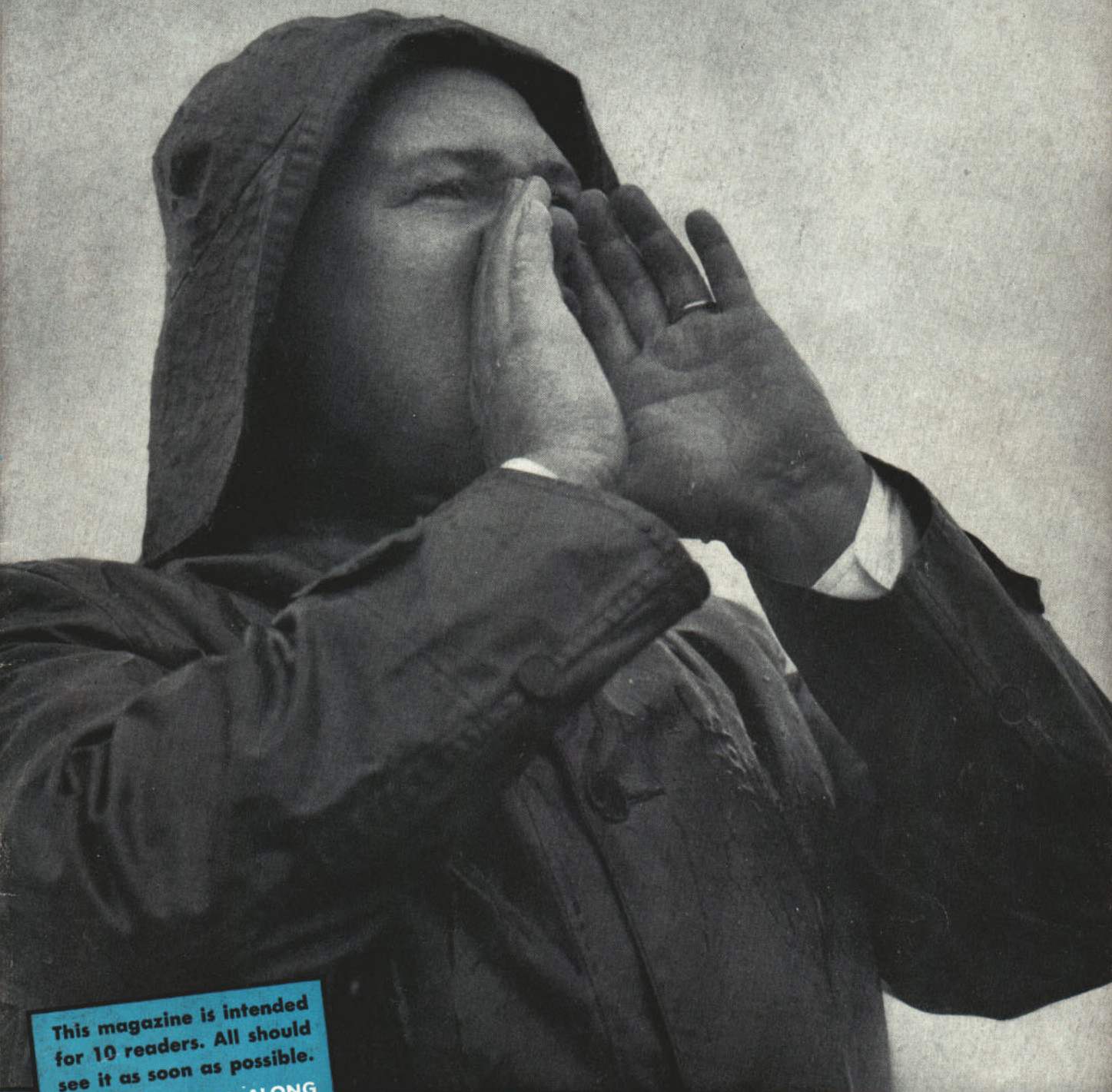


ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPER-0



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

PASS THIS COPY ALONG

MARCH 1949



HAPPY LANDING



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

MARCH 1949

Navpers-O

NUMBER 385

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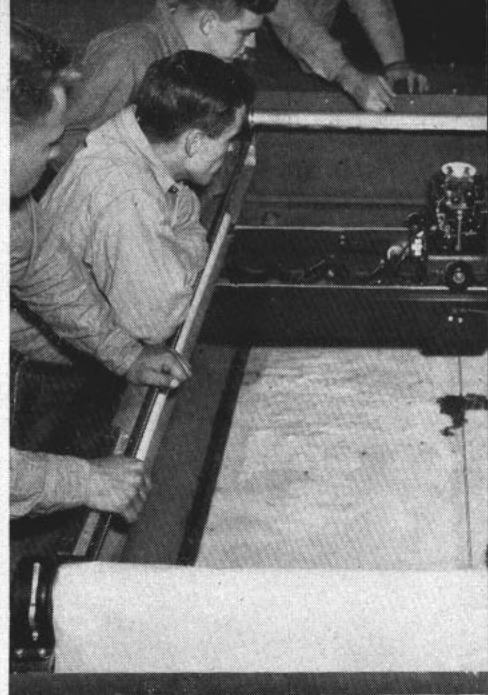
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• FRONT COVER: In the traditional garb of the foul-weather sailor, the bos'n shouts through the rain as the Navy's tasks go on.—*All Hands* photo by Walter G. Seewald.

• AT LEFT: A liberty boat from USS *Yellowstone* (AD 27) approaches a landing in Venice, Italy, as members of the ship's crew relax ashore.

CREDITS: All photographs published in *All Hands* are official U.S. Navy photos unless otherwise designated: p. 7, USMC; p. 35, top, by Evans Lantz, MUC, USN.



INSTRUCTION in use of fire-fighting equipment (above) and ultrasonic trainer (center) are two highspots in the training.

CAREERS IN

IMAGINE a device with a wide mouth into which are fed unshaped chunks of clay and 13 openings at its other end where rough diamonds come out, and you have a rough idea of how the Naval Air Technical Command's Airman School operates.

The raw material, of course, consists of recruits fresh from boot camp. The product is a flow of young men trained in the fundamentals of 13 aviation rates, besides the two non-rated classifications.

The success of naval aviation depends upon three essentials—unequaled planes, crack pilots and perfection in maintenance crews. Supplying trained technicians for maintaining the Navy's air fleets around the world is the responsibility of Naval Air Technical Training.

During World War II some 100 schools located in strategic spots throughout the country turned out the men who kept the mightiest naval air armada of all time in the skies. Today, aviation technician schools have been largely consolidated within the vast Naval Air Technical Training Center at Memphis, Tenn. There the Chief of Naval Air Technical Training has his headquarters. There, also, lies the nerve-center of seven other units scattered from coast to coast. A total of 33 schools are under the Command.

The airman school comprises the bedrock and the foundation of Naval Air Technical Training. It is not,

however, merely a vague introduction to tomorrow's labors for Airman Jones. In many ways it is the most important element in Naval Air Technical Training. It is here the Navy sees that Airman Jones doesn't get channeled into a job better suited for Airman Smith, and vice versa. And the process of helping Jones to choose his job isn't hurried. Final choice is not required until the end of 320 hours' instruction.

At the school the student undergoes the primary training that comprises the groundwork of his future career. He receives the rudiments of aviation seamanship and is introduced to the basic skills of every aviation rating. He also learns the primary principles of survival equipment, passes specified swimming tests, and, most important of all, goes through the series of screening and rate-selection examinations. In all, he is supplied with information which prepares him for the next level of training—Class A school instruction.

Screening for future ratings is by preference, ability and general qualifications, in conjunction with the overall needs of the Navy.

The first two days of airman school training—before Airman Jones sets foot in a classroom or shop—are devoted to learning just what crafts and specialties are included in each rating. He learns, first of all, that he must wait until he reports to the fleet to

earn a combat aircrewman rating. Aside from that, the DCNO (Air) makes every effort to place personnel in the billets where a man's desires and accomplishments will be in accord.

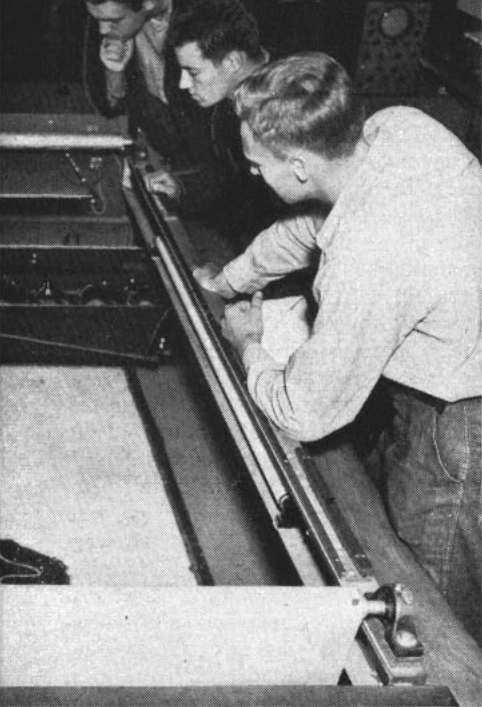
When the two days of indoctrination are over, Airman Jones is permitted to state for the first time his rating preferences.

So—school begins.

Rate indoctrination is the next step for Jones's class, and for two weeks he and his companions will spend one



PHOTOGRAPHY, of vital importance to naval aviation, is given thorough cover-



AIR RATINGS

CUTAWAY is used to demonstrate features of one of the powerful jet engines used in the latest Navy aircraft.

hour in each of the rate shops. In this phase of training, Airman Jones learns that all 13 aviation ratings are individual links in a strong chain—the chain that constitutes the maintenance branch of the Navy in the air.

The airman school is equipped with ample laboratories and workshops, called "rate shops." These offer a condensed up-to-date curriculum of such subjects as aerology, electronics, hydraulics, metal-working, photography, ordnance and gunnery, electricity, in-

ternal combustion and jet engines, and many other courses in naval aviation ratings.

Here are a trainee's 13 choices:

- Electronics—one of the most fascinating subjects to be taught in the school. High spot of the electronics training is use of the ultrasonic trainer. This contains relief maps and a device which changes sound to electrical impulses. Seated at the scopes of the machine, the student actually sees himself flying over South Pacific islands. Two rates are involved here—aviation electronicsman and aviation electronics technician.

- Aerology—a vitally important ally in successful air and sea operations. Reports of aerologists are one of the controlling factors in planning every flight. In the AG shop Jones discovers that aerographer's mates are the men of naval aviation who collect, prepare and distribute all sorts of weather data required in making weather forecasts.

In a large room of the AG rate shop, Johnny examines the seven scale-model displays which illustrate the things with which AGs work. In the AG rate shop Jones really begins to appreciate the need for the physics course which will come later. On the roof of the shop is a weather station where trainees are taught to measure wind force by pilot balloons and theodolites.

- In the aviation machinist's mate

rate shop—called the "AD" rate shop—an appeal is made to Jones's interest in mechanics. This shop consists of a huge room attractively filled with late-model aircraft engines and propellers. One of the latest types of jet power plants is also on display. The instinctive knack of practically every American youth for engine mechanics is heightened by this interesting introduction to the mighty power plants of Navy planes.

- Every electrical circuit in an airplane is important and each one must be perfect. The problem of aircraft electrical maintenance belongs to the aviation electrician's mates, as Jones learns when he enters the "AE" rate shop.

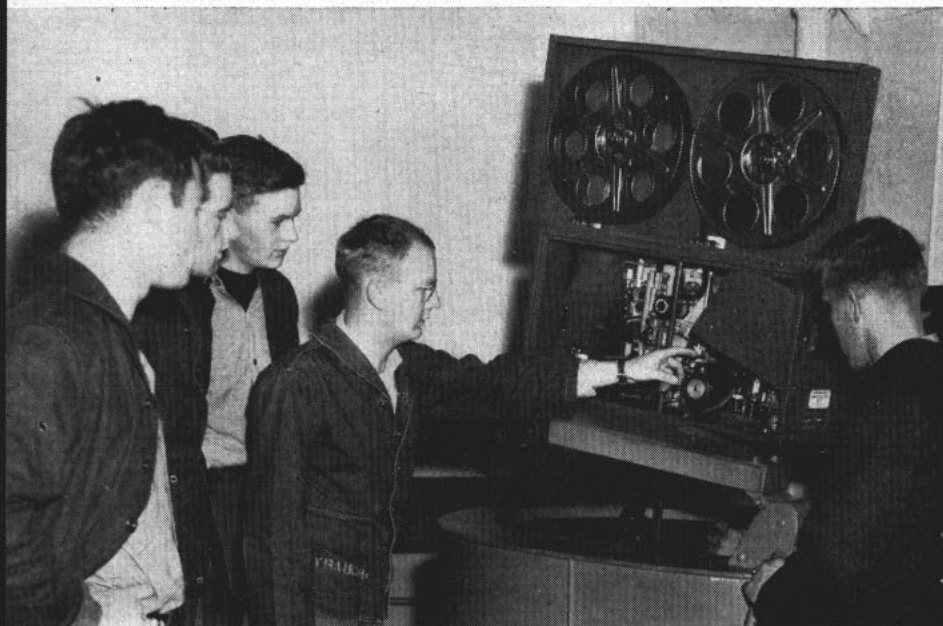
Instructors, all fleet-experienced petty officers, explain what the trainees will learn if they select and earn assignment to the Class A school for electrician's mates—for instance, the fundamentals of electricity, lighting and wiring circuits, generators, magnetos, and all other aircraft electrical devices.

- Survival equipment comes now to the student's attention. In the parachute rigger rate shop, Jones is briefed in the survival equipment used in naval aircraft. He learns the fundamentals of accepted medical and physiological procedures used to prolong life.

Should he select the parachute rigger rating, he will be sent to the rigger



age in school's curriculum. Here, airmen get word on the useful F 56 aerial camera.



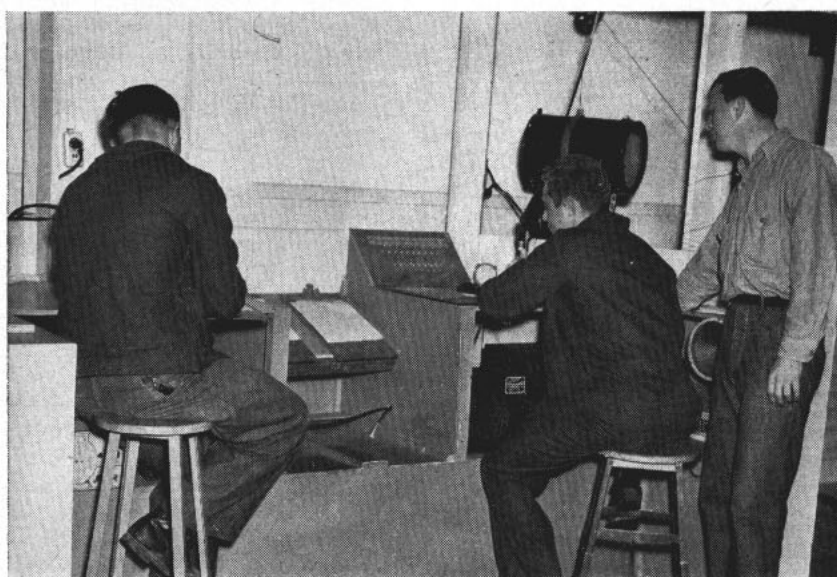
PANORAMIC gunner trainer teaches student turret gunners lead, deflection and other elements of good aerial gunnery under realistic flight conditions.

school at the naval air technical training unit at the Naval Air Station, Lakehurst, N. J. There he will learn the art of packing, inspecting and repairing chutes and will become an expert on sea and air rescue equipment.

- Ordnance, such as guns, bombs, torpedoes and rockets—all the weapons and ammunition with which a plane fights—are the concern of aviation ordnancemen. Personnel of this rating are the ballistics experts on guns ranging from the .22-caliber

training pistol to the 20-mm. aircraft cannon.

- In the AF rate shop, Jones is given the entire picture of naval aerial photography. He learns that while aerial photography itself is vitally important, it is only one phase of the work performed by aviation photographer's mates. Developing and printing in the dark-room may occupy a large portion of their time, and they must be able to make still photographs or motion pictures both on the ground and in the air. Their assign-



CONTROL TOWER mock-up is used to train student air controlmen in the important and complex assignment of directing traffic around landing fields.

ments may cover such wide fields as public information, portraiture, or terrain mapping.

- In the aviation structural mechanics rate shop, the student is introduced to the AM branch of naval aviation—the rating now combining the old aviation riggers rate, the fabric and dope job, the aviation carpenter's mate rate and the aviation machinist's mate (hydraulic) rate. Formerly known as aviation metal-smith, the rate has always carried the nick-name, "workhorse of the Navy."

AMs are specialists in metal, plastic, and fabric repair. Airmen who become AMs will master riveting, stretching, shrinking and forming operations in aluminum. They will learn to saw, cement and polish plastics and become adept at the welding trade, as well as in aircraft hydraulics.

- The most critical moments in normal flight are the take-off and the landing. In such moments the pilot must be assured of clear skyways and landing strips free of other planes. The men who direct the air traffic around air stations are air controlmen.

