combat aircrew insignia remain in effect. No more than three stars will be awarded for display on the CA insignia. Combat action reports in excess of three will be credited only in the record of the individual concerned.

All men who are fully qualified as combat aircrewmembers will be authorized to wear the aircraft machine gunner's distinguishing mark.

Commissioned or warrant officers not designated naval aviators or naval aviation observers may wear the combat aircrew insignia if earned while in enlisted status. Enlisted men who have been designated naval aviation pilots are not eligible to receive or wear the combat aircrew insignia. It is the intent of BuPers that only one pair of wings may be worn by any one person.

Enlisted men who are classified combat aircrewmembers must pass a physical and psychological test annually to determine their fitness to perform combat aircrew duties. Requirements are listed in an enclosure to the letter, together with a suggested letter of award for COs to present to personnel qualifying as combat aircrewmembers.

In defining "combatant aircraft," the letter includes aircraft of utility squadrons armed and capable of offensive and defensive action. It points out that orders to duty involving flying as a technical observer do not constitute designation as a technical observer.

Height and weight requirement are waived for lighter-than-air combat aircrewmembers.

### Odenwald Salvage Award Open to 63 Men

Still eligible to receive two months' pay and allowances as a salvage award are 63 men who were members of the crews of USS *Omaha* (CL 4) and USS *Somers* (DD 381) on 6 Nov 1941.

The German freighter *Odenwald* was salvaged in 1941 off the coast of Brazil, enroute from Japan to a German occupied port with a cargo of rubber. Despite attempted sabotage by *Odenwald's* crew, the U.S. Navy boarding parties from the cruiser *Omaha* and the destroyer *Somers* kept the ship afloat and took it to San Juan, Puerto Rico. There the federal court authorized payment of the salvage awards after the war.

Men who think they are entitled to the award should write to the Judge Advocate General's office, (Attn: Admiralty Counsel), Navy Dept., Washington 25, D.C.



## Naval Reserve Program Simplifies System of Designating Components

A new simplified system of designating organizations with the Naval Reserve has been adopted, eliminating some of the types of designations previously used.

The organizations of the Organized Reserve, except those under the cognizance of the Chief of Naval Air Reserve Training, now are designated by programs, viz:

- Surface program: brigades, battalions, divisions (surface), divisions (submarine).
- Special programs: construction battalions, companies; communication supplementary activities, groups; intelligence groups, naval transportation service, companies.

Organizations of the Volunteer Reserve are now designated by programs, viz:

- Electronics warfare program: companies and platoons.
- Medical Corps program: divisions.
- Special programs, not included above, which are officially activated subsequent to adoption of a training plan by a sponsoring bureau or office of the Navy Department or by a district commandant will be known as "units."

To facilitate further identification of such organizations, the following addi-

### Reserve Disaster Plan Tested by 'Explosion'

Naval Reserve activities in the Battle Creek, Mich., area joined forces with the local Red Cross Chapter and dreamed up an "explosion" to demonstrate the effectiveness of the two coordinating organizations in the event of emergencies.

Before the simulated debris had settled all members of Organized Division 9-73 had sprung into action, treating "casualties" and setting up rehabilitation work units. A rehearsal was given of the Reserve's disaster plan program.

Division 9-73 has offered its emergency radio equipment to the local Red Cross chapter for use during emergencies. The equipment is sufficient to provide a communication network that will cover the area completely.

## Half Million Veterans Complete GI Schooling

Of the more than 5,245,000 Navy and other World War II veterans who entered GI training and education programs, almost half a million had completed training courses by 1 Mar 1948.

Most of them (382,000) finished programs they started under the Servicemen's Readjustment Act. Another 27,000 were rehabilitated by training under the Vocational Rehabilitation Act (Public Law 16, 78th Congress) for disabled veterans. Both programs are administered by VA.

Still in training on 1 March were 2,404,000 under the GI Bill and 251,000 under Public Law 16.

tional designators are combined with the "program designator." The first of these designators indicates the Naval Reserve class, the second the Naval Reserve program, i.e., surface, intelligence, etc., the third the organizational type such as brigade, battalion, etc., the fourth the naval district and the fifth the serial number of each organization type, by program, within each naval district or river command.

For example, an Organized Reserve surface battalion in the 5th Naval District now is designated: Organized Surface Battalion 5-1.

Where an organization is composed solely of officers or enlisted personnel the word officer or enlisted, as appropriate, is added as a sixth term. If composed solely of women, the word women is added as a sixth term.

None of these terms apply to the Naval Air Reserve, which has its own system of nomenclature.

## 2 Graduates of Academy Get Rhodes Scholarships

Coveted Rhodes scholarships for attendance at Oxford university in England have been awarded to two graduates of the U.S. Naval Academy.

Members of the 1946 class, Ensign Harry A. Watson, USN, and William E. Slesnick, who resigned his commission last year, will enter Oxford in October. Selection as a Rhodes scholar is considered one of the highest scholastic achievements.

## Academy Appointment Requires Early Start By Naval Reservists

All men enlisting in the Naval Reserve with the hope of being appointed to the Naval Academy in 1949 must begin enlistment proceedings early enough to allow for completion of enlistment papers on or before 1 July 1948.

BuPers Manual, Art. H-1905, provides for the annual appointment of 160 Naval Reservists to the Naval Academy by the Secretary of the Navy. It requires completion of one year's service in the Naval Reserve by 1 July of the year in which appointed.

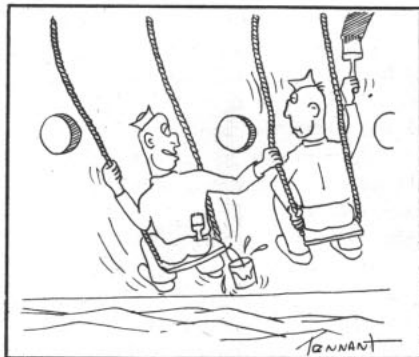
In the past there have been a number of cases where men started enlistment proceedings in June of the preceding year but did not have their shipping articles executed on or before 1 July. Requests for time waivers in these cases have not been approved.

## Navy Making Progress In Scrub Typhus Fight

Navy medical research personnel believe they are on their way to developing a vaccine to prevent scrub typhus.

Animals vaccinated with a serum developed at the Medical Research Institute, Bethesda, Md., have survived 20,000 times the number of live scrub typhus organisms needed to kill one animal. This discovery is expected to lead to development of a vaccine that will prevent scrub typhus in humans.

Reported cases of scrub typhus among Army and Navy personnel during World War II were 7,463. There were more than 300 fatalities from the disease.



Theo H. Tennant, YNI

"I'll swing you and you swing me."

## War Roles of Three Services Defined by Secretary of Defense

General control of all sea operations, including air and land activities if they have a bearing on naval campaigns, is the Navy's principal mission, Secretary of Defense James Forrestal has ruled.

In a paper submitted to President Truman for approval, Secretary Forrestal detailed functions of the three services—the Navy, Army and Air Force. This is the first time since coordination of the armed forces that specific definition has been given to primary duties of each service as well as to their relationship to one another.

Although the three services are co-equal, the cabinet member's definitive paper cleared points as to functions which previously had received varied interpretation. Chiefs of Staff of the Navy, Army and Air Force and civilian secretaries of the military branches have agreed to the clarified distribution of functions. Upon the President's approval, Secretary Forrestal indicated he would issue his paper to all services to be used as the blueprint for their operations during peace and war.

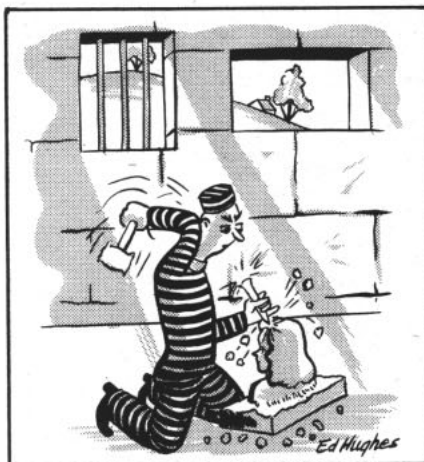
The Joint Chiefs of Staff collaborated with the Defense secretary in framing the new rules when they assembled at his direction at the submarine base, Key West, Fla. The new set-up is expected to

### Service Records Cleared Of Unessential Papers

Navy enlisted men's service records will be cleared of unessential papers prior to transfer of men for separation and/or forwarding of closed out records to BuPers.

Among papers to be eliminated are carbon copies of leave papers, billet slips, quarterly marks cards and requests for continuous service certificates. Papers such as discharge certificates and training course certificates, filed in the pocket of the jacket for safekeeping by request will be returned to their owner and a receipt obtained which will be filed in their place. After removal of misfiled papers, remaining papers will be arranged in chronological order and returned to the jacket.

BuPers Circ. Ltr. 49-48 (NDB, 31 March) gives detailed instructions to personnelmen.



bar future duplication and conflicts as to jurisdictional functions.

Chiefs of the various services who comprise the JCS and agreed to the new statement are Admiral Louis E. Denfeld, CNO, Navy; General Carl Spaatz, Chief of Staff, Air Force; and General Omar N. Bradley, Chief of Staff, Army.

Assignment of duties provides for coordination of the essential missions of each service and establishes machinery for the settling of any differences which might arise as to "who should do what with which weapon." In the new policy, which will replace a generalized Executive Order, the Navy's position is defined as the "agent" to control the seas—on, above and below.

General regulation over aerial anti-submarine warfare and other air operations at sea is to be maintained by the Navy.

The new ruling, however, definitely charges the Air Force with the primary responsibility for strategic air warfare. The document assures that the Navy's air arm will engage in aerial operations over land areas if such operations are essential in contributing to the success of a naval mission.

The combination of sea-air operations takes on added importance in view of previous disagreements on the subject since proposal and commencement of coordination of the services.

Functions of the Marine Corps, as a part of the Navy, are outlined in the directive. The Navy is charged with the duty of maintaining the MarCor, including land combat and service forces

and "such aviation as may be organic therein." To distinguish its mission from that of the Army, the MarCor is given cognizance of all amphibious operations.

Specific is the charge that the MarCor will not become a "second land army." MarCor functions will be those of amphibious operations and such land activities as are necessary to complete a naval campaign. In addition, it is charged with such things as maintenance of security detachments afloat and ashore, airborne operations peculiar to the MarCor in conjunction with the Navy, Army and Air Force, etc.

Effect of the new ruling goes beyond pure administrative supervision of activities peculiar to the individual services. For the first time it clarifies and establishes the individual jobs to be done by each service—plus being flexible to permit integration of duties and coordination with other branches of the military establishment.

Two new ideas are incorporated in the statement of policy. First is that in addition to primary responsibility of a service, each is assigned corollary functions. Second is that the Chief of Staff of the service would present to the Joint Chiefs of Staff any problem for which his service has primary responsibility.

As an example, were a question to arise as to the Navy's participation in strategic air warfare (a primary function of the Air Force), CNO and the Chief of the Air Staff would confer.

Were there to be a disagreement between CNO and the air staff chief, the

### Proper Marine Corps Abbreviations Listed

Mistakes are being made in the interchangeable use of "MarCorps" and "MarCor" in naval messages, communications officials at the Marine Corps headquarters office point out.

"MarCor" means U.S. Marine Corps, while "MarCorps" means Headquarters U.S. Marine Corps.

Authority for the designations was listed in appendix five of Communications Instructions 1944, published by CNO for use in drafting naval messages.

latter would present his case to JCS with CNO having the opportunity to give his dissent. The JCS must then unanimously make a decision. If they were unable to agree, the Secretary of Defense would decide.

The Navy's operating forces, including naval aviation and the MarCor, are responsible primarily for "prompt and sustained combat operations at sea and for air and land operations incident thereto," the directive declares. "Of the three major services, the Navy has primary interest in all operations at sea, except in those operations otherwise assigned herein," the statement adds.

The Navy's primary functions are outlined:

- To conduct combat operations at sea, including operations of sea-based aircraft and their land-based naval air components.

- To conduct air operations as necessary for the accomplishment of objectives in a naval campaign.

- To provide naval forces for conduct of joint amphibious operations and to be responsible for the amphibious training of all forces as assigned for joint amphibious operations in accordance with policies of JCS.

- To develop, in coordination with the other services, the doctrines, procedures and equipment of naval forces for amphibious operations and joint amphibious operations.

- To furnish adequate, timely and reliable intelligence for the Navy and MarCor.

- To be responsible for naval reconnaissance, antisubmarine warfare, protection of shipping and for mine laying, including air aspects thereof.

- To provide air transport essential for naval operations.

- To provide sea-based air defense and the sea-based means for coordinating control for defense against air attack, coordinating with the other services in matters of joint concern.

- To provide naval (including naval air) forces as required for defense of the U. S. against air attack.

- To furnish aerial photography as necessary for naval and MarCor operations.

- To maintain the MarCor, which includes land combat and service forces

and such aviation as may be organic therein.

- To provide forces for establishment of military government, pending transfer of this responsibility to other authority.

Collateral duties in general for the Navy, as covered by the directive, consist of employing its primary duties to "support and supplement the other services in carrying out their primary functions, where and whenever such participation will result in increased effectiveness and will contribute to the accomplishment of the over-all military objectives."

Specific corollary functions are:

- To interdict enemy land and air power and communications through operations at sea.

- To conduct close air support for land operations.

- To furnish aerial photography for cartographic purposes.

- To be prepared to participate in the over-all air effort as directed by JCS.

## Reserve Officers Urged To Join Legal Program

Naval Reserve officers with an SL classification or with legal training and experience are encouraged to join law units which have been established in a number of localities.

The purpose of the legal program is to provide a force of Reserve officers with legal training. Correspondence courses are being prepared to provide specialized training to Naval Reserve lawyers. In addition, basic training and indoctrination courses will be supplied for general Navy training.

Annual 14-day training duty with pay will be made available.

## QUIZ ANSWERS

### Answers to Quiz on Page 7

1. (b) Albatross
2. (a) XJR2F, Albatross, built by Grumman for the Navy as a four-purpose amphibian.
3. (c) Teleman (TE). Included in the functions of this rate will be the important job of Navy mail clerk.
4. (a) I.C. electrician (IC). Maintains and repairs shipboard communication systems, gyros, etc.
5. (b) ARL.
6. (b) Repair ship.

## Four Ratings Now Open, Subject to Vacancies In Ships' Allowances

Four ratings previously closed to promotion have been opened to advancement subject to vacancies in ship or station allowances. Following are the ratings opened, whose old rating structure equivalents had been frozen:

- Boatswain's mate third class (BM3), gunner's mate third class (GM3), mine-man third class (MN3) and parachute rigger second class (PR2).

The new advancement directive is contained in BuPers Circ. Ltr. 60-48 (NDB, 31 Mar 1948) which also lists ratings in the new structure which continue to remain closed to advancement until further notice:

- Boatswain's mate second class (BM2), gunner's mate second class (GM2), mineman second class (MN2), commissaryman second class (CS2), torpedoman's mate second and third class (TM2 and TM3), aviation ordnanceman second and third class (AO2 and AO3) and steward second and third class (SD2 and SD3).

The circular letter made it plain that recommendations for exceptions would not be approved.

Advancements to third and second class petty officer ratings in the new rating structure not specifically excluded above are open to fill allowances in accordance with BuPers Circ. Ltr. 191-46 (AS&SL, July-December 1946), the new directive provides.

## 60 Prominent Civilians Study Defense Problems

Mobilization problems and Navy training methods were outlined for 60 representative civilians and armed forces officers at the 11th Navy civilian orientation course at NAS Pensacola.

Prominent civilians in the fields of industry, research, education and publishing, together with six ranking Army and Air Forces officers, attended.

Originated in 1943 to coordinate the prosecution of the war, the course provides a better understanding of problems related to national defense.

Formation of the Navy Industrial Association grew out of the first meetings of the body at Columbia University. The 10-day course is held twice a year.



## 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. 27—Authorizes COs to certify certain items of the Ohio state bonus application.

No. 28—Requests applications for aeronautical engineering duty from permanent commissioned line officers of the regular Navy.

No. 29—Directs survey and destruction of all oxophenarsine hydrochloride (mapharsen) after it reaches the potency date.

No. 30—Statement by CNO on anniversary of acceptance of first submarine by U.S. Navy.

No. 31—Directs attention of all officers holding repeated travel orders to the termination date and outlines procedure for requesting new orders.

No. 32—Instructs deletion of all entries in advance change to Marine Corps Manual letter 26 that refer to certain articles.

No. 33—Orders discontinuance of travel allowance payment under certain

conditions except under approval of BuPers. (See page 47.)

No. 34—Requests applications to BuMed from certain Medical Corps and Medical Service Corps officers for two available training courses. (See page 45.)

### Navacts

No. 6—Requests applications from regular Navy line and aviation officers with rank of lieutenant through commander for 37 weeks' instruction in joint Army-Navy guided missiles course at Fort Bliss, Tex.

No. 7—Instructs that all dealers bills for bunker fuel received by U.S. Navy tankers under Navy contracts will be submitted to NCDO in Washington for payment.

### Circular Letters

No. 62—Gives classification of pilots of naval aircraft by service groups.

No. 63—Discusses the reenlistment of men under continuous service who are members of Reserve components or the National Guard.

No. 64—Requests applications for duty as instructors.

No. 65—Gives policy governing schools for children of naval personnel in overseas areas. (See page 54.)

No. 66—Gives rules for 1948 All-Navy golf tournament.

No. 67—Cancels certain ship's service departments ashore and other ship's service store directives promulgated by BuPers.

No. 68—Gives information concerning BuPers publications stocked in district publications and printing offices.

No. 69—Gives information regarding the temporary appointment to the Medical Service Corps of certain temporary commissioned officers of the Hospital Corps of the regular Navy. (See page 45.)

No. 70—Presents regulations of the Rhodes scholarship competition. (See page 44.)

No. 71—Offers suggestions for armed forces disciplinary control boards.

No. 72—Gives rules for designation of naval aviation observers (aerology).

No. 73—Requests applications from temporary and Reserve officers for transfer to the regular Navy in various sections of the Medical Service Corps.

No. 74—States that training schools are required for advancement in rating.

No. 75—Outlines proposed inclusion of ship's serviceman ratings in personnel

allowances of shore stations. (See page 7.)

No. 76—Notes that venereal disease control is a command responsibility. (See page 42.)

No. 77—Requests nominations of candidates for NAPS. (See page 41.)

No. 78—Encourages the granting of leave to officers and men in forward areas in certain instances. (See page 55.)

No. 79—Requests applications from officer volunteers for submarine training. (See page 41.)

No. 80—Gives regulations relating to aerial flights by military personnel. (See page 50.)

## School-Age Dependents At Overseas Bases Will Get Proper Education

Navy personnel assigned duty at an overseas base and accompanied by school-age dependents can be assured of reasonable educational facilities for them, either through attendance at organized schools or through correspondence work.