In the AC rate shop Jones is told that air controlmen must master stiff ground school assignments including courses in aerology, air traffic control, radio navigation, Link Trainer work, airport traffic control, radio communications and code, civil air regulations, ground-controlled approach, and recognition of service aircraft.

- In the AK rate shop, Jones learns that owners of the "flying keys" are trained to know every part of a plane so that maintenance technicians may draw parts in a hurry to make repairs. He discovers that an AK must know procurement procedures like the palm of his hands, and understand equally well the details of stowage, survey and salvage.

- Not long ago men who handled planes aboard an aircraft carrier were a hodge-podge of ratings from seamen to ordnancemen. Order was brought out of this chaotic condition when the Navy set up the all-inclusive rating of aviation boatswain's mate.

Should the student select the AB rating and earn entrance to the AB school, he will learn about the Navy's catapults and see them in operation. He will learn the nomenclature, operation and maintenance of the arresting gear used in naval aviation, as well as fire prevention, types of fire-fighting equipment, and organization of crews for fighting crash fires.

- One more rate open to Jones and

his companions is tradesman—training devices man.

When Jones has made the rounds of all rate shops, he has become more familiar with the enlisted structure of naval aviation. Exposure to all 13 ratings has given him a fair idea of what each is all about. Now he may again state his choice of specialties he desires to enter—three specialties, in the order of first, second and third choice.

Three weeks have gone by. The fourth and fifth weeks take Jones once again through the rate shops, this time for a four-hour period in each class. After that, the arduous part of the training begins. Before the student are long sessions of classroom work in mathematics, physics, blueprint reading and layout work, and weighty lessons to master.

A course in use of hand tools is included. Regardless of the rating for which they are destined, all trainees are taught to dismantle and reassemble typical aircraft carburetors and cylinders in a huge workshop located in a hangar set aside for Airman School trainees. They also learn the principles of making such simple devices as Dzus keys, under the supervision of expert craftsmen.

During his seventh week at the school, the student states his preference of rating desired for the third time. Intimate association with each rating has furnished him knowledge of what each specialty entails.

The grades earned by each trainee



SURVIVAL phase of the training of parachute riggers includes a classroom demonstration of the proper methods of escape from ditched aircraft.

during the first seven weeks of instruction are carefully studied by able counsellors. They are compared with a BuPers qualification sheet stating the minimum grades required for entry into each rating. Counsellors carefully selected for guiding trainees are available to Airman School students at all times. At the end of seven weeks, however, the student is scheduled for a 30-minute special conference with a counsellor who has before him every fact concerning Jones's fu-

ture in naval aviation.

The trainee's previous education is a big factor in deciding whether he is qualified to enter a selected rating. All facts are carefully weighed and balanced with scholastic and aptitude marks compiled during Airman School training. With all data compiled, the counsellor requests Airman Johnny to make his fourth and final rate discussion, then discusses with him the reasons behind the choice. If Jones has failed to compile grades required for his first selection, the counsellor must "sell" him on the second choice, or the third in some cases. It sometimes occurs that the trainee fails to measure up to any of his preferences. Then the data gathered by the counsellor is used to fit the student into the niche where he is best fitted.

The airman school points proudly to its record of placing more than 70 per cent of its graduates in the Class A school of their choice. Less than five per cent of the men fail to receive one of their first three choices. The few who fail to qualify for any Class A school find their groundwork in aviation and the use of hand tools valuable to them as non-rated men reporting to the fleet.

Whatever their final destiny, Jones and all the other airman school trainees who go on to Class A training have joined the ranks of naval aviation technicians—the blood, muscle and heart of naval aviation.



STUDENTS for the rate of aviation ordnanceman learn the intricacies of all the weapons and ammunition with which the latest Navy planes fight.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **CEC TRAINING**—A course to equalize the formal education of junior CEC officers convenes in September 1949 at Rensselaer Polytechnic Institute, Troy, N.Y. Ensigns and lieutenants (junior grade) who will have had a minimum of two years' active duty in the regular corps as of June 1949 are eligible to apply. Length of the course is one academic year.

Interested CEC officers should submit applications via official channels to reach BuPers (Attn: Pers-311E2) prior to 1 Apr 1949.

• **CHANGEOVER NEARS**—Under previously issued regulations, 2 Apr 1949 is the deadline date by which many changes must be made in uniform insignia worn by enlisted personnel.

By that time, enlisted personnel

must be wearing these insignia as follows:

- Rating badges on the left arm, midway between shoulder and elbow. (Petty officers who previously wore their rating badges on the right arm may continue to wear the same badge on the left arm until the present stock of the old right-arm badges has been exhausted.)

- Distinguishing marks on the right arm, midway between shoulder and elbow.

- Group-rate marks for enlisted men of pay grades 5, 6 and 7 must be worn on the left arm, midway between shoulder and elbow.

- Branch marks, no longer authorized, must be removed.

- Cuff marks for all enlisted men other than CPOs and stewards will consist of three white stripes on the cuffs of dress blue jumpers.

Several non-regulation rating badges and insignia worn by CPOs and stewards have been noted by the Bureau of Naval Personnel.

Among the more prevalent mistakes are:

- CPOs wear rating badges consisting of silver eagle and specialty marks with red chevrons or silver eagle and specialty marks with blue chevrons on the aviation winter working uniform. The rating badge prescribed for this uniform consists of blue eagle, specialty mark and chevrons. No other badge has been authorized for this uniform since 14 Oct 1946.

- Stewards of pay grades 1, 2 and 3 have been observed wearing rating badges consisting of silver eagle and specialty mark with blue chevrons on service dress khaki. Chief stewards and chief petty officers only are authorized to wear the silver rating badge with service dress khaki. Other stewards must wear only the badge consisting of blue eagle, specialty mark and chevrons.

The 2 April deadline also applies to the changeover by enlisted women to the officer-type combination hat if these items are available by that time. In addition, gilt buttons must replace the blue buttons on their uniforms by that date.

• SCHOOL NAME CHANGES—

Two naval schools have had their designations changed to indicate the broader scope of their curricula.

The school formerly called U. S. Naval School, Refrigeration, Class C-1, Service Schools, Receiving Station, Norfolk, Va., is now designated U. S. Naval School, Air Conditioning and Refrigeration, Class C-1, Service Schools, Receiving Station, Norfolk, Va.

The school formerly known as U. S. Naval School, Refrigeration, Class C-1, Service School Command, NTC, San Diego, Calif., is now designated U. S. Naval School, Air Conditioning and Refrigeration, Class C-1, Service School Command, NTC, San Diego, Calif.

The status of these schools as components of the U. S. Naval Receiving Station, Norfolk, Va., and Service School Command, NTC, San Diego, Calif., respectively, remains unchanged. The directive bringing about the redesignation is BuPers Circ. Ltr. 230-48 (NDB, 15 Dec 1948).

• **VETERANS**—Civil readjustment information officers will find in BuPers Circ. Ltr. 22-49 (NDB, 15 Feb 1949) an outline of current informational material which has been forwarded to all ships and stations. The letter also outlines the Bureau's policy in distributing such material.

• **MAGAZINES**—All commands are cautioned, in BuPers Circ. Ltr. 16-49 (NDB, 31 Jan 1949), concerning magazine subscription contracts with companies not absolutely known to be reliable. Particularly to be distrusted are agents offering reduced rates.

A case in point is the investigation of one such company which has sold ships' welfare officers cheap subscriptions but had failed to deliver magazines. Upon questioning, commands were informed that publishers would not accept the advertised rates and that additional payment was necessary. Requests for reimbursement of original payments brought the reply that the company had no funds available.

Investigation of the concern revealed a financial empire consisting of printed forms, one desk, one chair and an impressive cash deficit. The individual operating the company could neither refund money nor deliver according to the original contract.

WHAT'S IN A NAME



Chit

One of the old traditions carried on in the Navy is use of the "chit" — a carry-over from the days when Hindu traders used slips of paper called "citthi" for money so they wouldn't have to carry heavy bags of gold and silver.

British sailors shortened the word to "chit" and applied it to their mess vouchers. Its most outstanding use in the Navy today is for drawing pay but the term is currently applied to almost any piece of paper from a pass to an official letter.

• **FOREIGN PER DIEM**—Increases have been approved by the Secretary of the Navy for per diem allowances to Navy and Marine Corps personnel stationed within five foreign localities.

The increases are in line with a rise in living costs in the localities listed. Included in SecNav's authorization are the cities of Paris along with its Orly Field, and London as distinguished from other areas of France and England. In addition to the two foreign capitals the other three areas affected by the order are Great Britain and Northern Ireland, France, and Saudi Arabia.

The new rates affecting station sub-

sistence and quarters per diem allowances and travel per diem allowances will be incorporated in Appendix C of U. S. Navy Travel Instructions.

• **SUB LOSSES**—A 174-page book, *U. S. Submarine Losses World War II*, giving information about U. S. submarines and their personnel that were lost in World War II, is available at the U. S. Government Printing Office at 60 cents per copy.

Each of the 52 submarines lost during the war is given a short chapter in the book, including a roster of the crew—and passengers, if any—besides pictures and several hundred words of print. The text concerning each submarine gives, as far as possible, the circumstances surrounding the sinking. Also included is a chart showing the position of 49 of the 52 losses, as well as other charts and introductory material.

Make check or money order payable to Superintendent of Documents and address your order: Superintendent of Documents, U. S. Government Printing Office, Washington 25, D.C.

• **JET TRAINING**—A factory training program in the maintenance overhaul and operation of jet engines is being conducted for naval personnel at certain manufacturing plants.

Three-week training courses on the J-33, J-34, J-35 and J-42 jet engines have been established. Courses on the J-33 and J-35 engines are conducted at the Allison Division, General Motors Corp., Indianapolis, Ind. The Service School, Aviation Gas Turbine Division, Westinghouse Electric Corp., Essington, Pa., conducts the instruction course on the J-34 jet. Instruction on the J-42 jet engine is given at the Service School, Pratt and Whitney Aircraft Division, United Aircraft Corp., East Hartford, Conn.

Quotas for these schools have been assigned to the Commandant, USMC, ComAirLant, ComAirPac, NAS Norfolk, NAS Quonset, NAS San Diego, NAS Alameda, MCAS Cherry Point, NATC Patuxent, CNATechTra, First Marine Air Wing, Second Marine Air Wing and MCATS Quantico.

Activities other than those listed above who have need for key maintenance personnel to be trained in jet maintenance may nominate personnel to the Chief of Naval Personnel (Attn: Pers-400 B) for this training. Only those personnel who have sufficient experience to assimilate advanced levels of instruction should be nominated.



FLYIN' HIGH—First to ride in Marine's new TF-80 jets was Walter W. Fleetwood, MSgt, USMC.

Marine Corps EM Honored By 600 MPH Pickaback Ride

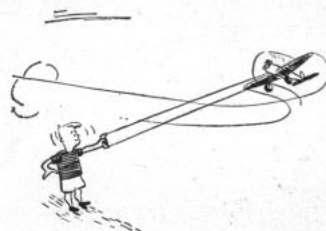
The first enlisted man from the Marine Corps United States West Coast units has made a flight as passenger in a two-seater jet plane.

As the TF-80, attained speeds over 600 miles an hour, MSgt Walter W. Fleetwood, USMC, accompanied an aircraft company test pilot in the 30-minute trial flight.

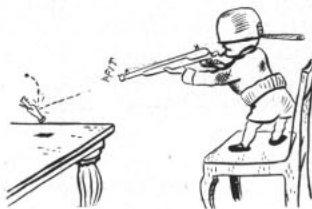
The sergeant, attached to VMF 311 as engineering chief, served in China and the South Pacific during his nine years of service with the Marine Corps.

His name was selected from a long list of applicants for the honor of adding a "first" to career histories.

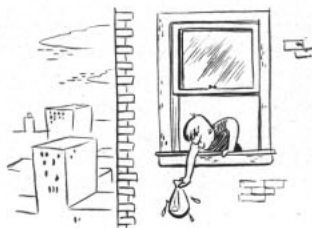
HERE'S YOUR NAVY



The Naval Ordnance Laboratory at White Oaks, Md., has a number of interesting machines for shock testing various weapons or their parts. One is the centrifuge, a whirling machine, valuable in testing the mechanical strength of radio tube parts and certain other items. One NOL centrifuge is capable of exerting a force 1,000 times that of gravity.

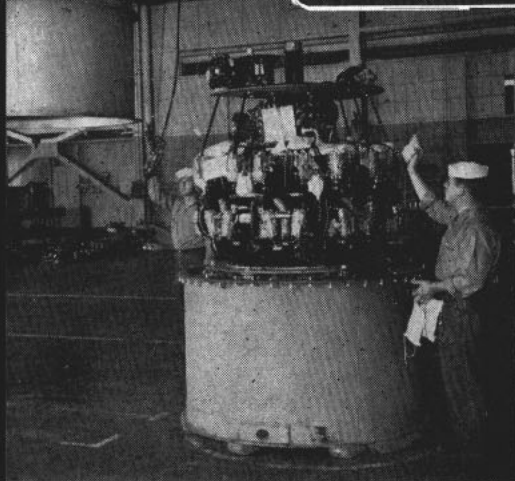


A more recent development is the air gun. In air guns the unit undergoing a test is attached to a "carriage" which moves in a smooth-bore barrel. Compressed air up to 15,000 pounds per square inch is used as a propellant. The carriage is fired into a muzzle chamber where a moderate reverse air pressure brings it to a halt.



Another newly perfected device is the "1,200-foot drop tester." In this device the test specimen is mounted inside a long carriage in the air gun. Also inside the carriage is a "free-floating" part. When the carriage leaps into motion the free-floating part remains stationary, striking the test specimen with force equal to the landing shock after a 1,200-foot free drop.

CANNED HORSEPOWER



SILICA jell is added before sealing.

ADVANCEMENTS in the method of preserving aircraft engines are saving the Navy thousands of dollars a year. In the forefront of preservation operations is that being employed at NAS Pearl Harbor, T.H.

The Pacific air station is "canning" about 100 naval aircraft engines a month. Two-thousand-horsepower engines are prepared for storage and sealed in one-ton steel containers where they will remain in perfect condition until needed.

Engines have been stored in "cans" at forward Pacific areas where they were subjected to inclement weather. Upon inspection two years later, they were found to be in the same condition as when they were sealed.

Before adoption of the "canning" process, aircraft engines were stored in their shipping crates and had to undergo preservation maintenance sometimes as often as six times a year. Each time, the operation would cost about \$400. Under the new system, plane engines can be stored for indefinite periods with the over-all cost not exceeding \$400. The NAS storage plant employs only 22 civilians and 31 naval personnel.

At the Pearl Harbor "cannery," aircraft engines are disassembled when they arrive at the overhaul and repair shop. Each part is cleaned and checked for wear and corrosion. Parts requiring repair are routed to the proper shops where the adjustments are made.

After all repairs and cleaning are completed, the engine is reassembled and given a test run. Malfunctions are noted and corrected by on-the-

spot repair or major overhaul if necessary.

When the engine has measured up to rigid Navy standards, the preservation process begins. All exterior parts and surfaces are coated with special compounds and the interior is covered with an oil preservative which can be removed easily. Other parts of the engine are wrapped in a specially treated waterproof paper.

After being covered with oil, ends of shafts are wrapped in heavy-duty adhesive tape to protect threads from damage during handling. Where openings have been left by removed

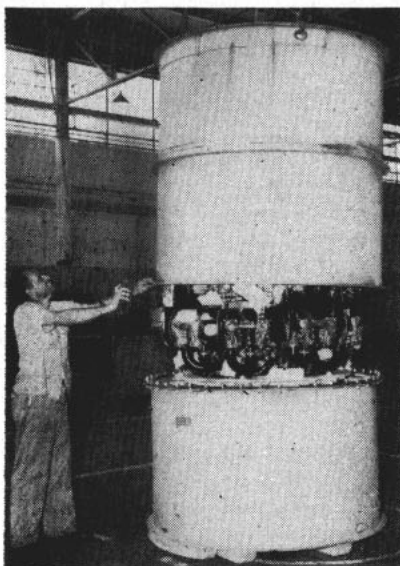
any spots where preservatives may have been rubbed off in handling. Bags of silica jell are placed around the engine and the top half of the "can" is lowered and bolted into position.

Five pounds of air pressure is forced into the container and checks for leaks are made every 24 hours for the next five days.

If no leaks appear after the five-day period, the "canned" engine is shipped to Aviation Supply Depot, Pearl Harbor, for final storage. Here, dehydrator slugs are inserted. By watching the dehydrator slugs, depot personnel are able to tell when the moisture capacity has been exceeded.

In another phase of preserving aircraft materiel, the Navy developed a method to vacuum-pack complete airplanes. Carrier planes and other small aircraft were stored in large, metal, prefabricated structures. The buildings are sealed with a special cement and bags of dehydrating silica jell are placed on the floor. All but 20 per cent of the humidity is removed from the "can."

In maintaining the 20 per cent humidity, a "desiccant dehumidifier" is in operation night and day. Resembling a welding machine, the mechanism controls the humidity, keeps a 72-degree temperature, and allows a regulated amount of air to enter, permitting the planes to "breathe."