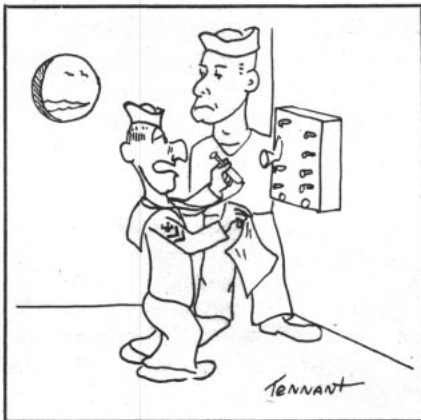
This information is disseminated to naval personnel through BuPers Circ. Ltr. 65-48 (NDB, 15 Apr 1948), which reaffirms the Navy's policy regarding dependents' schooling program.

Administration of these schools is maintained from appropriated funds. In some cases, however, a tuition fee may be charged, the letter states. Educational services are available only to school-age children in grades 1-12 inclusive.

At the present time Navy dependents' schools are operating in the following overseas areas:

Guantanamo Bay, Cuba; Trinidad, B. W. I.; Argentina, Newfoundland; Roosevelt Roads, P. R.; Yokosuka, Japan; Midway Islands; Kwajalein, Marshall Islands; Kodiak, Alaska; Saipan, Marianas Islands; Pearl Harbor, T. H.; Kaneohe Bay, Oahu, T. H.; Barber's Point, T. H.; Johnston Island, T. H.; Subic Bay, P. I.; Tutuila, American Samoa; and Tsingtao, China.

At those overseas naval activities where regular dependents' schools are unavailable, naval personnel may use facilities of correspondence schools as suggested by BuPers. These are for elementary and secondary school courses for which a small charge is made.



Theo H. Tennant, YNI

"By holding a handkerchief over the mouthpiece I acquire that voice tone that demands respect."

# HERE ARE TOP COMMANDS IN MARINE CORPS

Commandant.....General Clifton B. Cates  
 Assistant Commandant.....MajGen Oliver P. Smith

## DEPARTMENTAL AND DIVISION HEADS

Quartermaster General.....MajGen William P. T. Hill  
 Aviation, Director.....MajGen William J. Wallace  
 Assistant Director..... BrigGen William O. Brice  
 Reserve Aviation Training.....BrigGen Christian F. Schilt  
 Reserve.....BrigGen William T. Clement  
 Inspector General.....BrigGen Robert Blake  
 Public Information and Recruiting.....BrigGen John T. Selden  
 Plans and Policies.....BrigGen Ray A. Robinson  
 Personnel.....BrigGen Robert H. Pepper  
 Disbursing Branch.....BrigGen Merritt B. Curtis  
 Supply Branch.....BrigGen Andrew E. Creezy

## UNIT COMMANDERS

Fleet Marine Force, Atlantic.....LtGen Keller E. Rockey  
 Chief of Staff.....BrigGen Vernon E. Megee  
 Second Marine Division.....MajGen Franklin A. Hart  
 Assistant Division Commander.....BrigGen William E. Riley  
 Air, FMF, Atlantic.....MajGen Field Harris  
 Second Marine Air Wing.....MajGen Field Harris  
 Fleet Marine Force, Pacific.....LtGen Thomas E. Watson  
 Marine Garrison Forces, Pacific.....MajGen Samuel L. Howard  
 First Marine Division.....MajGen Graves B. Erskine  
 FMF, Western Pacific.....BrigGen Gerald C. Thomas  
 First Provisional Marine Brigade.....BrigGen Edward A. Craig  
 First Marine Air Wing.....MajGen Louis E. Woods  
 Deputy Commander.....BrigGen Lawson H. M. Sanderson  
 Air, FMF, Pacific.....BrigGen Thomas J. Cushman

Marine Air Group 24  
 (Reinforced).....BrigGen William L. McKittrick  
 Air, FMF, Western Pacific.....Col Frank H. Lamson-Schribner

## ATTACHED TO NAVY

Marine Liaison, CNO.....BrigGen Merwin H. Silverthorn  
 Amphib Troop Training,  
 Atlantic.....BrigGen William A. Worton  
 Amphib Troop Training, Pacific.....BrigGen John T. Walker

## POSTS AND STATIONS

Training and Replacement Center,  
 San Diego.....LtGen Harry Schmidt  
 Marine Barracks, San Diego Area.....MajGen Graves B. Erskine  
 Chief of Staff.....BrigGen Omar T. Pfeiffer  
 Recruit Depot, San Diego.....MajGen Leo D. Hermle  
 Marine Corps Schools,  
 Quantico .....MajGen Lemuel C. Shepherd, Jr.  
 Assistant Commandant, Schools.....BrigGen Dudley S. Brown  
 Marine Barracks, Camp Lejeune.....MajGen Franklin A. Hart  
 Chief of Staff.....BrigGen Henry D. Linscott  
 Recruit Depot, Parris Island, S. C.....MajGen Alfred H. Noble  
 Marine Air Bases, Cherry Point.....BrigGen Ivan W. Miller  
 Marine Air Station, El Toro.....Col Stanley E. Ridderhoff  
 Marine Air Station, Quantico.....Col Clayton C. Jerome  
 Marine Air Station, Ewa, T. H.....Col Frank C. Croft

## FUNCTIONAL COMMANDS

Department of Pacific.....MajGen LeRoy P. Hunt  
 President, Equipment Board.....BrigGen Louis R. Jones  
 Depot Quartermaster,  
 San Francisco.....BrigGen Fred S. Robillard  
 Depot Quartermaster, Phila. ....BrigGen Leonard E. Rea

## COs Urged to Grant Leave to Personnel At Overseas Areas

COs are encouraged by BuPers Circ. Ltr. 78-48 (NDB, 30 Apr 1948) to grant leave to eligible personnel regardless of the location of the activity which they command.

The letter is promulgated in view of the fact that many individuals are losing accrued leave and in view of the Navy's responsibility to grant leave in accordance with the Armed Forces Leave Act of 1946, as amended.

Navy personnel who attempt always to have the maximum amount of accrued leave to their credit risk losing some of the leave to which they would otherwise be entitled, an enclosure to the letter points out. COs are called upon by previous directives to afford personnel an opportunity to take leave annually as accruing, wherever possible. Recognizing

that this is not always possible, the law authorizes the accumulation of 60 days to the individual's credit. The employment schedules of the Fleet are designed to provide opportunities for leave when not on detached or foreign duty and COs of shore activities are expected to arrange work schedules to permit the granting of leave.

It is further provided that enlisted personnel will be granted the amount of leave they request and to which they are entitled upon being transferred to sea duty, not having completed a normal tour of shore duty or to shore duty from sea duty. This leave must be consistent with service requirements and other exigencies. A limitation of 10 days has been placed on leave granted to enlisted personnel being ordered to sea duty after a normal tour ashore. This is to encourage the granting and the taking of leave during the tour of shore duty instead of allowing it to accrue until detachment,

which would increase to unacceptable proportions the time lost in transit.

It is pointed out that the basic purpose of leave is rest, relaxation and recreation. While more enjoyment may be had in one place than another, the beneficial results of leave may be realized, for most purposes, as well in one place as in another. All personnel, particularly those in forward areas, are urged to consider this.

## Naval Reserve Enlisted Ranks 330,000 Men Short

Naval Reserve enlisted strength is 330,000 men below authorized numbers. At the same time, the Marine Corps Reserve is approximately 41,000 men below authorized enlisted strength.

It is essential to the national security that all components of the Naval and Marine Corps Enlisted Reserves be brought to authorized strength at the earliest possible date.

# DECORATIONS & CITATIONS

## Gold Star Buttons Honor Navy Heroes

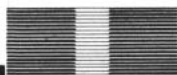
Gold Star lapel buttons, of which limited initial token presentations were made on Memorial Day, are ready for distribution to the next of kin of deceased members of the Navy who died on active service between 7 Dec 1941 and 25 July 1947, both dates inclusive.

One Gold Star button will be furnished without cost to the widow or widower and to each of the parents, the term "parents" including mother, father, stepmother, stepfather, and mother and father through adoption. A similar button will be supplied at cost price to each

child, stepchild, brother, sister, half-brother and half-sister.

The button has a gold star on a purple circular background bordered in gold and surrounded by gold laurel leaves. On the reverse is the inscription "United States of America, Act of Congress, 1947," with space for the engraving of the recipient's initials.

Applications may be obtained from naval installations, veterans' organizations, or from BuPers, and should be submitted to the Chief of Naval Personnel, Navy Department, Washington 25, D. C.



NAVY CROSS

### Gold star in lieu of second award:

★ BRONN, Clyde L., LT, USNR, Long Beach, Calif.: As pilot of a torpedo plane in TorpRon 16, attached to USS *Randolph*, LT Bronn fought his plane in action against the Japanese in the Inland Sea on 24 July 1945. He took part in an attack against a battleship-carrier in Kure Naval Base and succeeded in scoring a direct hit and several near misses on the assigned target, thereby contributing materially to the sinking of the vessel.

★ BROOKES, Charles S., LT, USN, Inyokern, Calif.: As pilot of a torpedo bomber in TorpRon 16, attached to USS *Randolph*, LT Brookes participated in action against the Japanese in the Inland Sea on July 1945. He fought in an attack against a battleship-carrier in Kure Naval Base and succeeded in scoring a direct hit on the assigned target, thus aiding in the destruction of the vessel.

★ SWANSON, Chandler W., CDR, USN, Upper Montclair, N. J.: As CO of TorpRon 84, attached to USS *Bunker Hill*,

CDR Swanson participated in action against the Japanese in the East China Sea west of Kyushu on 7 Apr 1945. Leading his flight of 14 planes, he selected the Japanese battleship *Yamato* as his target, maneuvered his flight into position despite bad weather, and directed the execution of a perfectly coordinated torpedo attack on the vessel. With his flight scoring at least nine torpedo hits on the battleship from short range, he contributed materially to the sinking of *Yamato*.

### First award:

★ BAKER, Earl P. Jr., LTJG, USNR, Fellows, Calif.: As pilot of a torpedo bomber in TorpRon 16, attached to USS *Randolph*, LTJG Baker flew in action against the Japanese in the Inland Sea on 24 July 1945. While pressing an attack against a battleship-carrier in Kure Naval Base, he succeeded in scoring a direct hit and near misses, despite intense anti-aircraft fire. He contributed materially to the destruction of the vessel.

★ BJARNASON, Paul H., CDR, USN, Annapolis, Md.: As CO of USS *Henry A. Wiley*, CDR Bjarnason fought in action against the Japanese in the vicinity of Okinawa, 4 and 5 May 1945. With his ship under numerous and concentrated attacks by enemy aircraft and baka bombs, he directed a skillfully coordinated offensive gunfire and destroyed four enemy planes and two baka bombs.

★ BLASER, Frederick, LTJG, USN, Glenview, Ill.: As pilot of a torpedo plane in TorpRon 16, attached to USS *Randolph*, LTJG Blaser flew in action against the Japanese in the Inland Sea on 24 July 1945. During an attack against a battle-

ship-carrier he scored a direct hit and several near misses, despite anti-aircraft fire, and contributed materially to the destruction of the vessel.

★ BRUNT, Robert R., LT., USNR, Santa Rosa, Calif.: As pilot of a torpedo bomber in TorpRon 16, attached to USS *Randolph*, LT Brunt flew in action against the Japanese in the Inland Sea on 24 July 1945. He pressed home an attack against an enemy battleship-carrier and succeeded in scoring a direct hit and many near misses on the ship, thereby contributing materially to its destruction.

★ DILLARD, William P., GM1, USNR, Eugene, Ore.: As a gun captain of USS *Butler*, Dillard participated in action against the Japanese in the vicinity of Okinawa on 29 Apr 1945. Seriously wounded during a heavy enemy air attack on his ship, he remained at his post and directed his crew with the result that it was largely instrumental in destroying enemy aircraft, thereby saving his ship from possible damage.

★ HAAG, Sylvester J., CSF, USN, Breerton, Wash.: As a member of the crew of USS *Curtiss*, Haag participated in action against Japanese forces in the vicinity of Kerama Retto on 21 June 1945. When an enemy suicide plane struck his ship and demolished the midship section from keel to superstructure with attendant fires in the surrounding area, he took charge of the after repair party and began fire-fighting operations in the face of heavy acrid smoke and intense heat. Always the first to enter dangerous places, he risked his life repeatedly to isolate the flaming compartments. When it became known that the flooding system had not operated, he had himself lowered into a bomb magazine, despite raging flames overhead and had an adjacent powder magazine heated beyond critical temperature. Although the intense heat had burned the paint off the bombs, he ascertained that water seepage from overhead obviated flooding the compartment. He played an important part in bringing



LTJG Baker



CDR Bjarnason



LTJG Blaser



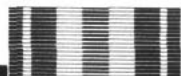
LT Brunt



the flames under complete control, contributing materially to the saving of *Curtiss*.

★ FAVA, William, LTJG, USNR, Hoslin-dale, Mass.: As pilot of a torpedo bomber in TorpRon 16, attached to USS *Randolph*, LTJG Fava fought in action against the Japanese in the Inland Sea on 24 July 1945. He pressed home an attack against an enemy battleship-carrier in Kure Naval Base and succeeded in scoring a direct hit and near misses, thereby contributing to the destruction of the enemy vessel.

★ HUTTO, Ernest E., LTJG, USNR, Decatur, Ala.: As pilot of a divebomber, LTJG Hutto fought against major units of the Japanese fleet at Yokosuka, Tokyo Bay, on 18 July 1945. Maneuvering his plane in a dive-bombing attack against an enemy battleship, he carried out his attack in the face of anti-aircraft fire and scored a direct hit on the assigned target, contributing materially to the infliction of damage on the ship.



SILVER STAR MEDAL

#### Gold star in lieu of third award:

★ MORIN, George F., LCDR, USN, Annapolis, Md.: Assistant approach officer, USS *Crevalle*, fourth war patrol, Japanese-controlled waters, 21 June to 9 Aug 1944.

#### Gold star in lieu of second award:

★ SHARP, Ulysses S. G., CAPT, USN, Rosemead, Calif.: CO, USS *Boyd*, action against the Japanese, vicinity of Nauru Island, 8 Dec 1943.

#### First award:

★ AKERSTROM, Kenneth S., SF3, USNR, Duluth, Minn.: Member of a repair party, USS *Butler*, action against the Japanese, vicinity of Okinawa, 25 May 1945.

★ ARMSTRONG, Henry J. Jr., CAPT, USN, Caracas, Venezuela: CO, USS *Adams*, action against the Japanese, Okinawa, 23 March to 1 Apr 1945.

★ BADER, Charles A., PHM3 USNR, Saginaw, Mich.: Hospital corpsman attached to a 155-mm howitzer Marine battalion, action against the Japanese, Iwo Jima, 21 Feb 1945.

★ BELLESHEIM, Frederick W., CM1 USNR, Yonkers, N. Y.: Gunner of a boat crew in UDT 4, action during a daytime reconnaissance of Leyte, 18 Oct 1944.

★ BOGUE, Harris D., LT, USNR, San Bruno, Calif.: First lieutenant and damage control officer, USS *Calhoun*, action during an attack by Japanese aircraft, Okinawa, 16 to 28 Apr 1945.

★ CALDWELL, David S. Jr., LTJG, USNR, South Byfield, Ind.: Damage control of-



LTJG Fava



LTJG Hutto

ficer, USS *Rodman*, action against the Japanese, Okinawa, 6 Apr 1945.

★ CASEY, John F., MM1, USN, *Bicknell*, Ind. (posthumously): Service with a battalion of Marines, Corregidor, Philippines, 2 May 1942.

★ CAVANAUGH, Martin J. Jr., LTJG, USNR, Anderson, Ind.: Engineer officer, USS *Hobson*, action against the Japanese, Okinawa, 16 to 28 Apr 1945.

★ CHAMBERS, Thomas E., CDR, USN, Los Angeles, Calif.: CO, USS *Lindsey*, action against the Japanese, Okinawa, 12 Apr 1945.

★ DENISON, Delmar R., LT, USNR, Hutchinson, Kans.: Main battery control officer, USS *Anthony*, action against the Japanese, Okinawa, 25 to 27 May 1945.

★ DENMAN, Donald A., BM2, USNR, Bend, Ore.: Member of a repair party on board USS *Butler*, action against the Japanese, 25 May 1945.

★ ERNEST, Donald J., BM2 USNR, Portland, Ore.: Service on board USS *Stormes*, action against the Japanese, Okinawa, 25 May 1945.

★ EZELL, Arthur J., PHM2, USNR, Tucson, Ariz.: Hospital corpsman attached to a Marine rifle company, action against the Japanese, Iwo Jima, 24 Feb 1945.

★ FARRIS, Howard B., CMM, USN, Los Angeles, Calif.: Service on board USS *Hobson*, action against the Japanese, Okinawa, 16 to 28 Apr 1945.



LEGION OF MERIT

#### First award:

★ AERTSEN, Guillaem III, LCDR, USNR, Philadelphia, Pa.: Flag lieutenant and assistant operations officer to ComBatDiv 6, October 1942 to April 1943; to ComBat-Pac, April 1943 to December 1944; to ComBatRon 2, December 1944 to June 1945.

★ AULT, Donald H., LT, USNR, Amelia, Ohio: First Lieutenant, USS *Weehawken*, action in the Okinawa campaign, 28 Apr to 22 June 1945.

★ BEECHER, William G. Jr., CAPT, USN, Washington, D. C.: ComMinDiv 7, action at Okinawa, 19 March to 12 May 1945.

★ CLARK, John E., CAPT, USN, Washington, D. C.: Force gunnery and training officer on staff of ComAirPac, August 1942 to June 1943.

★ COSTELLO, Robert W., CDR, USNR, Oakland, Calif.: Task unit commander and CO, USS *Gladiator*, action at Okinawa, 24 March to 14 Aug 1945.

★ COWAN, John S., CDR, MC, USN, Camp Lejeune, N. C.: Assistant division surgeon and commanding officer of the medical battalion of the 6th MarDiv, operations on Okinawa, 1 April to 21 June 1945.

★ DELL, Thomas M. Jr., CAPT, USN, Philadelphia, Pa.: Joint overseas shipping control officer, staff of ComServPac, November 1943 to May 1945.



NAVY AND MARINE CORPS MEDAL

★ BLOWERS, Stanley W., MM3, USNR, Ocean Park, Calif.: Rescued a man who had fallen overboard from a motor whale-boat, Buckner Bay, Okinawa, 4 Dec 1945.

★ BOWELL, James P., SM3, USNR, Long Beach, Calif.: Effected the rescue of six men from the water while serving on board USS *Defense*, Okinawa, 6 Apr 1945.

★ BOYD, Lewis E., AMM1, USNR, Odessa, Tex.: Rescued a combat aircrewman from a burning plane on board USS *Lexington*, 13 Aug 1945.

★ BERTINETTI, Frank, M1, USNR, New York City (posthumously): Effected the rescue of a shipmate, Finschafen, New Guinea, 2 Aug 1944.

★ BRUNS, Robert B., LCDR, USNR, Long Island, N. Y.: Assistant engineering officer, USS *San Jacinto*, during a typhoon in the Pacific, 18 Dec 1944.