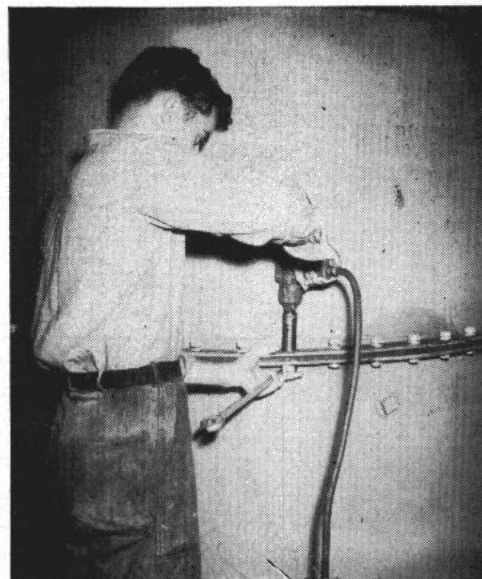
TOP of can is lowered into place.

accessories, varnish-coated plywood plates are placed and the removed accessories are mounted on a board and placed above the engine's gear case.

In addition to the many greases, oils, papers and tapes used in the operation, silica jell is packed into containers resembling spark plugs and screwed into the spark plug openings. Silica jell is blue in its natural state, but when moisture sets in, the jell issues a warning by turning pink.

Placing wooden plugs in the exhaust ports is the final step in the preservation of the engine. Then, all is ready for "canning."

In the lower half of the waterproof, airtight container is a mounting board upon which the engine is lowered. A final spraying is given to insure that all surfaces are coated and to recover



TIGHTENING down on bolts seals can.

Here Are Results of All-Navy Bowling Tournament; Sports News Roundup



WINNER of individual championship, William McCormick (left). Middle Atlantic Group (right) won 1949 team honors.

The first All-Navy bowling tournament, held at the Naval Base, Philadelphia, Pa., came to a surprise ending. While spectators' attention was focused on two men who were leading with a tie score another kegger moved ahead to capture the championship.

Newly crowned All-Navy bowling champ is William S. McCormick, AE3, USN, of AVG5, North Island Naval Air Station, San Diego, Calif., representing the Pacific Fleet Group team. McCormick had a total of 1144 points

and an average of 190 per game. He rounded out his tournament with game scores of 188, 171, 182, 169, 201 and 233.

Close on McCormick's heels and losing by only five points were Henry F. Ahrens, DKC, USNR, of Naval Reserve Training Center, Huntington Park, Calif., representing the West Coast Group, and Francis Nelson, SN, USN, of Annapolis, Md., representing the Middle Atlantic Group. Each had a total of 1139 points for second place and had to bowl an extra game to

determine the runner-up champion. Nelson conceded the game in the eight frame when Ahrens took a staggering lead.

Nelson was leading man in the opening night's scoring with a total of 590 pins while Ahrens placed second. In the final night's events all eyes were on the pair as they battled for leading position and only a few noticed McCormick come up fast from behind to overtake them and capture the championship.

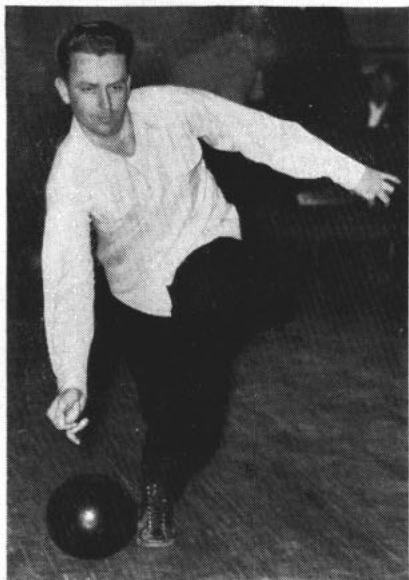
Nelson's loss of the runner-up position didn't send him home empty-handed. His bowling throughout the tournament helped his team, the Middle Atlantic Group, to capture the team championship and earned each of them a sweater with the famed "N" and the All-Navy championship shoulder patches.

Members of the winning Middle Atlantic Group team were Nelson, Victor J. Cieplinski, AD2, USN, of NAS Patuxent River, Md.; William F. McDaniel, MA3, USN, of U. S. Naval Barracks, Washington, D. C.; Trenton K. Emch, AOC, USN, of Roosevelt Roads, NOB Puerto Rico, and Robert A. Peterson, MMC, USN, of NAS Guantanamo Bay, Cuba.

Runner-up team in the competition was the Hawaiian Group. Team point score for the Middle Atlantic Group was 4270 while Hawaii collected 4249 points. Other team scores were: Pacific Fleet Group—4206; West Coast Group — 4180; Northeast Group —



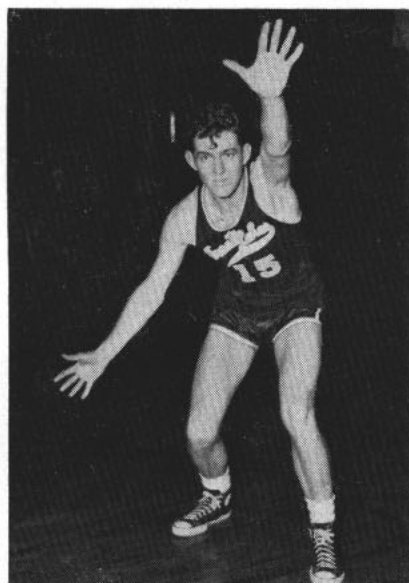
ALL-NAVY bowling champ Wm. McCormick, AE3, and runner-up H. F. Ahrens, DKC, receive awards from CDR E. F. Steffanides, Jr., BuPers representative.



RUNNER-UP Henry F. Ahrens delivers ball during the 1949 All-Navy bowling tournament held in Philadelphia.

4123; South Central Group—4101; Atlantic Fleet Group—4036.

Competition in the tournament was hot and fast from the beginning with Ahrens and Nelson holding a fair lead over the other bowlers. During the final night's action both men were continuously checking on each other's score and trying to better it with their own. Meanwhile McCormick continued to pound away inconspicuously, gaining points and momentum as the games passed until the final score was counted and it was announced he had become the victor by



HOT SHOT basketball players for USNTC, Great Lakes, Ill., include Don Crossley (left), ET2, center, and Vaughn Voss, EMFA, among high scorers.

a slight margin of five measly points.

Hardly able to believe that anyone could have bettered Nelson and Ahrens, contestants and spectators circled about the scorekeepers to check the score and walked away bewildered when they discovered the small margin of victory.—ED LARKIN, JO2, USN.

Heads Navy's Athletic Program

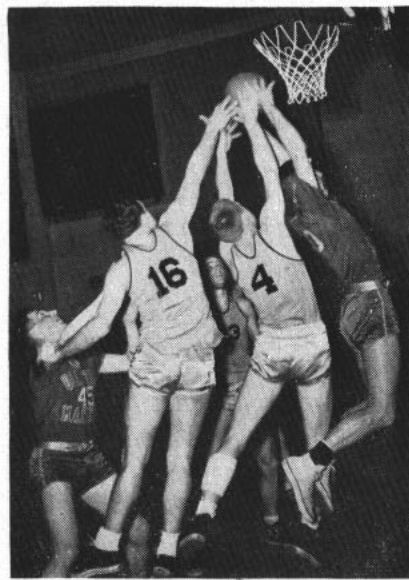
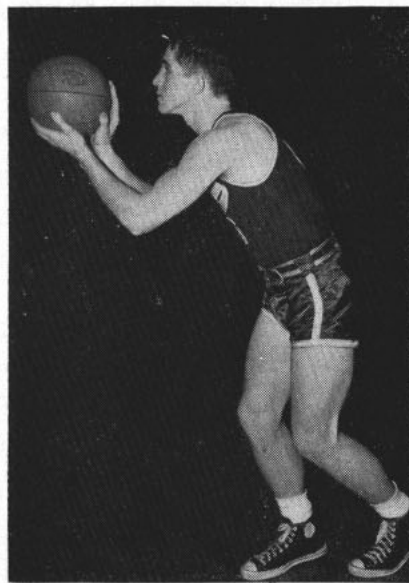
The Navy's athletic program now is headed by Commander E. F. Steffanides, Jr., USN, who relieved Commander Slade D. Cutter, USN.

A member of the 1928, 1929 and 1930 Naval Academy football squads, Commander Steffanides also excelled at crew while at Annapolis.

The officer occupying this position holds the title of Assistant for Athletics to the Director of Welfare, Bureau of Naval Personnel. He is responsible for the organization of Navy sports competition, preparing rules and regulations for the 11 All-Navy sports tournaments held yearly and is responsible for planning a general physical fitness program for the Navy.

Orion's Hopsters Win

The basketball team of USS *Orion* (AS 18), based in the Canal Zone, has compiled an impressive record of wins against service teams in the area. *Orion* cagers won 30 games while losing only one to capture the Canal Zone All-Service basketball championship.



BATTLE for rebound is between Naval Quarters I (light suits) hoopsters and Quantico Marines. Marines won title.

Pistol Matches to Be Held

Navy personnel have been extended an invitation to participate in the National Mid-Winter Pistol Matches being held in Tampa, Fla., from 15 to 19 Mar 1949.

This competition is open to all members of the National Rifle Association, or to non-members who are firing in their first competition. Competitors must supply their own ammunition in the .22, .38 and .45 caliber matches. Registry fee is \$1.00; the entry fee for each individual match is \$1.00; the fee for team matches is \$4.00 per team. All entries should reach the National Mid-Winter Pistol Matches, Post Office Box 253, Tampa, Fla., prior to 4 Mar 1949.

BuPers has granted authority to local or command recreation funds to reimburse naval personnel for nominal expenses incurred in attending the matches. Military personnel can be billeted at McDill Army Air Base, Tampa, Fla., upon presentation of TAD orders.

Doubly Dangerous

According to BuPers records the only person on active duty in the Navy to hold both the Distinguished Marksman Medal and the Distinguished Pistol Shot Medal is Captain Theodore O. Dahl, USN.

Captain Dahl, sharp-shooting skipper of the U. S. Naval Air Facility, Adak, was recently presented with the top pistol shot award.

Coco Solo Boxers Win

Battling against stiff competition from Army and Air Force boxers, four hard-hitting ringmen from NAS Coco Solo, C. Z., punched their way to four titles in the 1948 Panama Area Inter-Service Boxing Championship Tournament.

The classy sailor pugilists, only Navy ring team in the area, piled up 30 victories against 10 defeats during the competition and added nine trophies to the station's collection.

The four champs are Freddie Townsend, light heavyweight; Toby Toomer, middleweight; Clarence Odum, featherweight and Thomas Rundell, flyweight.

All-Navy Sports Calendar

Here's the dope on future All-Navy championship events.



Basketball

Third week in Mar 1949
Bloch Arena,
Pearl Harbor, T.H.



Wrestling

Third week in Mar 1949
USNA, Annapolis, Md.



Boxing

Week of 22 May 1949
Civic Auditorium
Oakland, Calif.



Tennis

Third week in July 1949
USNA, Annapolis, Md.



Golf

Second week in
August 1949



Shooting (Pistol)

Third week in
August 1949



Swimming

Third week in
August 1949



Softball

First week in
September 1949



Baseball

Second week in
September 1949



Football

Saturday, 10 Dec 1949
West Coast

SIDELINE STRATEGY

Many boxing fans were surprised last year when not a single U.S. fighter won a championship at the Olympics held in London. Only one fighter (the Navy's Hank Herring, SD1, USN, welterweight) reached the final round of competition.

When the full story became known it was found that several of the U.S. boxers were beaten as



much by their lack of familiarity with international boxing rules as by their opponent's punches. In fact, not a single U.S. boxer was knocked off his feet in all the matches.

AAU Rules for Boxing are used almost exclusively in the U.S. to govern amateur boxing. These rules were originally derived from the international rules. But according to Commander Slade Cutter, USN, who was one of the Olympic referees, there is a vast difference in interpretation.

"In this country the emphasis is placed upon the fighter's ability to absorb punishment and damage his opponent, rather than upon the relative skill of the contestants," says Commander Cutter.



Commander Cutter, a former outstanding intercollegiate boxing champion, has proposed the Navy do something about insuring that it has fighters trained to fight under international rules when the 1952 Olympics roll around.

As a result, this year the All-Navy boxing tournament will be

fought under strictly interpreted AAU rules. For example, the first time a boxer commits a foul, the referee will command, "stop," warn the guilty fighter without penalty, then command, "box" and the contest will be resumed. The second time he fouls his opponent he is penalized. The third time he commits a foul he is disqualified and his opponent proclaimed the winner.

Here are a few of the fouls which can make a loser out of a potential champ. Very few if any of these fouls are ever called in regular amateur boxing bouts in the U.S.: (1) striking with any part of the glove other than the padded section over the knuckles; (2) lying on; (3) holding and hitting; boxers are not in a clinch as long as one man has both hands free. Pinning an opponent's arms to his side by using gloves is not boxing and is considered holding; (4) twisting an opponent in a



clinch; (5) ducking the head below an opponent's belt.

AAU and U.S. Olympic Boxing Commission officials have stated that matches to select the next U.S. Olympic boxing team will be conducted strictly under international rules. Commander Cutter says it is almost impossible for a fighter, no matter how good he is, to fight successfully under international rules if he has been trained to fight under loosely interpreted rules.

"By starting now to train our Navy lads to fight the way they will be required to in preparing for international competition," he says, "they will have a considerable advantage over other U.S. fighters who will be vying for berths on the next U.S. Olympic team."—Earl Smith, PNC, USN, ALL HANDS Sports Editor.

Symbols of Achievement in Navy Sports

WHAT'S the reward for winning an All-Navy championship?

Naturally, the satisfaction of being a champion is the real reward—plus the prestige, and the admiration of the Navy. However, as symbols of achievement and of the honor that goes with capturing a title, the Navy presents champions with several types of appropriate trophies, plaques and emblems.

All-Navy championship sports contests are divided into two categories. Team sports: football, baseball, softball and basketball—and individual sports: swimming, boxing, wrestling, shooting, bowling, tennis and golf. Contestants in individual sports are formed into teams at the championship level, but it is the individual performance of each participant, not coordinated teamwork, that is the decisive factor in winning one of these fat sport plums.

Members of All-Navy championship teams (football, baseball, softball or basketball) are awarded a permanent bronze plaque for the team's ship or station to retain. This plaque is inscribed "All-Navy Championship," and lists the name of the sport and the members of the team. The winning team retains this plaque permanently.

A plaque identical to the one awarded All-Navy champions in the team sports is also awarded the runner-up teams. These plaques are in-



WRESTLING and boxing winners are given belts with gold buckles.

scribed "All-Navy Champion Runner-Up."

The championship and runner-up plaques were awarded the Quantico Marines and Marine Corps Recruit Depot, San Diego, Calif., for football competition for 1948 for the first time. Prior to that time a four-foot high wood and metal trophy was awarded champion teams for permanent possession.

Members of first place and runner-up teams are also awarded certificates signed by the Secretary of the Navy, and a sweater with a letter "M" or "N" and a shoulder patch inscribed "All-Navy Champions" with the sport and date.

In a category by itself is the "perpetual" Secretary of the Navy Basketball Trophy. This beautiful three-foot high silver trophy is awarded each year to the All-Navy basketball champions, and the name of the team inscribed on it. The winning team's ship or station retains this trophy for one year.

Recently placed in competition is

the "Captain Jack Kennedy Boxing Award," a memorial trophy to the man responsible for making boxing one of the most popular sports within the Navy. It will be a perpetual award and each year the name of the outstanding boxer in the All-Navy boxing tournament will be inscribed on it. The trophy will be retained by the fighter's ship or station until the next All-Navy boxing tournament is held.

Champions in the individual sports (swimming, boxing, wrestling, shooting, bowling, tennis and golf) are awarded a certificate signed by the Secretary of the Navy, a sweater with the letter "M" or "N" as appropriate and a shoulder patch. Navy personnel are awarded blue sweaters with gold letters. Marine Corps personnel are awarded gold sweaters with red letters. The shoulder patch is inscribed "All-Navy Champion," the sport and the year.

Boxing and wrestling champions are also awarded "belts" for capturing first place in each of the eight divisions of these two sports. The buckles are gold, and inscribed "United States Navy—United States Marine Corps Boxing (or Wrestling) Championship." Runners-up are awarded belts similar in design except they are silver.

Most historic trophy in competition is the famed Iron Man. Officially known as the Navy Department Gen-



PERMANENT bronze plaques (left) have replaced trophies (right) previously awarded All-Navy team champions.



CERTIFICATES are awarded winners (left). Right: The Secretary of Navy and All-Navy basketball trophies (right).

eral Excellency Trophy for Athletics, it is once again being competed for after eight years in a storeroom. Competition is limited to ships of the Pacific Fleet, and the trophy will be awarded yearly to the vessel compiling the highest score under a point system devised by ComServPac. The name of the winning vessel will be inscribed on the base of the trophy, which will be retained by that vessel until the next competition is held.

Basically, the point system for awarding the trophy consists of a ship being awarded 10 points for capturing a group championship and 15 points for capturing the Pacific Area

championship in each of the All-Navy sports except bowling. Runner-up ships receive five points for coming out second best in group championship competition and eight points if they place second in Pacific Area Navy competition.

The trophy will be awarded, for the first time since 1940, on 30 June 1949. A second Iron Man trophy previously in competition among ships of the prewar Asiatic Fleet has been recovered, and may possibly be placed in competition among ships of the Atlantic Fleet at some future date.

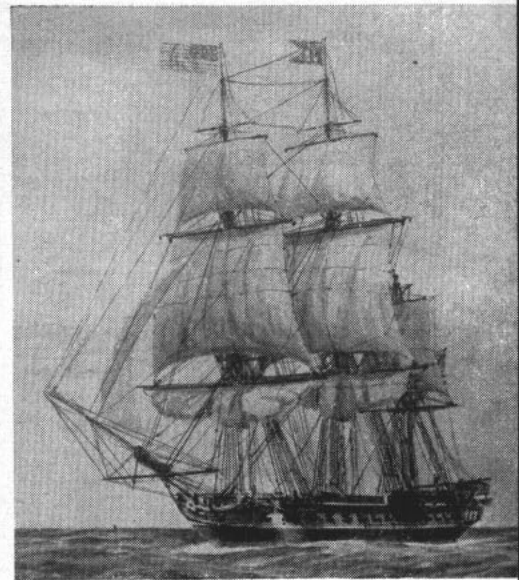
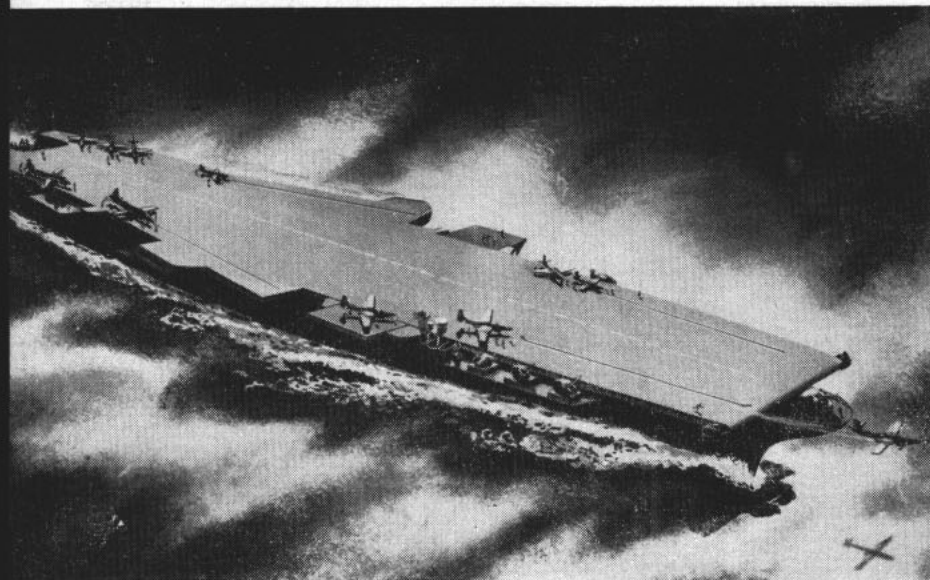
Navy personnel are eligible to compete for two inter-service trophies, the

Army-Navy-Air Force Tennis Championship Trophy (The Leech Cup) and the James Forrestal Cup for the Armed Forces golf championship. Tennis and golf teams are formed by the Navy to compete for these trophies from champions and leading contenders in the All-Navy golf and tennis championship matches, which are held prior to the inter-service contests. The Leech Cup is presently held by the Navy. The Forrestal Cup, which was placed in competition last season for the first time, was won by the Air Force.

Glory and symbols of high achievement are accorded All-Navy champs.



ABOVE: James Forrestal Golf Trophy. LEFT: The coveted Leech Tennis Cup. RIGHT: The famed Iron Man Trophy.



USS UNITED STATES—Ships are latest (left) and earliest (right) built for the Navy under the Constitution.

New Super Carrier Bears Illustrious Name

A PROUD name—that of USS *United States*—has been assigned the new 65,000-ton flush-deck super carrier (CVA 58), the keel of which is scheduled to be laid next month at Newport News, Va.

Only other ship to bear this title was launched 152 years ago at Philadelphia when the 1500-ton frigate named by George Washington and sailed to fame by Stephen Decatur slid down the ways.

The vessels represent the earliest and latest built for the Navy under

the Constitution. Designed by Joshua Humphreys, the first *United States* was tops in fighting ships of its class and time. The new carrier has the same aim.

USS *United States*, a 44-gun ship, performed creditably under Captain John Barry during the undeclared war with France from 1798 to 1800. But it was the fiery Decatur who led the crew to its greatest victory in the War of 1812. With an astonishing display of fire power and accuracy, Decatur's ship overwhelmed the highly regarded

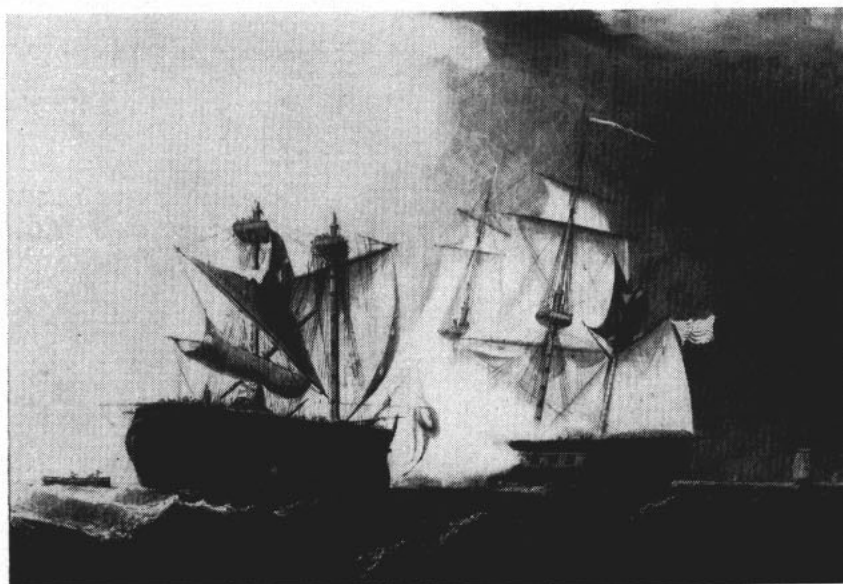
British frigate *Macedonian* near the Canary Isles.

A comparison of the old and new *United States* highlights differences in naval arms over a century and a half. Decatur's vessel had a displacement of over 1,500 tons, that of a modern destroyer, and a 43-foot beam. Its overall length was 200 feet, roughly that of an LSM. The frigate's masthead height, however, equalled that of a *Midway* class carrier. Its cost, protested as an extravagance in the 1790s, was \$299,000.

The new carrier's figures show a displacement more than 40 times that of the frigate, an overall length (1,090 feet) more than five times as great, and a 130-foot beam triple that of the old vessel.

CVA 58 will feature a totally clean deck operating area for its planes, without the usual island on the starboard side. This arrangement will permit operation of planes so large that their wings may jut out over the ship's sides. Planes weighing well over 100,000 pounds can be accommodated, suggesting that number of necessary missions will decrease while striking range of the ship's air complement will be enormously extended.

Far and away the most powerful vessel in modern sea-air warfare, the modern USS *United States* provides a fitting continuation of the naval tradition of sea control begun by its "sister ship" in the youth of the country for which the vessels were named.



FRIGATE *United States*, with 44 guns and commanded by Commodore Stephen Decatur, defeated the British 38-gun frigate *Macedonian* on 25 Oct 1812.

SUB SAVERS

A NEW type submarine messenger buoy which eliminates the need for deep-sea divers in submarine rescue work has been successfully tested by the Navy.

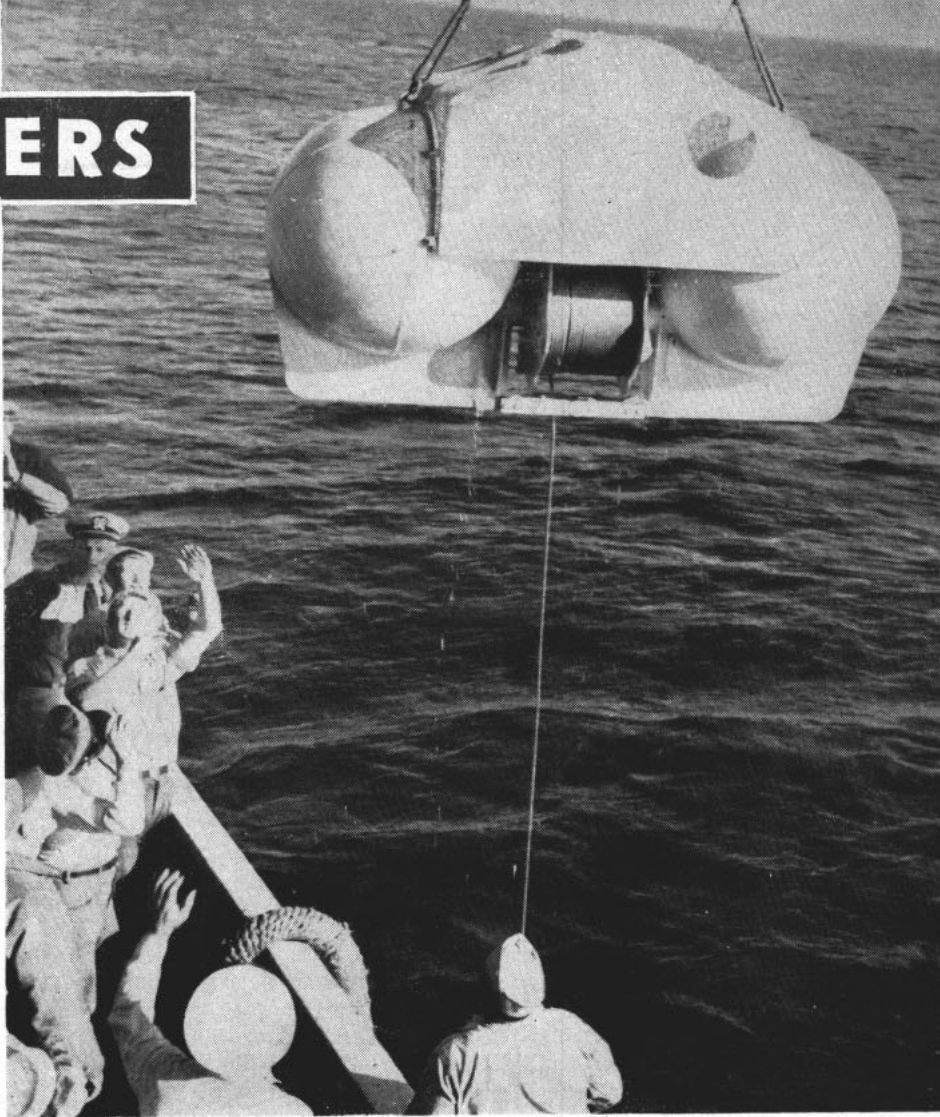
Development of the buoy climaxes a research and development program that has been a major submarine problem for over 20 years. By use of the new buoy it is now possible to effect a rescue at any depth the submarine may be bottomed, provided all the compartments are not flooded and personnel are alive.

The buoy is released by personnel inside the sunken submarine, and the cable unreels automatically as the buoy rises to the surface. Two of the new buoys will be carried by each submarine and, unless damaged by the accident which causes the sub to sink, will assure the crew of an excellent chance of rescue.

During tests conducted with USS *Tringa* (ASR 16), submarine rescue vessel, and USS *Sablefish* (SS 303) the new buoy was released from *Sablefish* while bottomed in 300 feet of water. *Tringa*, moored over the submarine, retrieved the buoy and attached its cable to the rescue chamber which she carries as part of her equipment. The chamber was then hauled down by its compressed air winch and attached to the submarine's escape hatch without the use of divers. During use of the chamber the operators and passengers were not exposed to sea pressure.

Prior to development of the new buoy, submarines carried marker buoys that, when released by disabled subs, served only to mark the position of the sunken ship and to permit telephonic communication with the rescue vessel. Use of the rescue chamber has been previously limited by the ability of deep-sea divers to attach a cable near the escape hatch of the sunken vessel.

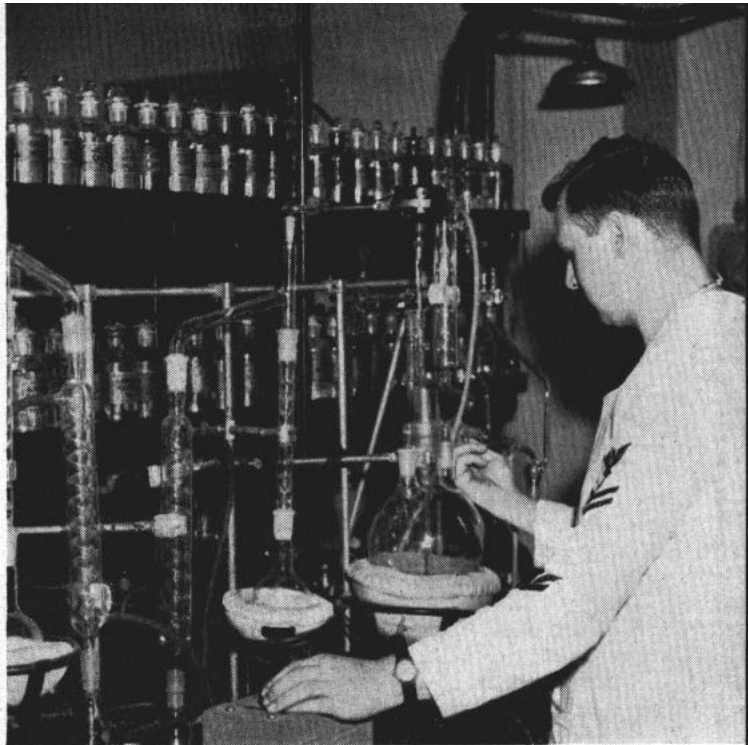
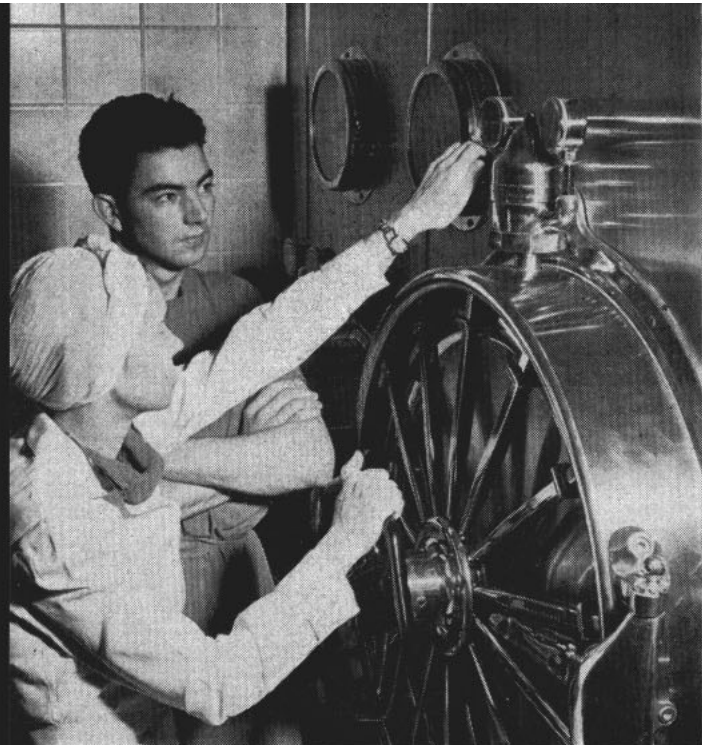
When perfected and installed on operating submarines, the new buoys will make rescues possible at depths which a diver would be unable to reach in conventional diving dress. It also will reduce substantially the time interval between location of the sunken vessel and arrival of the rescue chamber at the escape hatch. This will in turn reduce the period of exposure to extreme cold and excessive pressures to which crews of sunken submarines are sometimes subjected.



NEW TYPE buoy speeds submarine rescue work by eliminating need for divers. Cable attached to the escape hatch unreels automatically as the buoy rises.



OLD TYPE buoy contains no mechanism for hauling down the rescue chamber.



TRAINING in use of sterilizer (left) and in laboratory techniques (right) helps build an efficient medical Reserve.

Reserve Medics Ready to Meet Navy Needs

IS THERE an ophthalmologist in the house?

"How about a roentgenologist—or an otolaryngologist?"

The era of specialization is now at hand. Today when you send out that emergency call for a "doctor," you're likely to find that he's also an expert in an unpronounceable specialty.

Naval medicine, in addition to its needs for personnel qualified in both

the general and specialized fields of civilian medicine, is also confronted with the problems of military requirements.

With the broadening horizons of our shrinking world, the naval doctor's job covers an increasingly large theater of geographical operations. He must become acquainted with the physical and mental effects on the body of subzero frigid zones, as well

as disease-ridden tropical jungles. His knowledge should extend to the limits of the atmosphere, and the capacity of man to withstand these limits and the supersonic speeds of modern aircraft.