★ BRYANT, John J., COMMM, USNR, Knoxville, Tenn.: Rescued an injured man from an exploding plane, Tinian, Marianas, 20 May 1945.

★ CAWLEY, Raymond, GM3, USNR, Pittsburgh, Pa.: Participated in rescue operations incident to the sinking of an escort carrier, while serving on board USS *Lawrence C. Taylor*, Iwo Jima, 21 Feb 1945.

★ CHRISTOPHERSON, Fred R. Jr., S1, USNR, Long Beach, Calif.: Rescued a man who fell into the water from a scramble net on the USS *Jason Lee* while attempting to board a small boat on the night of 30 Nov 1944.

★ DUPUIS, Roland A., S1, USNR, North Adams, Mass.: Effected the rescue of two wounded shipmates while serving on board USS *Forrest*, Okinawa, 27 May 1945.

★ GILBERT, Frederick J., GM1, USN, New Haven, Conn.: Assisted in the rescue of four men blown overboard by a blast, USS LCI(G) 66, Balikpapan, Borneo, 10 July 1945.

# BOOKS:

## NEW BOOKS FEATURE ACTION AND HISTORY

**S**TRAI**G**H**T** fiction, history, and historical fiction—here are some of the books that will reach your ship soon, via BuPers.

They range from American pioneer days and Indian wars through the hunting grounds of a man-eating leopard in the 1920s to English Channel ports of World War II. So don't wait till you have the week-end duty, anchored out, to drop in at your ship's library and look them over. Among these is something for every off-duty hour.

• **Bright Feather**, by Robert Wilder; G. P. Putnam's Sons.

To Old Clay, his rifle was law enough to rule the empire he had carved out of the primitive Florida wilderness. But his orphaned grandson, Young Clay, had a will that the old man's law couldn't rule.

Young Clay found in the young Seminole, Asseola, one of the greatest friends of his life. And the other Indians proved to be friends, too, and tutors in woodcraft. Young Clay raged at the treatment dealt the Indians by the young America. He took his anger with him to St. Augustine—where he met the sultry, wanton, and utterly desirable Claire. And still he could not forget Sue Barton...

From these rich veins of story material flows forth a novel of violence and passion, romance and authentic history of the wild and exotic region.

### Two-Fifths of Reserve Units Now 100 Per Cent

More than two-fifths of the Organized Naval Reserve divisions of the surface and submarine components have attained 100 per cent enrollment of enlisted personnel.

The 11th Naval District, with 62 per cent of its units at full strength, leads all other districts in recruiting a full complement. The 9th Naval District has the largest number of fully activated divisions, with 104 organized units at 100 per cent complement. This district is in the fourth place nationally, on a percentage basis.

Each of the 315 activated divisions has enrolled at least 200 enlisted personnel.

• **The Man-Eating Leopard of Rudraprayag**, by Jim Corbett; Oxford University Press.

Here is an author who knows whereof he writes. Born in the Kumaon hills which lie in the Himalayas in the far north United Provinces of India, Mr. Corbett has spent most of his life in the region touched by this book.

The leopard of Rudraprayag, having acquired a taste for human flesh during the influenza epidemic of 1918, killed an estimated 125 people. During its career it became the most publicized jungle animal that ever lived. Twice the leopard was caught—once in a trap and once in a cave—only to escape and continue its slaughter. It snatched its victims from their barricaded homes, from among their herds and from a railway station platform. At length, the villagers came to regard it as endowed with supernatural powers.

Mr. Corbett stalked the animal during parts of two full years. His account of the hunt is a tale that every lover of adventure will enjoy. Behind it all is the life of the primitive people and the natural beauty of the region. The book is factual, and it is completely convincing.

• **Warpath and Council Fire**, by Stanley Vestal; Random House.

Three times in our history an American military force has been utterly wiped out by its enemies. Every time, those enemies were Sioux Indians. Custer praised their individual daring, their tactics and their horsemanship. One of General Crook's staff officers described them as "the finest light cavalry in the world."

Sitting Bull, Red Cloud, Black Shield, Crazy Horse and Rear-End-of-a-Wolf come to life in this book, along with their associates, their families, and such pale-face figures as General George Crook, General Custer and "White Hat" Clark. The prairie wars lasted 40 years and the white man's casualties were five-to-one over the Indians'. But the day came when the ghost dances were halted...

Then in World War II the Sioux thronged the recruiting stations. "Since when," they demanded, "has it been necessary to draft a Sioux to fight?" And

it is the boast of the Southern Cheyennes that not a man of them was drafted; every Cheyenne in war service was a volunteer.

For those who like off-the-trail, behind-the-scenes American history—here it is.

• **Proceed At Will**, by Burke Wilkinson; Little, Brown and Co.

Here is an unusual novel with its locale the English Channel—the channel's surface, its depths and both its shores.

Bill Stacy (American) and Geoffrey Mildmay were long-time friends and habitual enemies. Was Mildmay a hero, a traitor, or a combination of the two? Whichever he was, he looked like bad medicine for Anne...

A German battleship, two lovely women and a miniature submarine complicate the scene. And when sabotage, suicide and attempted murder enter the picture, the prospect of a "mission" accomplished" at the adventure's end rests on a precarious balance.

• **The Mediterranean**, by Andre Siegfried; Duell, Sloan and Pearce.

As timely as tomorrow morning's newspaper, this book turns its spotlight on the stage of world drama. Its author's own words justify his choice of subject.

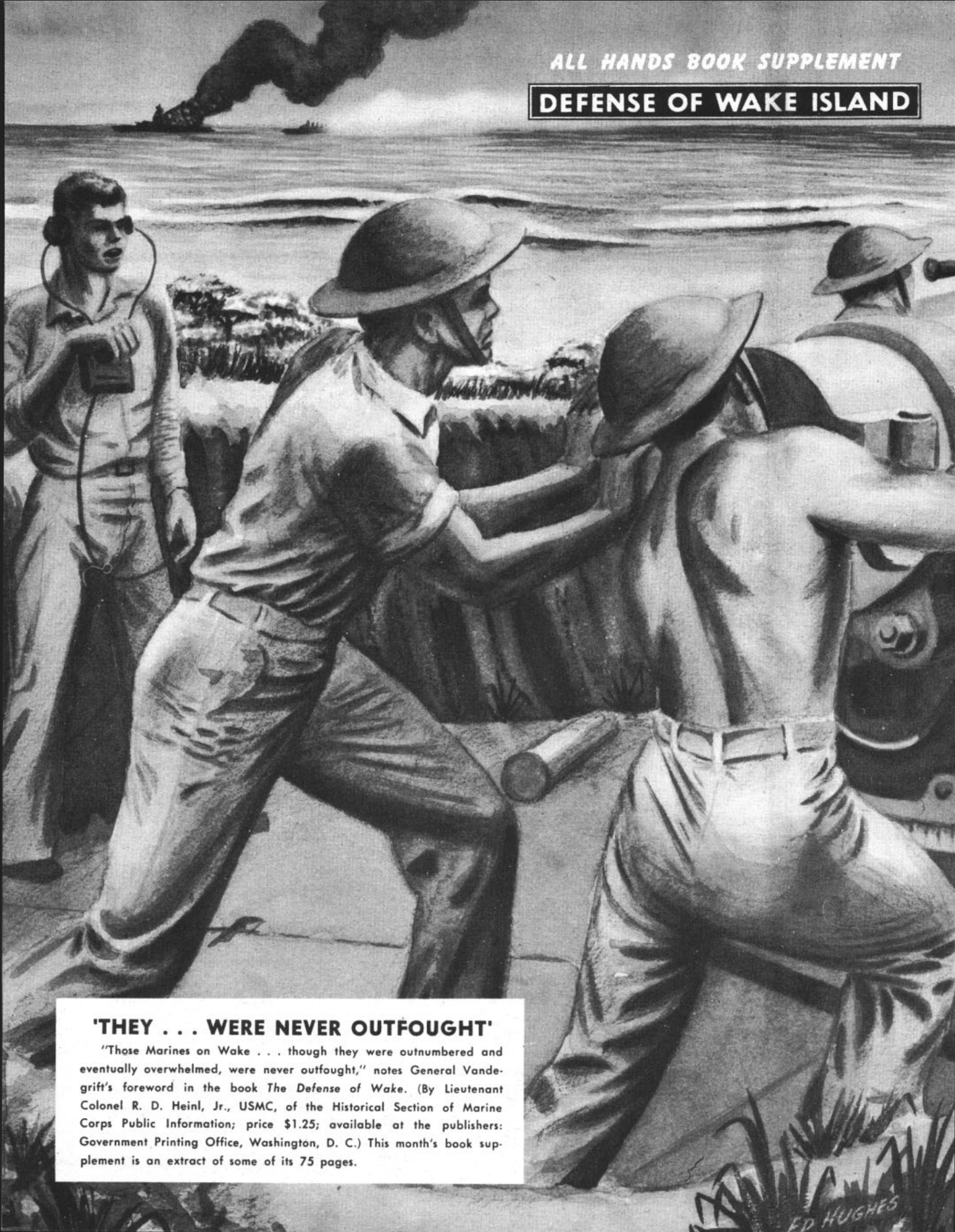
"The Mediterranean is a civilization," he says, "and it is also a highway. Finally, it is one of the regions in which political tempests arise, gain momentum, and burst forth. Today it is more than ever necessary to know the Mediterranean and above all to understand it."

This is not a heavy geo-political tome in any sense. Translated from the French, its 221 pages are pleasantly readable and contain many graphic charts and maps.

### Admiral's Barge Given City for a Ready Boat

A 40-foot motor launch which served as an admiral's barge at the Puget Sound Naval Shipyard, Bremerton, Wash., for many years, is continuing its usefulness for citizens of Blaine, Wash., where it has been outfitted for search and rescue work in the local harbor.