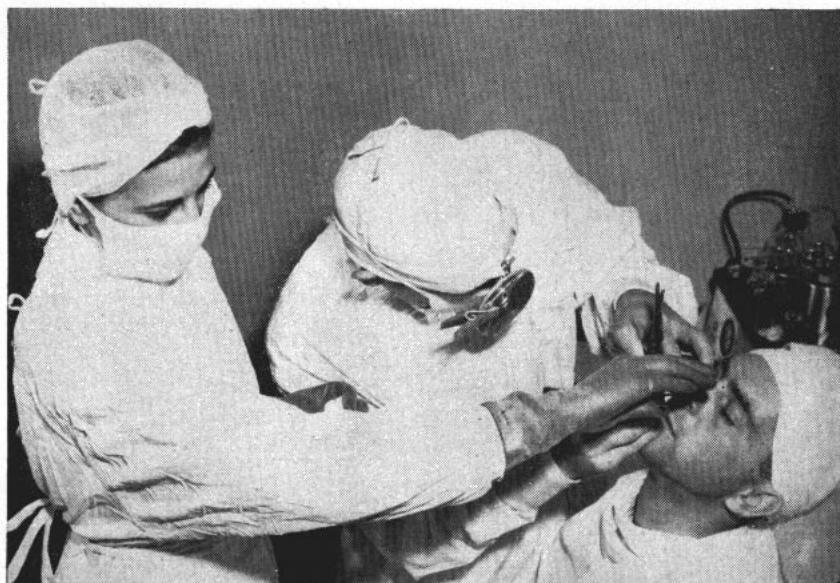
What treatment can be given to victims of an atomic attack? What are our safety plans in case of chemical or biological bombing?

In case of such an emergency the Regular Navy's peacetime organization of medical officers and enlisted men is not adequate. To supplement this organization a Reserve force is needed, capable of rapid mobilization in the numerous specialties of military and civilian medicine.

Already a sizable medical Reserve force has been established to meet this demand. The Naval Reserve's volunteer component has set up medical divisions which are organized geographically throughout the nation to accommodate the largest numbers of personnel.

It is planned that a total of 242 volunteer medical divisions, meeting at regular intervals in hospital centers or educational institutions, will provide the basis for training in the home communities of medical personnel without disrupting their civilian practices.

At present 239 divisions have been activated, with an enrollment of more than 19,000 doctors, nurses, special-



PRACTICAL practice insures the usefulness of medical Reservists in time of local disaster as well as preparing them for rapid return to active duty.

ists in allied sciences, and Hospital Corps enlisted men.

The Organized Reserve is also training a small number of enlisted and officer Reservists during weekly drills, with a comprehensive training program outlined for hospital corpsmen at certain Naval Reserve Training Centers.

Many of the medical-military problems raised by developments in modern warfare have not yet been answered. But medical research workers are continuing their studies and as rapidly as new techniques are proved reliable they are made available to Reservists through special lectures and seminars.

Atomic warfare and other new medical problems were the subject of the first of a series covered in seminars sponsored by the Navy's Bureau of Medicine and Surgery last year.

Entitled a "Course in the Medical Aspect of Special Weapons and Radioactive Isotopes," the seminar ranged from an evaluation of the atomic bomb to trends in submarine medicine.

So successful was this five and a half day course, which was held at the Naval Medical School, Bethesda, Md., that it was repeated in February, with a third course scheduled in April.

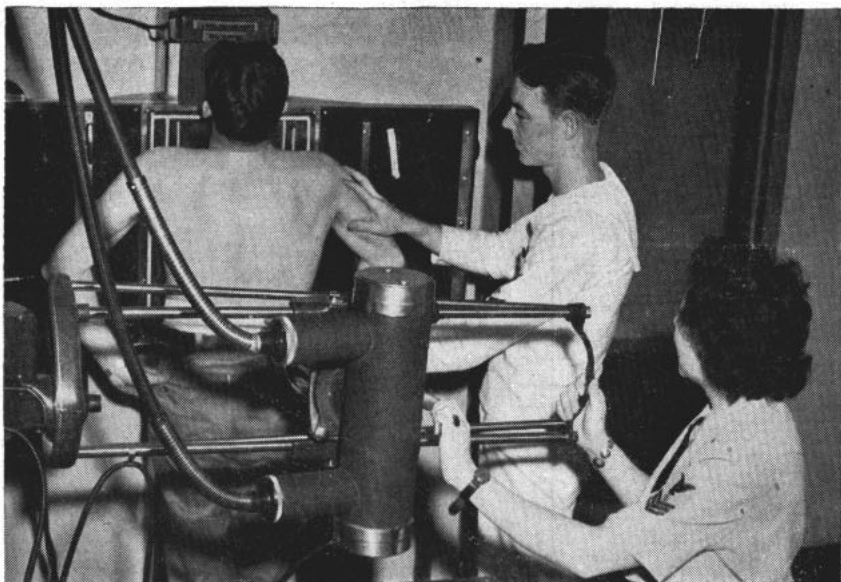
The fundamental "biology of ionizing radiation" and treatment of victims of acute radiation were discussed, along with safety regulations and disaster planning. The seminar also covered such subjects as medical support in amphibious operations, aviation and submarine medicine, and the medical aspects of chemical warfare.

Doctors attending the Reserve seminar had an opportunity to inspect an atom-smashing cyclotron, and made tours of the National Institute of Health and the National Cancer Institute.

The scope of the Navy's medical requirements is indicated by the variety of groups which are eligible for membership. The Reserve medical divisions are not limited to doctors, nurses and hospital corpsmen.

If you are an expert in pharmacy, optometry, administration and such allied sciences as bacteriology, nutrition, parasitology, pathology, chemistry, physics, biology, entomology, epidemiology, physiology, psychology or public health, you may join the Medical Service Corps Reserve, and enroll in one of the volunteer divisions in your district.

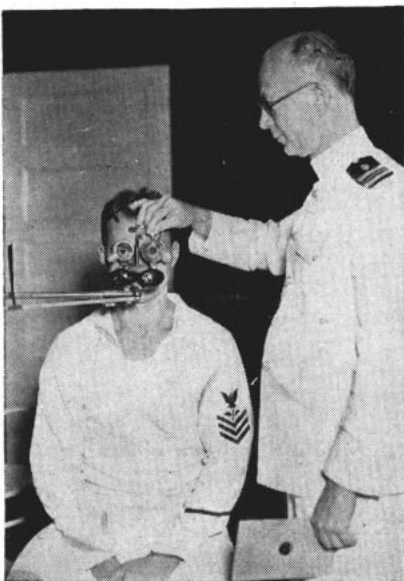
With full quotas, a single medical



PATTERNED after the program of the Regular Navy, the training given Reserve hospital corpsmen includes a thorough course in X-ray and allied fields.

division includes a total of 75 doctors, 50 nurses, 15 specialists in the Medical Service Corps and 250 enlisted men. Each division is under the command of Reserve medical officer with the rank of captain or higher.

Membership in a volunteer division does not restrict an individual from continuing in the field of his specialty if he is recalled to active duty in an emergency. It is not planned or expected that medical divisions will function as complete units in time of war.



PHYSICAL examinations may be given by Reserve medical officers as part of their annual training duty.

Purpose of setting up the medical Reserve in an organization of volunteer divisions was twofold:

- To make it possible to administer personnel at the naval district level, providing closer relationships so that individuals would be better informed.

- To establish groups which can be assembled together for lectures, seminars and other types of training of timely importance.

Each division will function as a "personnel pool," from which Reservists may be ordered individually or in teams to active duty.

The Volunteer Medical Reserve bases its training on the following program:

- Regular meetings of divisions conducted by local members or special traveling instructors, including films and other training aids.

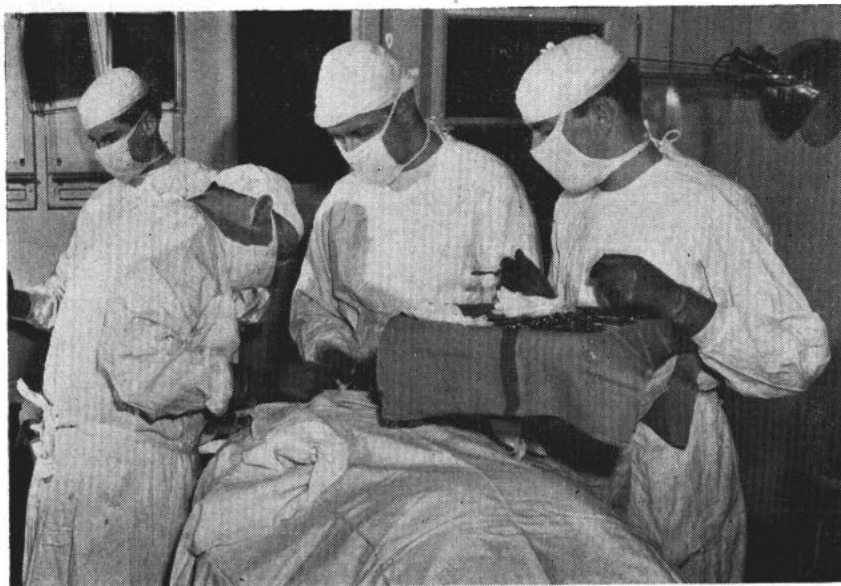
- Scientific and medical seminars of varying length organized either by naval Districts or the Bureau of Medicine and Surgery.

- Two-weeks' annual training in naval facilities, including bureaus, districts, hospitals, air stations, BuMed and in ships afloat.

- Courses at naval medical schools in special fields.

- Self-study correspondence courses.

"Teaching teams" have now been organized by BuMed to keep members of divisions informed in the field. These traveling teams are usually composed of four or more officers, each



NEW TECHNIQUES which answer the medical-military problems of modern warfare are made available to Reservists through lectures and seminars.

qualified in a different specialty. The teaching units follow itineraries planned to give wide coverage of naval districts.

Organized a few months ago, the first teaching team began a tour of 4th Naval District in January. In a period of nine days the pilot unit conducted eight special lectures and covered an area ranging from Pittsburgh and Harrisburg, Pa., on the west to Atlantic City, N.J., on the East.

Each member of a teaching team is a specialist with extensive experience. One may be an expert in polar regions. Another may have training in tropical diseases, while the others are medical scientists or specialists in military medicine.

Still in its infancy, the postwar Volunteer Medical Reserve is now rolling along at a fast clip in various naval districts. Largest in the nation, 9th Naval District holds first place for the number of medical divisions activated, with 71 established.

Adopting "Readiness" as their slogan, medical divisions of 13th Naval District have visualized their usefulness in time of local disaster by inaugurating purely voluntary emergency medical units within their communities.

Stressing the need for trained personnel who are available for emergency relief programs, the floods in the Pacific Northwest last summer found medical units ready in many communities to answer calls for help.

When the Columbia River overflowed its banks, making thousands

of people homeless in the cities and farmlands of Oregon and Washington, Reservists joined civilian relief workers.

Volunteer hospital corpsmen came to the aid of citizens in Cusick, Wash., inoculating flood victims against typhoid after they had been forced to drink contaminated water for over a week.

While Reservists from other components were strengthening and patrolling dikes, filling sandbags, setting up 24-hour communications service with mobile radio units, their shipmates were distributing food, clothing

and medical supplies. In Portland, Ore., members of Volunteer Medical Division 13-5 were praised for their work in rendering medical assistance to disaster victims.

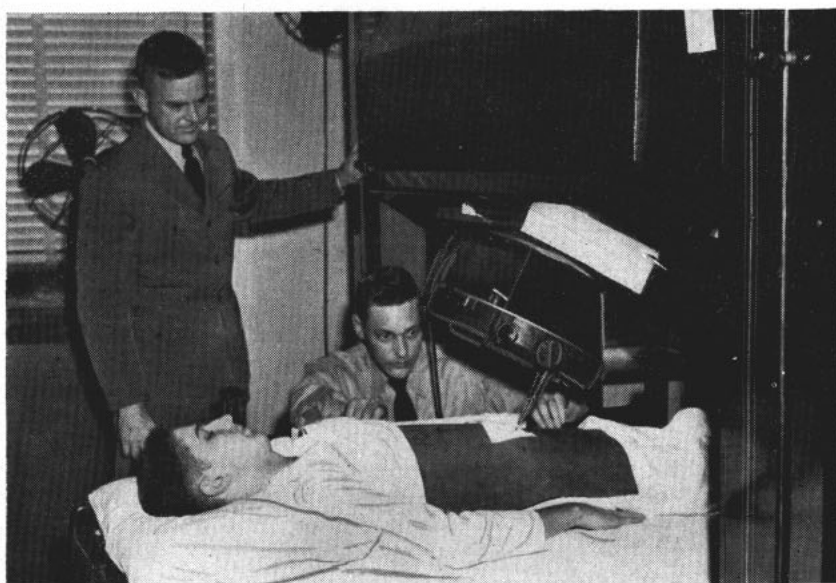
First Naval District has organized a series of one-day seminars for the benefit of its medical Reservists. The first and one of the best of its type was a symposium on certain aspects of atomic warfare held last fall at the Harvard Medical School, Cambridge, Mass. This was followed in January by a symposium on preventive medicine, covering immunization and bacterial resistance to various drugs.

Reserve doctors interested in doing extensive studies in naval specialties are now eligible for courses in aviation medicine at Pensacola, Fla., submarine medicine at New London, Conn., and industrial medicine at Navy yards.

In aviation medicine, for example, topics include the study of aircraft vibration and its effects, the physiology of acceleration, visual standards, medical approach to safety problems, disorientation in aircraft, aviation physiology and recent advances.

Reserve medical officers may also perform their annual training duty without leaving their communities. While still carrying on their private practice they can request to be assigned to one of the centers in their district for the purpose of conducting physical examinations of Reservists residing in their vicinity.

If a doctor lives some distance away from a naval center he may be placed



SKILL to operate such complex machines as this 400,000-volt deep therapy X-ray unit can be acquired by periodic training with the Organized Reserve.

on short periods of training duty of a couple of days, with the time accumulated credited as training duty.

For officers who desire to carry on their studies at home there is a "Correspondence Course for Reserve Medical and Dental Officers," obtainable by writing to the Chief of Medicine and Surgery, Navy Department, Washington, D.C. This course, which carries retirement point credits, will be continued until the new course in "Medical Department Orientation" becomes available in late 1949. Three other correspondence courses for medical officers are being prepared and will be ready during fiscal 1950.

The Navy is also preparing training courses for all enlisted ratings, which will make possible home training for enlisted men in the Hospital Corps.

While the preponderant number of medical Reservists are enrolled in the volunteer components, a certain number of enlisted men are trained in Organized Reserve units, where they participate in weekly drills either as members or associates.

Patterned after the program of the Regular Navy, training of Reserve hospital corpsmen starts off in a Class "P" school, for initial instruction of lower grades. Consisting of 96 periods, which are covered at the rate of two periods during each weekly drill session, Class "P" training takes about one year.

When the enlisted man has completed this course he graduates to Class "A" curriculum, which he will finish in about 20 months' training at his local NRTC.

When he is finally finished with his training in the Organized Reserve, the hospital corpsman is qualified in laboratory technique, pharmacy and chemistry. He is an expert in photo-fluorographs and X-rays. He knows the basic fundamentals of nursing and first aid, and is an asset not only to the Navy but to his community in time of disaster.

Model Airplane Program

Enthusiastic cooperation and year-round support for builders and operators of model aircraft have been promised by the Navy.

Under a new and extended policy, naval air stations centrally located in the United States will sponsor annual national model competition during which housing and permission to buy mess privileges will be available to contestants. As it did in 1948, NAS

Navy's Grand Old Man Rates 11 Gold Hashmarks

George Sanderson, BMC, USN (Ret), has spent 44 of his 87 years on active duty with the U. S. Navy—and he wants more!

Chief Sanderson is said to have been the oldest man on active duty with the allied forces during World War II. He retired to his comfortable home in Richmond, Calif., at the age of 83, after making 21 trips around the world and serving in a colorful array of duty ships and stations.

In his later years of active duty, Chief Sanderson performed invaluable recruiting duties throughout the western part of the United States. This duty was comparatively quiet when matched with his service in every quarter of the world during four wars.

Sandy served in ships with Midshipmen (later admirals) Rock, Leahy, Pratt, Reeves, Yarnell and Kemp. He has seen duty in some of the Navy's great old ships, including USS *Hartford*, USS *Independence*, USS *Mohican*, USS *Iroquois* and others.

Chief Sanderson was born in York, England, on 3 Jan 1862, and joined the U. S. Navy on 7 July 1882. In his service jacket can be found nine enlistments, two orders to report for duty and one recall to duty. Still, civilian life is too dull for the 87-year-old "sea dog."

An enviable collection of Navy



Chief Sanderson

books occupies a large portion of Chief Sanderson's home. He has what is believed to be the largest privately owned Navy library in the world. Its more than 3,000 volumes offer some diversion to Sandy. He is willing to turn his valuable collection over to the Navy. Many of the books were published in the 1870s and are now out of print. In addition to his book library, Chief Sanderson maintains a pictorial library with old-time Navy prints numbering into the thousands.