A gift of the Navy, the barge was presented to the city after it was declared surplus. The gift was the 138th made in the 13th Naval District, similar craft having been previously given to Sea Scout councils, schools and colleges.



### 'THEY . . . WERE NEVER OUTFOUGHT'

"Those Marines on Wake . . . though they were outnumbered and eventually overwhelmed, were never outfought," notes General Vandegrift's foreword in the book *The Defense of Wake*. (By Lieutenant Colonel R. D. Heintz, Jr., USMC, of the Historical Section of Marine Corps Public Information; price \$1.25; available at the publishers: Government Printing Office, Washington, D. C.) This month's book supplement is an extract of some of its 75 pages.

ED HUGHES



## DEFENSE OF WAKE ISLAND

*Editor's note — Waiting behind the incessantly pounding surf and rugged coral formations of the beach, the Marines on Wake atoll found themselves performing the reverse of their more common call to attack.*

*They could not have done otherwise. Pearl Harbor, nearest of bases which might have helped, lay in crippled ruins more than 2,000 miles to eastward. Guam, Makin and Tarawa had been overrun by the Japanese, and tiny Wake stood alone in the midst of a sea which the Japanese fleet roamed almost at will.*

*But the enemy commander who planned to assault Wake with 450 troops had made a characteristic underestimate. Strategists had written off the capture of Wake with a single phrase, less than a sentence in the overall plan. That those 450 never reached the beach was perhaps providential for them.*

*This is the story of that first abortive landing on 11 Dec 1941, the only setback to gall the Japanese in the early war days when their grandiose strategy crystalized elsewhere with amazing rapidity.*

*Past masters at the art of storming a beachhead, the Marines taught the Japanese how not to do it. They were more wary afterward.*

FROM Truk, Admiral Inouye, commanding the Imperial Japanese Fourth Fleet, had set numerous projects and operations in motion on 8 December. Not only was he charged by current war plans with capture and base development of Wake, but, more important, that of Guam and the Gilberts (notably Makin and Tarawa). Simultaneous operations, roughly similar, were therefore in progress on 8 and 9 December against Wake, Guam, Makin, and Tarawa.

Wake alone remained. Despite its small size, and the offhand manner in which Admiral Inouye's directive from higher authority had dismissed it, the people on the ground at Truk and Kwajalein were not inclined to dismiss it so lightly, because, even though the other objectives had fallen with anticipated ease, it was known that Wake's defenses were much farther along, and it was estimated that some 1,000 troops and 600 laborers composed the defending garrison.

Actual conduct of this operation was delegated to Rear Admiral Kajioka, Commander Destroyer Squadron 6, whose flag flew in the new light cruiser *Yubari*. Perhaps the best summary of the landing-plan itself comes to us from the mouth of his chief of staff:

"In general, the plan was to have 150 men land on Wilkes Island and the balance, 300 men, on the south side of Wake Island to capture the airfield. The north-east coast was unsuitable for amphibious landings; also we didn't think this was too favorable a place due to the defenses. The alternative landing plan was that in the event of bad winds on the south side of the island we would land on the northeast and north coast \* \* \* We expected to have a rough time and that we would have difficulty with a landing force of only 450 men. It was at the beginning of the war; we couldn't mass as

many men as we considered necessary, and it was planned in an emergency to use the crews of the destroyers to storm the beach."

2

Just prior to 0300, on 11 December, after lookouts had reported ships in sight, Major James P. S. Devereaux, USMC, commander of the Marine garrison, discerned an indefinite but considerable naval force well offshore to the south of Wake approaching the atoll on what seemed to be a northwesterly track, led by a cruiser.

The garrison was immediately ordered to general quarters, and, after ascertaining that four aircraft were operational that morning, the defense detachment commander ordered Major Putnam to withhold take-offs until fire commenced from the shore batteries. To the latter, emphatic orders went out to hold fire for the time being, no matter how tempting the targets appeared to be. Major Devereux reasoned that the enemy force undoubtedly out-gunned Wake both in effective range and weight of metal, and that premature commencement of fire would not only reveal the location and strength of the seacoast batteries, but would probably rob them of surprise, their best ally.

The enemy force, in fact composed of three light cruisers, six destroyers, two destroyer-transport and two former merchantmen now in service as transports, closed Wake cautiously, continuing on a northwesterly course and attempting, despite the heavy seas and high winds, to boat the 450 Special Landing Force troops who were supposed to capture Wake that morning. Because of the unfavorable weather, boating progressed slowly and unsatisfactorily, with some landing craft being overturned or swamped.

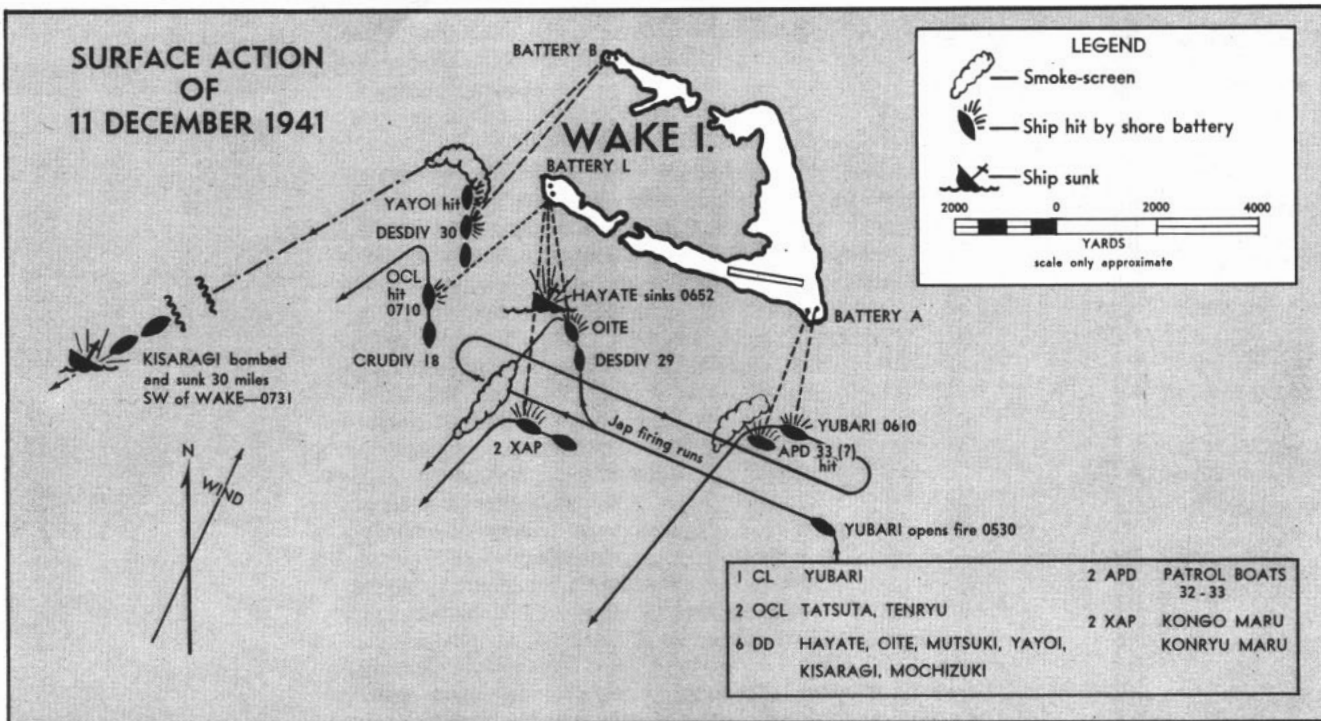
By 0500, just as dawn was breaking, the cruiser *Yubari* (force flagship, Rear Admiral Kajioka) still in the van, reached a position approximately 8,000 yards south of Peacock Point, turned westward and commenced a run, broadside-to, paralleling the south shore of Wake. Keeping about a thousand yards further to seaward of the still silent island, the other enemy ships likewise turned and proceeded westward. Although the enemy were not yet aware of it, the *Yubari* was already being tracked by Battery A (5-inch seacoast) on Peacock Point from which camouflage had been removed so that the guns could train.

A few minutes later, the *Yubari* and the other two cruisers (*Tatsuta* and *Tenryu*) opened fire at area targets along the south shore of Wake, laddering successive salvos in deflection from Peacock Point to the vicinity of Camp 1. As the high-velocity 6-inch shells hit near Camp 1, they set fire to the Diesel oil tanks between that place and Wilkes Channel, and Lieutenants Barninger and McAlister, respectively commanding Batteries A and L, the 5-inch batteries at Peacock and Kuku Points, were only restrained from returning fire by a repetition of the original hold-fire order. Meanwhile the Japanese ships proceeded behind the cruiser and destroyer screen to take stations for their various missions.

At this time, with daylight now full, the action can best be described in two roughly simultaneous phases, that off Peacock Point and that off Wilkes.

After completing her initial firing run down the shore of Wake, *Yubari*, apparently accompanied by the two

# SURFACE ACTION OF 11 DECEMBER 1941



destroyer-transports, reversed course, turning toward the atoll and thus closing the range. By 0600, she had reached a position almost due south of Battery A, some 4,500 to 6,000 yards distant.

Because of the fact that the rangefinders of both Batteries A and L had been rendered inoperative by previous bombings, all ranges were initially estimated and then "shot in." As a result, there exists considerable variance among the reports as to the ranges at which fire was opened, hits scored, etc. This unavoidable discrepancy was undoubtedly heightened, even after hits had begun taking effect, because of the flat trajectory and resultant long-range pattern of the 5-inch guns.

Battery A's rangefinder had been put out of action during the air raid of 9 December, but, using estimated data, the battery range section was already plotting the target, and the gun sections were standing by the fire.

At 0615, the defense detachment commander, now standing on the beach beside his command post, gave orders to commence firing.

What then happened to *Yubari* and her consort can best be described in the words of a report by Lieutenant Barninger:

"At a range of forty-five hundred yards and a bearing of about 190° true we received the word to engage. We opened with an over and came down five hundred. At the opening salvo the cruiser turned and raced away from the battery on a zig-zag course, picking up speed rapidly. She now concentrated her fire on the battery position which had been disclosed by the initial firing \* \* \* The fire from the cruiser continued to be over and then short throughout her firing. She straddled continually, but none of the salvos came into the position. They landed about 200-300 yards over and then 100-200 yards short on the reef. The deflection was good.

"The first salvo from our guns which hit her was fired

at a range of 5,500-6,000 yards, bearing about 180 to 190. Both shells entered her port side about amidships just above the waterline. The ship immediately belched smoke and steam through the side and her speed diminished. At 7,000 yards two more hit her in about the same place, but more probably slightly aft of the first two. Her whole side was now engulfed in smoke and steam and she turned to starboard again to try to hide in the smoke. At this time the destroyer which had accompanied the cruiser, came in at high speed, tried to sweep between us to lay smoke, but a shell, an over, aft of the cruiser struck the forecastle of the destroyer. This hit was observed by Lt. Hanna, .50 caliber machine-gun officer, from his CP. The destroyer immediately turned, although fire was not directed at her, and fled. We continued to fire on the cruiser and although I am quite certain that we got two more into her side, I could not be sure of it. I am sure of the first four. The only hit I am certain of after this time was a hit on her forward turret. A shell hit the face of the turret and this turret did not fire again \* \* \*

"After we ceased firing, the whole fleet having fled and there being no other targets to engage, the cruiser lay broadside to the sea still pouring steam and smoke from her side. She had a definite port list. After some time she got slowly under way, going a short distance, stopping, and continuing again; she was engulfed in smoke when she crept over the horizon."

Despite the onshore wind which carried the smoke from the burning cruiser and the protecting smoke screen down the line of sight toward Battery A, it therefore seemed certain that *Yubari* had been hulled at least four times and had taken one more hit on her forward turret. As she retired southward out of 5-inch range, but still within that of her own 6-inch guns, she continued to return fire, although this slackened after the final hit on No. 1 turret.

About 18,000 yards offshore, almost across the horizon,

## DEFENSE OF WAKE ISLAND

cont.

she ceased fire, having slightly wounded one Marine of Battery A.

3

During Peacock Point's duel with *Yubari*, Battery L on Wilkes had rapidly engaged a succession of enemy ships with excellent effect.

A slight initial delay in Battery L's commencement of fire had resulted from the battery commander's hesitation to fire with such rough data as could be obtained without the aid of his rangefinder, which had been blown out of operation by the explosion of Wilkes Island's dynamite cache during the Japanese air raid of 10 December.

The targets which meanwhile virtually filled the battery's field of fire consisted of a division of three destroyer's, both enemy transports, and two of the light cruisers (*Tatsuta* and *Tenryu*), which had broken off from the *Yubari* at the westward end of her earlier ring track, and were now steaming northward, at a range of about 9,000 yards southwest of Kuku Point.

The destroyers, probably Destroyer Division 29 (*Hayate*, *Oite* and one other, either *Mutsuki* or *Mochizuki*), had originally preceded the cruisers during the initial westerly run parallel to the shore, but had likewise broken off from the bombardment track of *Yubari* near its westward terminus, and had streamed rapidly in, heading directly for shore, firing as they closed. Approximately 4,000 yards offshore, they executed a left (westward) turn, and the leading ship, *Hayate*, was just settling down on a run close along the shore of Wilkes when Battery L opened fire.

At 0652, just after the third two-gun salvo, *Hayate* was swallowed up in a violent explosion, and, as the smoke and spray drifted clear, the gunners on Wilkes could see that she had broken in two and was sinking rapidly. Within two minutes, at 0652, she had disappeared from sight.

*Hayate* therefore became the first Japanese surface craft to be sunk during the war by United States naval forces, and in all probability was the first consequential war loss sustained by the Japanese Navy in our times.

For a moment, the effect of Battery L's shooting proved too much for the 5-inch gun crews, and firing was involuntarily checked until a veteran non-commissioned officer broke the spell and reminded the Marines that other targets remained.

Fire was then shifted onto *Oite*, the destroyer which had been following *Hayate*, now so close to shore that Major Devereux was forced to forbid .30 caliber machine gunners from trying to open fire. One hit was observed before the troublesome onshore wind smoke-blanketed the target, which had already turned to seaward, leading the remaining ship of the division away from Battery L. Several more salvos were fired into the smoke, but splashes could not be spotted, possible evidence in itself that the shells were hitting. Some observers on Wilkes believed that they saw this ship transfer survivors and sink, but otherwise reliable enemy records indicate only that she sustained damage.

Approximately 10,000 yards offshore, the two transports *Kongo Maru* and *Konryu Maru* steamed almost

due south of Wilkes. Lt. McAlister—in command of the battery—checked fire against the retiring *Oite* and trained onto the leading transport. After being hit once, she too turned to seaward and retired behind a destroyer smoke screen probably provided by the two retreating ships of DesDiv 29, whose retirement track carried them close by the transport area.

While Wilkes Island civilians turned to as volunteer ammunition handlers, the battery commander picked up a cruiser 9,000 yards offshore steaming northward off the west end of Wilkes. This was either *Tenryu* or *Tatsuta*. Whatever her identity, one taste of Marine gunfire was sufficient—after a few salvos she was hit aft, and turned away trailing smoke.

It was now 0710, and no targets remained within range of Battery L, which had fired some 60 salvos (120 rounds), and had, in one hour's hot work, sunk one destroyer, damaged another, and probably damaged a transport and a light cruiser. Two Marines on Wilkes had sustained slight wounds which were dressed by the hospital corpsmen on the island.

4

DesDiv 30, comprising the other half of the Japanese destroyer force, was meanwhile proceeding west of Kuku Point on a northwesterly course, led in all probability by *Yayoi*. At a range of 10,000 yards, shortly after 0600, the division steamed into the field of fire of Battery B, the 5-inch unit on Peale, which immediately opened on the leading ship. The Japanese reaction was prompt and aggressive, consisting of a concentrated return fire which raked Peale and scored hits in and about the guns of Batteries B and D, destroying communications between the 5-inch guns and the battery command post. At this juncture, the worst possible time, Gun 2 of Battery B sustained a disabling recoil-cylinder casualty which put the piece out of action. Continuing the duel with only one gun, Lieutenant Kessler, the battery commander, shifted Gun 2's crew to Gun 1 as additional shellmen and powdermen and kept up his fire.

A few minutes later, after 10 salvos mainly fired on local control (enemy counterbattery fire had knocked out communications and forced the battery back to fundamental gunnery methods), perseverance was rewarded, and the stern of *Yayoi* was seen to be hit and afire. Kessler shifted his gun onto the second ship of the column, which was maneuvering to lay a smoke screen behind which the injured *Yayoi* could retire. Under cover of this diversion, the three destroyers reversed course and retired southward out of range.

The Japanese force was now in full retirement. Admiral Kajioka's plans had been thwarted not only by the inauspicious weather but by the stout and accurate fire from the beach, and, at 0700, having broken away from Battery A's pounding of *Yubari*, he ordered a general retreat on Kwajalein. Within a few minutes the enemy force had withdrawn beyond gun range of Wake, and, there being no more targets, Major Devereux gave the cease-firing order.

This was exactly the logical moment for an air attack to harry the retiring Japanese, and VMF-211, which had been airborne since the commencement of the surface



action, was on station and fully armed, with four Grumman operational.

Major Paul A. Putnam, squadron-commander, had taken off with his three most experienced pilots, Captains Elrod, Freuler, and Tharin. Their primary mission being the air defense of Wake, the fighter-pilots conducted a thorough sweep at 12,000 feet to make sure that the enemy force was not backed up by carrier aviation or a coordinated strike from bases in the Marshalls. This possibility disposed of, the squadron intervened in the surface action in time to catch the Japanese force little more than an hour's sail southwest of Wake.

Probably due to the fact that enemy destroyers and cruisers presented a recognition problem under the best of circumstances, the pilots' accounts as to exactly which ships each hit are somewhat confused. Certain it is, however, that VMF-211 inflicted heavy casualties on the retreating Japanese.

Both light cruisers of CruDiv 18 (*Tenryu* and *Tatsuta*) were bombed and strafed, probably by Captains Elrod and Tharin, in face of thick antiaircraft fire which damaged both planes. The torpedo battery of *Tenryu* was put out of action, and the topside radio shack of *Tatsuta* was silenced. Captain Freuler singled out a transport, *Kongo Maru*, which he hit on the stern with one of his island-modified 100-pound bombs, starting a gasoline fire which burned fiercely on the topside and in the holds.

As each fighter expended its two bombs, the pilot would return to Wake, rearm and fly out again. During one of these periods, two fresh pilots, Lieutenant Kinney and Technical Sergeant Hamilton, relieved and continued the attacks. To Kinney fell the greatest frustration of the day. Just pushing over at 0731 to press home an attack on a Japanese destroyer below him, he saw her blow up with a tremendous single explosion. This was the destroyer *Kisaragi*, which had unwisely been carrying a deckload of depth charge. She was in all probability victim of a previous strike by Captain Elrod, but exact information is missing inasmuch as no survivors could be found.