Listed among his cherished memories, Sandy recalls seal protection duty in the Bering Sea, nursing yellow fever victims, battling a lumber fire in New Zealand, landing in Panama to quiet native riots, rescuing five men from drowning and shelling the Philippine Islands from a gunboat.

He was given 24 hours to live when stricken with fever in Ecuador. That was many decades ago and Sandy still looks back on it with a chuckle.

During World War I, Sanderson organized a gunnery school at New York and was placed in charge of the 542 men assigned there.

On 7 July 1922, Sandy was retired for the third time—exactly 40 years after his first enlistment. Each time the nation's peace became clouded, the chief bounced into a recruiting office—uniform and all—requesting active duty.

In August 1945, at the age of 83, Chief Sanderson bade farewell to his beloved Navy for the last time. However, he's still keeping his weather eye open for an opportunity to return to active duty.

Olathe will play host to this year's National Model Airplane Meet scheduled for late July.

As part of a seven-point program of aid to the National Academy of Model Aeronautics and allied groups, Secretary of the Navy John L. Sullivan has announced establishment of Navy trophy awards to winners in carrier-type jet model and radio-controlled model competition.

In addition, commanding officers of all air stations will, when practicable, provide facilities for local model airplane clubs and encourage participation on the part of station personnel.

Music Lures Enlistments

Starting this month, Naval Reserve recruiting and officer procurement will be conducted—in part, at least—to the melodic strains of Eddy Duchin and his orchestra. Weekly 15-minute transcriptions, in the interest of keeping the service at its authorized strength through volunteers, are available to radio stations everywhere in the United States.

During the last war Duchin, a lieutenant commander in the Reserve, was commanding officer of a destroyer escort which participated in the Iwo Jima and Okinawa invasions.



LANDING on forward turret of *Missouri* helicopter evinces the adaptability that makes it valuable to the fleet.

'Copters Clinch Berth on the Navy Team

THE helicopter is in the Navy for keeps.

This versatile pinwheel has proved that for the jobs to which its peculiar characteristics adapt it, it has no peer. Today, throughout the fleet, all possible uses for it are being explored exhaustively.

It has whirled its way through the cold skies of the Arctic, Antarctic and Argentinia and through the somewhat warmer clouds at Bikini. Everywhere it has acquitted itself creditably.

At present the primary mission of this flying eggbeater is utility and rescue, and for assignments in these two big fields it's tough to beat.

In flight it looks like something you'd swat, but when there's trouble they can be mighty handy contraptions to have around.

One of its most spectacular rescues, and one that did a lot to convince those skeptical of its worth, took place during maneuvers with the Atlantic Fleet in the spring of 1947.

A *Helldiver* got a little low and slow and spun into the water astern the carrier *Franklin D. Roosevelt*. Injured and half-conscious, the pilot struggled to the surface, his Mae West ripped and useless.

The instant the plane hit the water an HO4S-1 helicopter and the life guard destroyer started a life-and-death race toward the drowning man.

There was no contest. The helicopter was hovering over the splash spot and had hauled the pilot to safety almost before the tin can had changed course. All witnesses agreed that had the destroyer been the sole means of rescue, the pilot probably would have drowned.

This is but one instance in which the helicopter has demonstrated its superiority to the destroyer for plane-guard duties during carrier operations and for rescue work generally. They reach the downed men quicker—taking about a fifth the time that it takes to maneuver a destroyer in close, and

they are less dangerous to personnel in the water.

These two features make a highly favorable impression on airmen who might otherwise have been lost and they're not the least bit bashful about passing the good word along.

On duty with the fleet, the slightly weird contraptions have replaced destroyers for liaison work almost completely. In a rough sea it requires considerable seamanship to maneuver a destroyer alongside another ship and transfer personnel by the elaborate and complicated breeches buoy system. Use of an eggbeater reduces to a minimum the risk to both personnel and machinery. Besides, it keeps the personnel drier.

A mechanical hoist has been devised which operates from an arm secured to the helicopter fuselage. By use of this hoist, litter patients can be raised and lowered in complete security for transfer from small craft to larger vessels or to shore in-

stallations for medical attention. The hoist can, of course, be used for the handling of regular personnel and materials as well.

The field of usefulness of rotary wing aircraft is being constantly expanded. They are versatile transports and have been used, within their operating limits, for the ship-to-ship and ship-to-shore delivery of guard mail, important messages and vital supplies.

At fleet anchorages they have proved invaluable for moving light freight when the water is rough and boating is uncertain and slow.

Use of helicopters by the Navy during major and minor fleet operations and maneuvers has proved repeatedly their vaunted versatility.

At Bikini, during Operation Crossroads and again during the summer of 1947 with the Navy's Bikini Scientific Resurvey party, they made numerous data-gathering, photographic and radiological monitoring flights.

Although they did not play a really vital role in the Atomic Bomb tests, in at least two instances helicopters made important contributions to the success of the operation as a whole.

When one of the automatic cameras failed shortly before the "Able" test, 'copters flew in replacement parts from USS *Saidor* at sea in less than 30 minutes.

Following the "Baker" day explosion, highly radioactive water prevented surface craft from entering the lagoon or approaching the islands. Sensitive films upon which the entire test had been recorded had to be recovered before airborne radioactivity penetrated the camera stations and rendered the films valueless.

The area was monitored by helicopter and, having determined that it was safe to land, the whirligigs made shuttle trips to recover the important films.

Sometimes based on icebreakers eggbeaters have operated many times far inside the Arctic and Antarctic circles.

In 1946 and again in 1947, they rendered valuable service to the Navy Antarctic expeditions. Darting and hovering far ahead of the ships they act as "seeing-eye" aids to groups of ships picking their slow way through the ice fields.

On a joint Canadian-American expedition to resupply weather stations in the far north, a Navy helicopter discovered the Nares-Peary cairn on Cape Sheridan.

The Marine Air Facility at Tsingtao, China has found them especially



TAXI SERVICE technique is demonstrated by the current fleet wheel horse, the HO3S-1. Hovering, it raises and lowers personnel by means of hoist and sling.

useful. Sent to Tsingtao to augment the limited rescue facilities there, they are also used to make regular courier runs over inaccessible war-torn territories where all roads, railroads and bridges have been demolished.

Conventional aircraft of the Facility do the major portion of their flying over vast mud flats impassable to more ordinary forms of transportation including the jeep, weasel and pogo stick. Under such conditions helicopters have proved to be the only safe means of rescuing a downed pilot.

The 'copters also saw duty last November with the Navy's Second Task Fleet in cold weather maneuvers in the North Atlantic. Their efficiency as plane-guards is especially appreciated when the water is cold . . . it shortens that cold, wet wait.

During extended tests with the fleet, the whirligigs have compiled an impressive list of jobs which they can handle better than conventional types of observation and utility planes.

The effectiveness of helicopters on photographic missions and as a steady



ICE BREAKERS use helicopters for rescue work and general reconnaissance. The restricted flight deck is ample even when the ship is under way.



RESCUE of downed airmen is one of the 'copter's primary fleet missions. They get there faster than ships and are less dangerous to personnel in water.

target for radar ranging has long been recognized. The helicopters' ability to hover, nearly motionless, at low altitudes offers great photographic possibilities as well as facilitating aerial map checking. High shutter speeds counteract its vibrations.

Although the helicopter is a relatively new aeronautical achievement the notion of direct lift flight in general has intrigued thinkers and inventors throughout the centuries—ever since Icarus fell victim to the first aeronautical structural failure.

That venerable old wizard of the Renaissance, Leonardo da Vinci, conceived an aircraft, consisting of a lifting screw driven about a vertical axis, which is considered basically sound even today.

However, to Dr. George de Bothezat goes credit for the first free, vertically rising flying machine which possessed inherent stability and controllability. In 1922 at what is now Wright Field, Dayton, Ohio, in an amazingly complex machine described as a "perambulating full cantilever bridge," de Bothezat stayed aloft for one minute and 42 seconds, attained a height of six feet and was able to maneuver at will.

The Navy entered the field of rotary wing, direct lift aircraft in 1931 and has been active in it ever since; and, as early as 1932, an autogiro was attached to the Second Marine Brigade in Nicaragua.

Although the autogiro was never put into general service use, its development paved the way to the satisfactory solution of many problems inherent in helicopters.

Early in the war, the Bureau of Aeronautics working in conjunction with the U. S. Army Air Force, succeeded in developing the first successful service helicopters, the Sikorsky models R-4, R-5, and R-6, which were put to good use during and after the war.

In 1946, the Navy established a new type squadron, the Helicopter Development Squadron VX-3, to develop and evaluate helicopters for search and rescue work, as replacements for seaplanes, for ship-to-ship and ship-to-shore liaison, harbor traffic control, utility duties, amphibious warfare and numerous other duties.

Because of the rapidly increasing demand for helicopters and crews, it became necessary to make the Navy's helicopter organization more flexible. To this end, in April of this year, Squadron VX-3 was deactivated and divided into two Helicopter Utility Development Squadrons—HU-1 and HU-2.

Helicopter Utility Squadron Two is stationed at NAS Lakehurst, N. J. and is under the operational control of the Atlantic Fleet. It is composed at present of 29 helicopters, 31 officers and 226 enlisted personnel. All Navy and Marine Corps pilots and maintenance personnel are trained by this squadron.

Helicopter Utility Squadron One, stationed at Miramar, Calif., is under operational control of the Pacific Fleet. It is comprised of 16 helicopters, 17 officers and 186 enlisted personnel.

In addition, the Navy's Aircraft Development Squadron One (VX-1),

which has anti-submarine warfare as its primary assignment, will have helicopters as part of its complement. This squadron is stationed at Key West, Fla.

The training squadron at Lakehurst has determined that it takes five hours of instruction before the average fixed-wing pilot can solo a helicopter, and, as a minimum, 25 hours additional flight time to turn out a fully qualified pilot.

Included in the advanced stages of the training are such maneuvers as: quick stops, 360 degree on the spot turns, backward take-offs, autorotation (power-off descents), hoisting and simulated shipboard landings.

Perhaps the most bewildering helicopter maneuver as far as the uninitiated are concerned is the quick stop. Flying at about 60 knots they can come to a complete hovering stand-still in the time it takes to wink—and they don't have to pry your features out of the instrument panel afterwards either.

There is no lunge against the safety belt; from the airborne helicopter's customary lean forward the cabin tilts gently back, there's pressure against the seat and you find yourself standing still. It's about the same sensation as tilting back in a swivel chair. No other aircraft can make this statement.

Training of maintenance personnel has now become one of the most important aspects of the Navy helicop-



SAGGING SAUSAGES land Marine assault troops during maneuvers. Helicop-

ter program. Due to the wide scattering of the relatively few units and the numerous requests from activities requiring specialized utility services the need for highly trained personnel is almost critical.

Since the units must be virtually self-sufficient, the maintenance personnel must be skilled to the point of being able to handle any repair job and even overhauls with a minimum of equipment under any conditions imposed upon them in the remote areas in which they usually work.

The Marine Corps' interest in helicopters rises from its adaptability to the problems surrounding amphibious operations—that organizations' primary mission. The 'copter's a natural for operating off even the most restricted beaches and from almost every type of Navy ship.

However, many additional Marine Corps needs and problems arise after a beach landing has been made. Their investigations in the helicopter field have followed, therefore, somewhat different lines than the Navy's.

Marine Corps helicopter activity, other than initial training, is centered at Quantico, Va. There, Marine Helicopter Squadron One (HMX-1) experiments with the windmills along the following lines:

- General operations with ground troops on maneuvers.
- Wire laying and other communication experiments.
- Courier service in the field.



ters offer advantages for amphibious warfare unmatched by any type aircraft.



SHIPBOARD check-outs acquaint pilots with such operational problems as flying in turbulence near superstructures and judging the ship's roll.

- Transport of vital supplies.
- Movement of key personnel.
- Casualty evacuation.
- Supplementation of crash boats.

The squadron has also done valuable work in testing such rescue devices as hoists, slings, airborne litters and liferafts.

The current work-horse for both the Navy and Marine Corps is the HO3S-1 which is similar to the HO2S-1 (the Army-Air Force R-5) but which incorporates a variety of improvements and modifications to better equip it for service with the fleet.

Such modifications include a lockable nose-wheel and additional landing gear strength, folding rotor blades and external corrosive preventatives.

The HO3S-1 features a rather extended straight tail-boom and is powered by a 450 horsepower engine. It can carry a pilot and three passengers or an equivalent amount of freight 250 miles at a 85 mph cruising speed. Wide open it whirls 110 mph.

The new training helicopter, the HTL-2, has as its most outstanding feature a split canopy which permits removal of almost half the plexiglas cockpit enclosure if desired for fair weather or specialized operations.

Rigged with dual flight controls, the two passengers sit side by side. It cruises at 85 mph powered by a 178 horsepower engine and has a service ceiling of 11,500 feet.

Besides primary training it is used for special missions such as torpedo tracking and recovery. It is equipped with a four wheel landing gear and rotor and parking brakes. Its predecessor, the HTL-1, is still rendering

valuable utility service to the fleet.

The Navy's large transport type helicopter, the HRP-1, is the only twin tandem helicopter operational today.

Officially named "Rescuer," it is referred to with good reason as both "The Flying Banana" and "The Saging Sausage." Two 41-foot rotors, located fore and aft, are turned by a single 600 horsepower engine through a series of mechanical drives.

Besides a pilot and co-pilot it normally carries five passengers. Overloaded, it can handle eight or ten. It ranks among the fastest windmills in the world.

Supplementing these four fleet standbys, there are numerous experimental prototypes in different stages of test and development by the Bureau of Aeronautics.

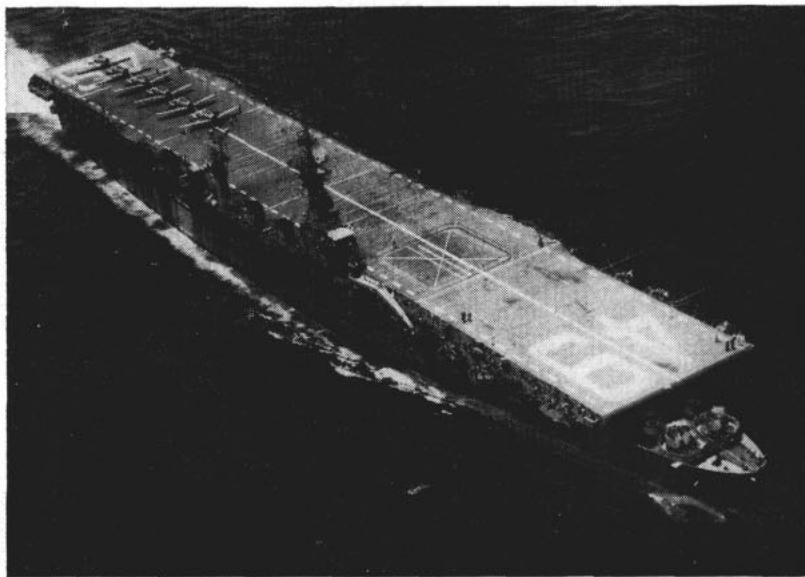
At present, two experimental models, the XHJP-1 and the XHJS-1 are being tested in competition for selection to replace current utility and rescue types.

Both these aircraft are designed for shipboard use and are equipped with hoists, rotor locks and brakes as well as other special gear which experience has shown to be necessary for satisfactory shipboard operation.

They are both powered by the same type 525 horsepower engine. Both carry a pilot, co-pilot and a crewman and can rescue two persons.

The XHJP-1 employs tandem rotors with overlapping blades for compactness. The XHJS-1 is less unique in appearance—looking generally like a slightly modified and cleaner HO3S-1.

The helicopter, despite its present



USS WRIGHT (CVL 49)—During almost two years service in flight training operations 2,794 naval aviators qualified as carrier pilots aboard the ship.

Cabot Relieves Wright for Flight Training Duty

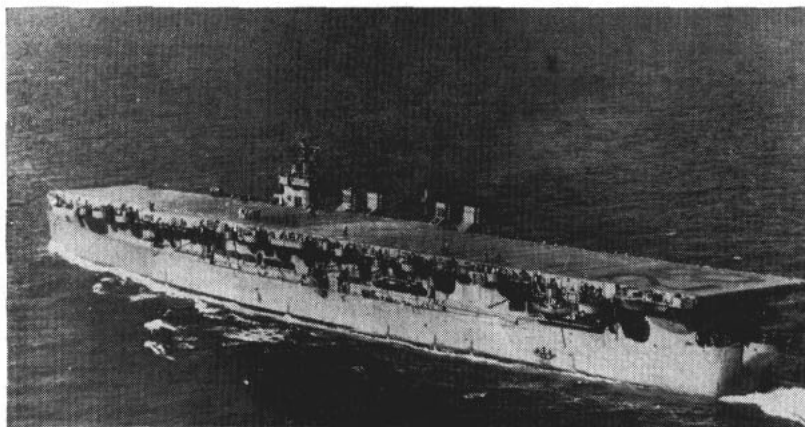
The aircraft carrier USS *Cabot* (CVL 28), first carrier to join the inactive fleet, is now back in operation. Arriving at Pensacola, Fla., *Cabot* relieved the aircraft carrier USS *Wright* (CVL 49) in training service for student fliers.