Patrol Boat 33, one of the two converted destroyer-transports, was also hit during the air strikes, but information as to the extent or nature of damage is not available. In all probability, if only by elimination, it appears that this ship was also the so-called destroyer hit by Battery A during the Peacock Point action.

Although the results of VMF-211's fine strike combined admirably with the defense battalion's gunnery to deliver a handsome success to the Marine forces, the Japanese flak had exacted a toll which could ill be met from Wake's scanty resources. Captain Elrod's Grumman had a main fuel line cut, and, although he was able to make the island, the resultant crash-landing amid the boulders along the south beach completely demolished the airplane. Freuler took a hit which pierced his oil cooler and one cylinder, but he was fortunate enough to be able to reach the field even though the engine was a total loss.

VMF-211 had flown a total of 10 sorties, expended twenty 100-pound bombs and approximately 20,000 rounds of .50 caliber ammunition.

Accurate assessment of enemy losses during the course of the whole action is by no means easy. The consensus of seemingly reliable postwar enemy records credits Wake

on this occasion with having sunk two ships, the destroyers *Hayate* and *Kisaragi*, by gunfire and bombing respectively. Two more destroyers, *Oite* and *Yayoi*, were damaged, together with Patrol Boat 33. One transport, *Kongo Maru*, was bombed and set afire. All three cruisers (*Yubari*, *Tatsuta* and *Tenryu*) received injuries from air or surface attacks.

The widely credited claim, originated in evident good faith, that dive-bombing attacks sank a cruiser off Wake cannot be supported. Of the three cruisers engaged, all survived to return to Wake to support the final attack less than 2 weeks later. The officially established occasion of the loss of each is as follows: *Yubari* (Philippine Sea, 27 April 1944); *Tenryu* (Bismarck Sea, by submarine action, 18 December 1942); *Tatsuta* (off Yokohama, by submarine action, 13 May 1944). As indicated in the text, the violent explosion and sinking of the *Kisaragi*, combined with recognition inexperience, probably accounts for the cruiser claimed.

Japanese personnel casualties can be fixed only approximately. Assuming that the two sunken destroyers were manned by crews comparable to those required by similar United States types (about 250 officers and men per ship), it would be logical to claim approximately 500 for these escaped in either case. Seven more ships were damaged, two losses with the fair assumption that no survivors but with what personnel losses we do not know. Two hundred does not seem an excessive figure, all things considered; if this is anywhere near correct, we may well believe that their ill-fated attack of 11 December cost the Japanese at least 700 casualties, mostly dead, and possibly more.

Set against the total Marine casualties of four men wounded in action, the comparison for this day reflects very favorably upon the defenders of Wake.

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*Editor's postscript—This repulse caused the Japanese to wait 11 days and then, to make sure of landing a majority of their 1,200 troops, they crashed two destroyer transports onto the beaches. The Marines, outnumbered three to one, surrendered after 11 hours' fighting. Only 425 miles away at that time, an American relief force carrying additional Marines and supplies turned back to Pearl Harbor.*



# FANTAIL FORUM

## Question: Why did you ship over?

(Interviews were conducted at Hdqts, 8th NavDist, New Orleans.)



**Wilbur M. Taylor,** SN, Woodland, Cal.: I'm a quartermaster striker right now, but I signed over with the Navy's radio school in mind. That kind of training appeals to me. Guess you'd say I shipped over to learn a trade.



**John D. Hines,** YN3, Jeanette, Pa.: Shipping over in the Navy has many advantages, the first of them being re-enlistment allowances. Others are security, G.I. benefits, family allowances and longevity—all making the Navy a good place to be.



**Waldemer J. Kowalik,** MMC, Thorndike, Mass.: Checking Navy offerings against those in civil life, the former seems to be long on security, short on disadvantages. There's a responsible feeling in knowing a man's his country's protector.



**Billie T. McGahey,** MM2, Santa Anna, Tex.: By staying in the Navy I will have better opportunities to continue my training as a machinist. I feel that the Navy's educational program has veterans' on-the-job training beat a mile.



**George C. Depue,** TMC, Winchester, Ky.: Medical care for myself and family has been one of the many advantages that have caused me to stay in the Navy. Good, wholesome food also has kept me in the shipping-over mood the past 12 years.



**David C. Doscher,** EM2, Graniteville, S. C.: A career in the Navy seems to be the best. Where else can a man find the retirement benefits the Navy offers its bluejackets? After 20 years I'll still be a young man — with a life-time income.



**Leon J. Hanscom Jr.,** SN, Portland, Me.: I knew from experience that I could make out as good, if not better, in the Navy than on the outside. The thing that got me into the rhythm of shipping-over music was liberty. That was the clincher.



**Otis M. Lawrence,** TN, East Moline, Ill.: Though I shipped over because of family benefits the Navy offers, there were other considerations that helped me select a sailor's life as a career. The opportunities afforded are the best.



**Thomas E. Kelly,** SN, Beaumont, Miss.: After three years and five months with the outfit, I felt that the Navy had more to offer than civilian life. The pay is good, considering family allowances and all. Besides, I wanted to wear a hash mark.

# ALL HANDS

## THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired. Original articles of general interest may be forwarded to the Editor.

**SECURITY:** Since this magazine is not classified, it sometimes is limited in its reporting and publication of photographs.

**REFERENCES** made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB," used as a reference, indicate the official Navy Department Bulletin.

**DISTRIBUTION:** By BuPers Circ. Ltr. 162-43 (NDB., cum. ed., 31 Dec., 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

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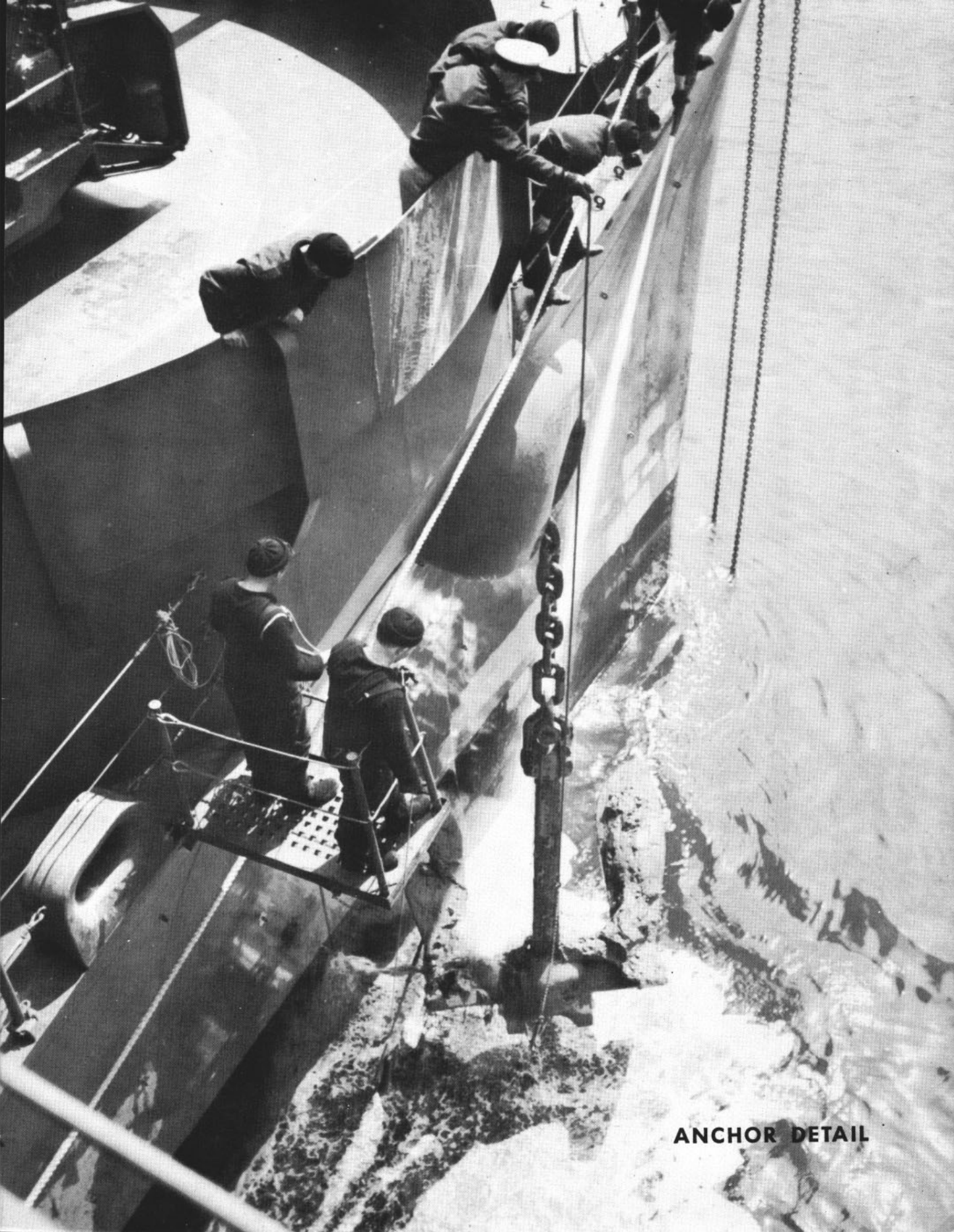
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• AT RIGHT: Deck crewmen flush down the anchor and chain while leadsmen stand by to take soundings as this ship weighs anchor. Paravane gear is visible at ship's stem. ➔



**ANCHOR DETAIL**



# PLANNING FOR THE FUTURE

**THIS YOUNG CHIEF** is retiring to the Fleet Reserve. The Navy income he will get every month as long as he lives will more than meet the payments on his house.



**ANOTHER REASON FOR REENLISTING**