Cabot established an outstanding record during World War II, taking part in almost every major Pacific battle. The ship destroyed 353 enemy planes and sank 29 Japanese ships.

Besides being the first flat-top to be put in mothballs, *Cabot* was the first to be unzipped. Her state of preservation was even better than was foreseen, and proved that other preserved carriers are ready for immediate use. *Cabot* was assigned to

the Naval Air Training Command. On 1 February two Naval Air Reserve squadrons from NAS, Glenview, Ill., went aboard the ship for training duty in the Gulf of Mexico and Caribbean waters.

Wright had served almost two years in flight training operations when relieved. During operations off Pensacola, 2,794 naval aviators qualified aboard the ship as carrier pilots. A total of 20,825 landings were made on the vessel during that time, with a very low number of accidents. *Wright* received thousands of visitors aboard while serving in southern U.S. areas. Eleven thousand people visited the ship in New Orleans on Navy Day, 1948, alone.



USS CABOT (CVL 28)—The first carrier in and out of mothballs, *Cabot's* fine state of preservation made her available for almost immediate use.

practicality and even greater promise for the future, still has its operational drawbacks. In operations with the fleet it was found that turbulence around superstructures, jackstays, guns and other such protuberances frequently made handling difficult.

The submarine, whose negligible above-decks structure is small and well-defined, was one of the few ships not to give trouble in this respect.

Another problem was the indoctrination of inexperienced personnel to safe conduct on the flight deck. Men thoroughly experienced in the handling of conventional aircraft consistently endangered themselves in areas surrounding the stabilizing tail-rotors. Only when use of the helicopter becomes commonplace will this problem solve itself.

Since space on shipboard is limited, in designing helicopters for fleet use special attention must be given to overall dimensions. This is a severe restriction on larger designs since it has been found that rotor diameter is directly proportional to the gross weight of the aircraft.

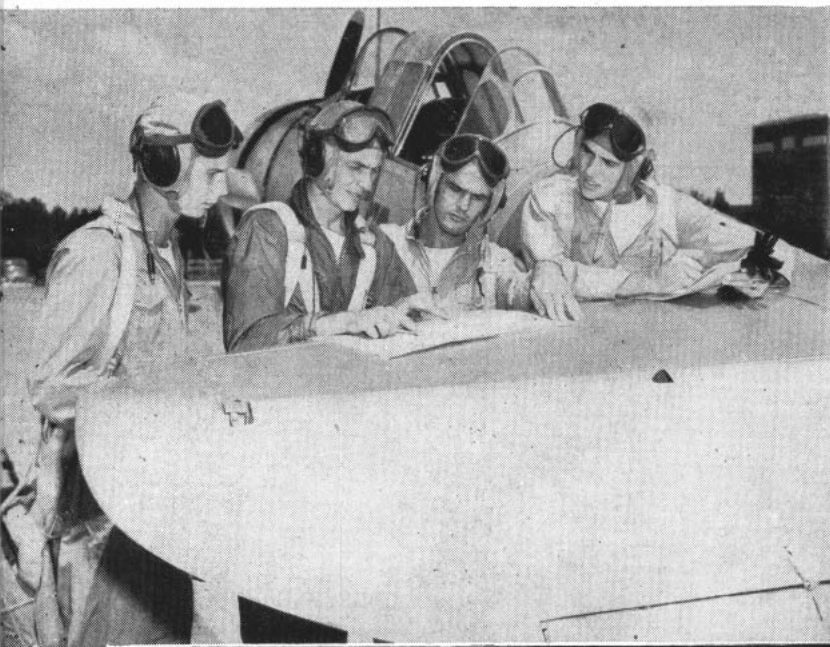
Speed of the helicopter in its present form is also limited by theory. An increase in forward speed means a reduction in the airflow across the retreating blade. As a consequence, top speed is limited to that point at which the retreating blade begins to stall.

All-weather operation is still a thing of the future for helicopters. Instruments designed for conventional aircraft have not worked out satisfactorily on helicopters due to their lack of stability and control lag in flight. New instruments for night and weather flying will have to be developed specifically for helicopters. There is also talk of installing searchlights as an additional aid.

Today's fabric or ply-wood covered wooden blades are another reason helicopters cannot operate successfully in bad weather. New all-metal blades are being developed with provisions for de-icing.

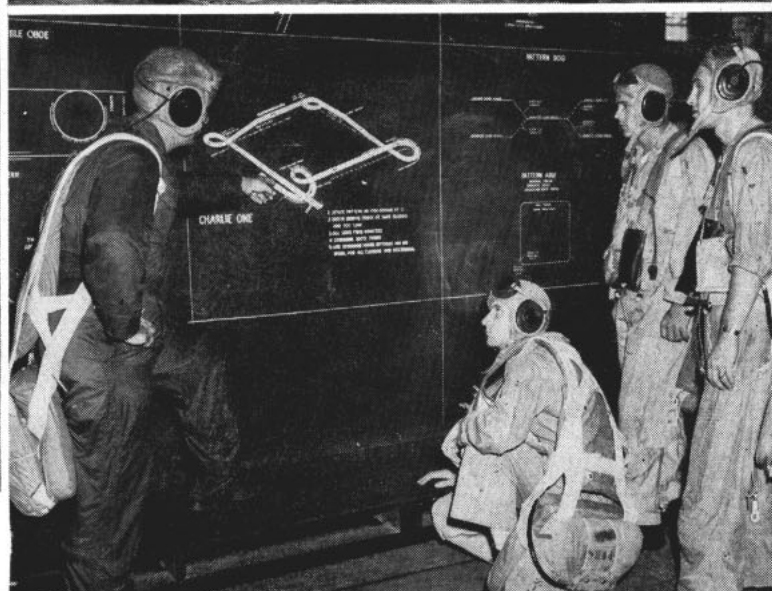
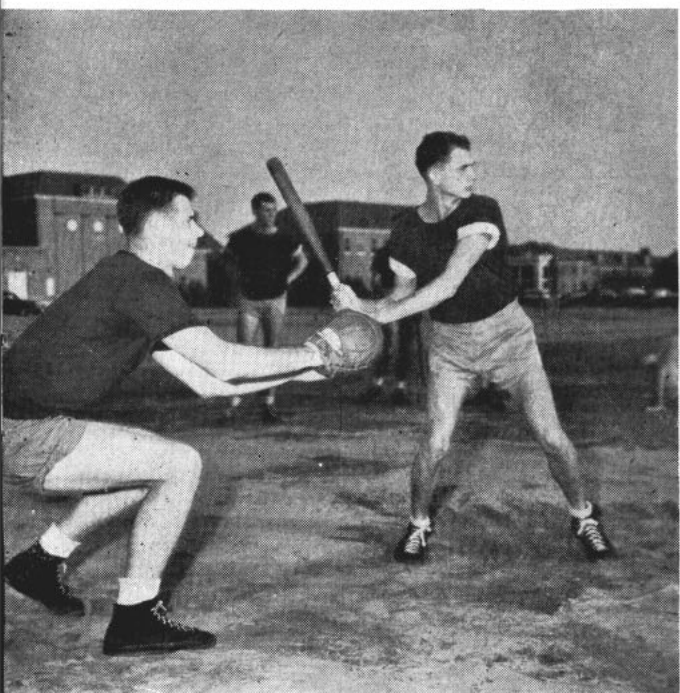
To solve these and other problems related to rotary wing flight and to better adapt helicopters to the needs of the fleet the Bureau of Aeronautics has undertaken experimental and development programs.

How many problems they will be able to solve and where their research will lead is purely a matter of conjecture. It is nonetheless certain that better helicopters are not far off and that they will play a role of increasing importance in naval aviation in the future.



FLEDGLING FLIERS

WORLD'S FINEST pilots are developed from raw cadet recruits at 'The Annapolis of the Air'—NAS Pensacola, Fla. Clockwise from above: cadets check over chart with instructor prior to take off. Wave explains operation of the aggravating but important link trainer. Planehandlers stand ready as cadet prepares for carrier landing checkouts on Saipan. Instructor uses blackboard to explain involved instrument flight pattern. Athletics at Pensacola build up biceps on mighty fleet air arm.



LETTERS TO THE EDITOR

Still an Emergency

SIR: Some people here have claimed that the state of National Emergency has been terminated. I think they are in error. I believe that hostilities were terminated by President Truman at noon, 31 Dec 1946 but that it had no effect upon the termination of the National Emergency. A correct answer would be appreciated.—E. J. T., LT, (SC), USN.

• *You are right. President Truman proclaimed the cessation of hostilities of World War II, twelve o'clock noon, 31 Dec 1946. Statement by the President says, "It should be noted that the proclamation does not terminate the state of emergency declared by President Roosevelt on 8 Sept 1939, and 27 May 1941. Nor does today's action have the effect of terminating the state of war itself. It terminates merely the period of hostilities. With respect to the termination of the National Emergency and the state of war I shall make recommendations to the Congress in the near future."*—Ed.

How to Obtain Films

SIR: I wonder if you could tell me the procedure to follow in obtaining films for presentation to local civic groups.—J.R.J., DC, LCDR, USNR.

• *A list of films appeared in the August 1948 ALL HANDS, p. 48. These films are available for non-profit, non-commercial showings by civic groups, through the Public Information Office in the appropriate Naval District.*—Ed.

Stationkeeper to HC School

SIR: I am a stationkeeper in the Naval Air Reserve. I made hospital apprentice without going to school. Could you tell me if it is possible to go to a Hospital Corps School?—G. R. M., HA, USNR.

• *Qualified personnel of the Naval Air Reserve on active duty as stationkeepers are eligible to attend Class A Hospital Corps Schools. Submit request to the Chief of Naval Personnel via official channels.*—Ed.

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. Address letters to: Editor, ALL HANDS, Room 1807, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Time Counts for Rotation

SIR: I was in the Naval Reserve on active duty from 1 Feb 1943 until 7 Dec 1945. I went overseas on 29 Apr 1944 until 29 Oct 1945. After 85 days out of the service, I reenlisted in the regular Navy. I was told this time counted for all purposes except pay. Then, in June, I went overseas again. (1) Does the time I spent overseas in 1944 and 1945 count for rotation now? (2) When did overseas shore duty start and end on the Island of Oahu? (3) With all 4.0 conduct marks, when would I rate the Good Conduct Medal?—M. W. D., HM3, USN.

• (1) *Yes, the time you spent overseas in 1944 and 1945 is computed for rotation purposes because you reenlisted under continuous service. See BuPers Circ. Ltr. 101-48 (NDB, 31 May 1948) for information pertaining to submitting a request for shore duty. (2) Overseas shore duty on the Island of Oahu commenced on 1 Nov 1946 and terminated 30 June 1948. (3) If the dates listed for commencement and termination of active duty in your case are correct, your date of eligibility for the Good Conduct Medal is 25 April 1946.*—Ed.

Awards Due Storm King

SIR: What ribbons does USS *Storm King* (AP 171) rate from September 1944 to November 1947?—H. L. L., YN3, USN.

• *Storm King is eligible for the Asiatic-Pacific Campaign Medal with three stars, Navy Occupation Service Medal (Asia Clasp) and the Philippine Liberation Ribbon with two stars for the period requested.*—Ed.

Duty in Naval Intelligence

SIR: Is it possible for an enlisted man to enter the Naval Intelligence organization? If so, how does he go about it?—M. E. H., ENC, USN.

SIR: I have just finished a course in criminal investigation and I am very interested in taking it up in the Marine Corps. Can you tell me if the Navy has such a school, for enlisted men, and what are the qualifications?—E. P., USMC.

• *There are a limited number of billets for enlisted personnel assigned to the Naval Intelligence organization in the rating of yeoman, storekeeper, aviation machinist's mates, aviation radiomen, pharmacist's mates and radiomen. These enlisted men are assigned duties commensurate with their ratings. Submit an official letter to the Chief of Naval Personnel via your commanding officer and the Chief of Naval Operations.*

A course in investigation methods at the FBI National Academy, Washington, D.C., is available for well qualified Marine enlisted personnel of the first three pay grades with a GCT 110. Personnel recommended must have two years' obligated service or willing to extend such enlistment or reenlist for the necessary number of years. The course extends for 12 weeks every four months.—Ed.

Eligibility Under the GI Bill

SIR: I enlisted in the Regular Navy in June 1947. I was told that I would be able to derive benefits from the GI Bill of Rights and get four years of college education. Now I have been informed that I am not entitled to this education. Who is correct?—W. M., SOSN, USN.

SIR: My sole purpose for enlisting in the service was to receive the advantages of the GI Bill of Rights. I enlisted 7 July 1947 with the understanding that I would be given a college education upon discharge. Now I am told that I'm not eligible. Just what is the straight dope?—T. T. N., SN, USN.

SIR: I enlisted 7 Sept 1946. Am I entitled to the full four years of college education?—L. D., SN, USN.

• *Any person who has had at least 90 days active service with some part of that 90 days occurring on or after 16 Sept 1940 and prior to 25 July 1947 may be eligible for education and training under the GI Bill. The veteran must meet certain basic requirements, which include separation from active service under conditions other than dishonorable.*

Eligible veterans are entitled to a maximum of four calendar years' education on



USS *Storm King* (AP 171)—Veteran transport returned to her original owner August 1946.

this basis: One year plus a period equal to the time in service between 16 Sept 1940 and 25 July 1947.

A statement made in June 1947 or on 7 July 1947 that men enlisting in the Navy at that time might be eligible for four years of education was a true statement based on the law as it existed at that time. A later law which established 25 July 1947 as the end of the war changed the situation for the first two writers.

The third question, however, comes under another law which provides that for persons who enlisted between 6 Oct 1945 and 5 Oct 1946 the war is not considered over for the purpose of GI Bill educational benefits until the termination of such enlistment. The four-year maximum described above still applies, however.—Ed.

Reenlistment Allowance

SIR: In ALL HANDS, August 1948, in the Letters to the Editor section, you gave out some information that I question.

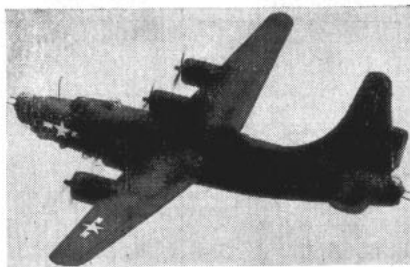
Under the heading "Reenlistment Allowance," W. C. G., ENC, wrote in asking whether he rated reenlistment allowance after being discharged on 3 Oct 1945 and reenlisting on 3 Jan 1946. Your answer is "yes." I believe the correct answer is *no*. I refer you to paragraph 54207-5b of BuSandA Manual.

It is agreed the man did reenlist under continuous service because Article D-1002 BuPers Manual defines continuous service as within three months of last discharge and sub-paragraph 7 of the same reference gives as an example a man discharged on 7 January may be reenlisted on any day up to and including 7 April and retain his continuous service benefits, but the law governing reenlistment allowance states within 90 days of last discharge. There is a difference.

I don't mean to be snooty about this, I just don't want sailors telling me they are entitled to reenlistment allowance under similar circumstances because they saw it in ALL HANDS. I saw it too, but I didn't believe it.—W. W. K., DKC, USN.

• The answer given by ALL HANDS was correct. This 90-day proviso, insofar as it relates to continuity of service in determining entitlement to enlistment allowance, is consistent with the three months' provision in paragraph 4 of section 10 of the Pay Readjustment Act of 1946. The intent of the 90-day proviso was to prevent any part of such three months' period intervening between discharge and reenlistment in being counted as a period of active service when computation is made to determine the amount of enlistment allowance to be paid.

A change to pertinent paragraphs of BuSandA Manual, to be promulgated at an early date, will clarify any confusion as to the entitlement and computation of enlistment allowance.—Ed.



Privateers—VPB-118 has record of being the first squadron to fly them overseas.

VPB-118 First to Fly 4Y-2s

SIR: Would you please settle an argument over whether VPB-118 was the first squadron to fly PB4Y-2s overseas in combat?—W. D. J., ADE2, USNR.

• Available records indicate that VPB-118 was the first squadron to fly PB4Y-2 Privateers. From 10 Jan 1945 to 25 July 1945 VPB-118 flew 7,820 hours to destroy 18 land targets and severely damaged 57 other land targets as well as destroy 9 enemy aircraft and damage 5 others. VPB-118 destroyed 110,000 tons of enemy shipping and damaged 105,000 tons.—Ed.

Citations and Awards

SIR: Could you please tell me what awards have been given USS *Williamson* (DD 244)?—J. C. P., LT, SC, USN.

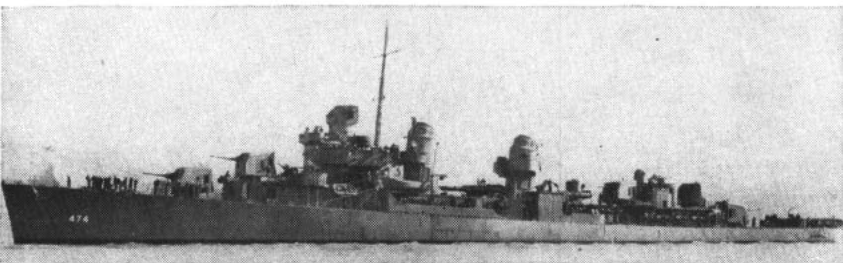
SIR: I would like to know how many stars USS LST 912 is entitled to?—E. V. F., RMSN, USN.

SIR: Does USS *Fullam* (DD 474) rate the Navy Occupation Service Medal? Also, could you tell me if I rate the China Service Medal for duty with the 1st Marine Division in Tientsin, China, from June to December 1946?—F. H. L., HMC, USN.

• *Williamson* is entitled to four stars on the Asiatic-Pacific Campaign Medal for Attu, Guam, Iwo Jima and Okinawa.

• USS LST 912 is entitled to three stars on the Asiatic-Pacific Campaign Medal and two stars on the Philippine Liberation Ribbon.

• *Fullam* is eligible for the Navy Occupation Service Medal (Asia Clasp) for service 7 Sept 1945 to 20 Sept 1945. Personnel are eligible to wear the China Service Medal for duty with 1st Marine Division in Tientsin, China, subsequent to 30 Sept 1945.—Ed.



USS *Fullam* (DD 474)—Is eligible for the Navy Occupation Service Medal (Asia Clasp).

Longevity Pay

SIR: In the July 1948 ALL HANDS you stated that a bill had passed the House or Senate to allow credit for service performed before reaching 18 years of age for longevity pay. This remark has caused some disconcertment here. As far as we know the Regular Navy has been paying its men longevity for service performed before their 18th birthday. What gives?—M. R. H., YNC, USN.

• Longevity pay was authorized by President Theodore Roosevelt 27 Nov 1906. The method of computing longevity pay has varied from time to time but no distinction is made insofar as Regular Navy personnel are concerned. It is authorized with respect to service performed between ages 14 and 18. The recent law mentioned in July 1948 ALL HANDS concerned longevity credit for service prior to reaching 18 years of age for persons who enlisted in National Guard prior to their 18th birthday.—Ed.

Reserve Retirement

SIR: I enlisted in the Regular Navy February 1932 and was discharged February 1936. I reenlisted, under broken service, October 1939 and was again discharged September 1945. On February 1947 I enlisted in V-6 USNR, where I am now doing duty as a shipkeeper. What I would like to know is does this USNR time in service, and subsequent time in the USNR from now on, count towards 20-year transfer to the Fleet Reserve?—R. F. S., MML1, USNR.

• To be eligible for transfer to the Fleet Reserve you must be serving in the Regular Navy at time of transfer. All active federal service, including your USNR time, counts towards such transfer. For further information on retirement see June 1948 ALL HANDS, pp. 46-47.—Ed.

Reverting to CPO

SIR: For purposes of retirement can a man who has accepted an LDO commission revert to chief petty officer?—H. C. H., PNC, USN.

• Once an enlisted man accepts a permanent commission as an officer in limited duty status, he cannot revert to his previous rating for purposes of retirement upon completion of 20 years active service.—Ed.

Ration Allowance Rate

SIR: If a man reenlists and elects to receive payment for all unused leave does he receive the old ration allowance of 70 cents per day or the present ration allowance of \$1.05 per day?—D. M. P., PN2, USN.

• Subsistence rate established at 70 cents per day is authorized by Public Law 704 (79th Congress) as amended.—Ed.

Temporary Appointment

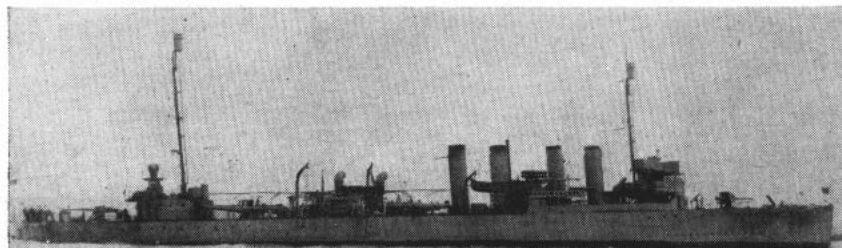
SIR: Is there any way that an enlisted man who has had a temporary commission and reverted to enlisted status can receive his commission back? Could he wait until he is discharged, then upon the completion of 90 days or more as a civilian receive his old commission in the Reserve, then request active duty?—W. F. B., YNC, USN.

• No. Once an enlisted man of the Regular Navy who held a temporary appointment in the U. S. Navy has reverted to his enlisted rate, he cannot be reappointed to commissioned rank for temporary service because original temporary appointments are no longer being authorized. It is the practice of the Navy Department to tender to qualified temporary officers, Regular or Reserve, who were discharged or released to inactive duty, a permanent appointment in the highest rank in which they served satisfactorily while on active duty during World War II. If appointed, they may submit a request for active duty to the Chief of Naval Personnel, via the commandant of their naval district.—Ed.

Tin Cans' Records

SIR: As a former member of USS Breckenridge (DD 148) I would like to know what happened to her and how many ribbons and stars she acquired? I also served on board USS Ingersoll (DD 652) and I would like to know if she received the Presidential Unit Citation more than once.—A. E. M., BTC, USNR.

• Breckenridge was disposed of through sale by the Naval Vessel Disposal Office. She earned the European-African-Middle Eastern Medal with one star. Ingersoll is eligible for Asiatic-Pacific Campaign Medal with nine stars and the Navy Occupation Service Medal. She was not awarded PUC.—Ed.



USS Breckenridge—Disposed of through sale by the Naval Vessel Disposal Office.

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 LST 491. A book of 56 pages telling the ship's history from the time the original crew was assembled until the ship was decommissioned—a period of a little more than two years. The book is entitled The Ol' Double Trouble and is priced at \$2.25. Address R. T. Lewis Company, 72 First Ave., Pittsburgh 22, Pa.

About Class A Schools

SIR: I was sent to the Electronics Material School at Great Lakes but because of lack of proper background I was dropped from school. Since then I have been assigned to, and graduated from, a Class A radio operator school. I feel that I now have the necessary background to graduate from the electronics school if I were assigned. Is this possible?—W.J.C., RMSN, USN.

• Class A school graduates are not eligible for the Naval School, Electronics Technicians, Class A. (formerly Naval School, Electronics Materiel).—Ed.



USS Ingersoll—Pacific veteran now out of commission in LantResFlt, Charleston, S.C.

District of Columbia Bonus

SIR: Has Washington, D.C., contemplated passing a bonus bill for personnel who enlisted in the Armed Forces during World War II?—D. D. T., YN1, USN.

• The District of Columbia does not at the present time have a bonus for World War II veterans. A bill to provide such a payment has been introduced in Congress and at press time was in the House Committee on Veterans' Affairs.—Ed.

Retirement of Reservists

(1) SIR: Here is a question of general interest to all Naval Reserve personnel now on active duty. Can a man in V-6, after spending 20 years on active duty, retire or transfer to the Fleet Reserve preparatory to retiring on any plan other than the new Naval Reserve retirement plan recently passed?

For example, I enlisted in the Naval Reserve in 1941 and went on active duty immediately, and was discharged from the naval service in 1945. I reenlisted in V-6 in 1946 and was recalled to active duty as station keeper at a Naval Reserve training center. If it were possible to complete an additional 14 years of active duty as station keeper, would it be possible to go out on 20, on retainer pay, or what would the plan be?—L. J. M., EMCA.

(2) SIR: I first enlisted in the Navy in February 1941 and served five years and five months on active duty. I was discharged in July 1946, and in September enlisted in class V-6, Naval Reserve, and was called to active duty as a shipkeeper.

If I should complete an additional 14 years and seven months on active duty as shipkeeper in V-6, will I not be eligible for transfer to Class F-6 Fleet Naval Reserve by reason of having completed 20 years' active federal service within the meaning of BuPers Circ. Ltr. 130-47, or must I reach the age of 60 before becoming eligible for retirement benefits under the recent retirement law signed by the President on 29 June 1948 for Reserve officers and enlisted men?—R. L. L., USNR.

(3) SIR: I served four years in the regular Navy, then enlisted as a station keeper in the Naval Reserve. After completing 20 years' active federal service, what sort of retirement pay and benefits would I be entitled to? What reference might I look up on this subject?—J. R. E., PN2, USNR.

• All of you could be placed on the honorary retired list of the Naval Reserve, provided you meet requirements. (See ALL HANDS, June 1948, p. 46). You must be serving in the regular Navy in order to transfer to Fleet Reserve. Another reference to look up in regard to this matter is Public Law 819 of the 80th Congress.—Ed.

Filipinos in the Navy

SIR: Recently some questions came up regarding discharges, reenlistments and leaves for Filipinos in the Navy. Would you please answer and clarify the following questions? (1) Can Filipinos be separated from the U. S. Navy in the Philippine Islands? (2) Can Philippine citizens serving in the Navy reenlist on board any U. S. naval ship or station inside the Philippine area before 90 days after discharge from active duty? (3) Can Filipinos serving in the steward's branch change their ratings to seaman upon reenlistment? (4) Is there any reason why Filipinos cannot be granted regular leaves in the Philippines?—A. Q. V., TN, USN.

• (1) Yes. If they are citizens of the Philippines. See *Alnav* 562-46 (NDB, AS&SL, July-December 1946) and *Alnav* 89-47 (NDB, AS&SL, January-June 1947). (2) Yes. *BuPers Circ. Ltr.* 141-47 (NDB, 31 July 1947) authorizes reenlistment on any ship or station within three months from date of discharge. (3) No. Request for change of rate should be submitted to BuPers through the CO if the person involved is in all respects qualified. (4) If the individual concerned has ample funds to purchase round-trip commercial transportation to the Philippines, and presents positive evidence of transportation reservations to and from the Philippines which will permit him to return to his permanent duty station within the allotted time, the Chief of Naval Personnel will consider granting this person permission to visit the Republic of the Philippines while on leave. In conjunction with such leave, no travel time can be granted as stated in *BuPers-BuSanda Joint Letter* 47-814 of 25 Aug 1947 (NDB, 31 Aug 1947). Therefore, all travel time and delay involved must be charged as leave.—Ed.

Want That Old Rate Back?

SIR: I was discharged from the Naval Reserve as RM1 on 13 May 1946. I enlisted in the Regular Navy 89 days later. I was informed that I could enlist as RM2 only. I would like to know definitely, one way or the other, whether I can receive my old rating back.—G. L. M., RM2, USN.

• No, not by reason of the fact that you once were a RM1. You were not eligible to enlist in the Regular Navy in the rate held at discharge from the Naval Reserve at the time of your enlistment in the Regular Navy. At that time (which was subsequent to 6 Mar 1946) RM2 was the highest rate open to personnel of your previous status. To have been eligible to enlist directly into the Regular Navy as an RM1, you would have had to enlist in the Regular Navy prior to 6 Mar 1946. However, you can advance to RM1 if you meet the requirements set down in *BuPers Circ. Ltr.* 155-48 (NDB, 15 Aug 1948).—Ed.

More on 'PT' Controversy

SIR: In your December 1948 *ALL HANDS* you stated that the designation symbol for "PT" meant "motor torpedo boat." I spent three years in motor torpedo boats and our squadron was MTBRon 23. We were told that "PT" designated "patrol torpedo" and "MTB" was for "motor torpedo boats." What's the story?—J. J. W., GM2, USN.

SIR: After some investigation I have come to the conclusion that your answer in regards to "PT" is in error. I believe that "PT" informally means "motor torpedo boat" but officially means "patrol torpedo craft." Right?—S. S. B., LCDR, USNR.

• As it appeared in *ALL HANDS* the information is correct. The symbol "PT" means motor torpedo boat. The designation "MTB" is a British designation.

The use of "MTBRons" is not inconsistent with the Navy designation of "PT" for "motor torpedo boat." "MTBRons" is a fleet organizational designation comparable to the fleet organizational designation "BatDiv." There is no more inconsistency in the use of "PT" and "MTBRons" than there is in the use of "BB" and "BatDiv."—Ed.

Change in Rate

SIR: What are the requirements for a change in rating from YN1 to MA1? Must six months in-service training be completed before being recommended for a change of rate to Machine Accountant?—E. E. H., YN1, USN.

• To execute a change in rating from yeoman to machine accountant, in the same pay grade, a man must serve in an MA billet at a personnel accounting machine installation until his CO considers him qualified. Then he must take an examination for a change in accordance with qualifications contained in *NavPers* 18068. A recommendation from his CO, accompanied by the completed examination form (*NavPers* 624), then is sent to Bureau of Personnel. The final decision will rest with BuPers.—Ed.

Highest Temporary Rank

SIR: I have been advised against accepting Option 2 of Public Law 720 (79th Congress) when I retire next year. I was told that if I accepted this option that I would be waiving all rights to retirement as chief machinist (temporary) which I held during the war. Is this right?—J. T. H., ENC, USN.

• No. Upon being placed on the retired list after 30 years' service, regardless of what option you accepted on 20, you are entitled to be advanced to the highest temporary rank satisfactorily held prior to 30 June 1946.—Ed.

Subs and Quarters

SIR: I am stationed at a joint Army, Navy, Air Force unit which is six miles from the nearest naval activity. There are no government quarters nor messing facilities available at the station to which I am attached, but to date I have not received any quarters or subsistence allowance. Army and Air Force personnel stationed at this unit receive \$3.50 per day quarters and subsistence allowance. Should I or shouldn't I be receiving this allowance? I believe this to be contrary to BuPers policy as noted in Articles D-10101, D-10102 and D-10105, *BuPers Manual*.—M. J., YN2, USN.

• The Chief of Naval Personnel has delegated authority for approval of allowances for quarters and subsistence for enlisted personnel to commandants of naval districts and various other commands at sea and ashore. Instructions issued to commandants require that where government housing and messing facilities are in existence, such facilities shall be employed to full capacity for the purpose for which they were intended prior to granting monetary allowances in the absence of government quarters and/or messing facilities.

In view of this, it would seem that if there is any question in your mind as to your eligibility for cash allowances for quarters and subsistence, you should address an official request to the commandant of the naval district in which you are stationed outlining in detail your reasons as to why you think you are eligible to receive such allowances.—Ed.

Fate of LST 1018

SIR: I would like to know the present status of LST 1018 and what ribbons and stars she earned during the war?—E. P., YNTC, USN.

• USS LST 1018 was disposed of through War Shipping Administration May 1948. She is eligible for Asiatic-Pacific Campaign Medal with four stars and the Philippine Liberation Ribbon with two stars.—Ed.

About Patrol Squadron 102

SIR: Patrol Squadron 102 is mentioned in August 1948 *ALL HANDS* as being a unit eligible for the award of "Army Distinguished Unit Emblem." I was serving in VP 102 when that squadron was commissioned on 1 Mar 1943 in San Diego, Calif. Was there a patrol squadron designated as VP 102 prior to this time?—A. W. H., LTJG, USN.

• Yes. Patrol Squadron 102 (VP 102) was one of the units stationed at Cavite, P.I., when the war broke out. As a result of the loss of the equipment and personnel in the subsequent war in the Philippines, the squadron was decommissioned on 18 Apr 1942. A new squadron bearing that designation was commissioned, as you described, in San Diego 1 Mar 1943.—Ed.

Precedence of Ratings

SIR: Many men at this command are of the opinion that the BuPers directive that all rating badges shall be worn on the left sleeve has done away with precedence among rates. (1) Is this true? (2) In regard to precedence before the war, did a chief of the seaman branch with three years in the rate take precedence over a chief of the artificer branch with four years in the rate? (3) In the case of two men in the same rate, would precedence be decided by time in rate or time in service?—E. L. J., BTC, USN.

• (1) *The relative precedence of the various ratings, as contained in the BuPers Manual, is still in effect, subject to such changes as are made from time to time. The manner of wearing rating badges has nothing to do with precedence.* (2) *Yes.* (3) *Two men in the same rating would take precedence of each other according to date of appointment to the same rate. If this is of the same date, then total naval service would be the deciding factor.*—Ed.

NOSM for Okinawa Occupation

SIR: In the December 1948 ALL HANDS you stated that personnel attached to the Military Government Headquarters D-5 on Okinawa from about 15 Apr 1945 to 23 Sept 1945 were not entitled to any medals except those listed. What about the Navy Occupation Service Medal?—F. G. H., MA1, USNR.

• *You are right. Naval personnel performing occupation duty on the island of Okinawa from 2 Sept 1945 to a date to be determined later are entitled to the NOSM provided such duty was permanent.*

The answer to the letter in ALL HANDS was written before the medal was awarded for Okinawa service, but it did not appear in the magazine until after that time.—Ed.

Must Requalify for Rating

SIR: I took a storekeeper third class examination and passed it while in the mobilized Naval Reserve. I was recommended for advancement, but before this authorization was received from BuPers the ship was decommissioned. I am now a member of Class O-1 USNR. (1) Will it be possible for me to get the rate in O-1, USNR, which I earned while on active duty? (2) Until I do get a storekeeper rating and remain qualified, am I entitled to attach "SK" to my present rate of SN.—H. E. B., SN, USNR.

• (1) *As there is no evidence of your being advanced to SK3 before discharge, you must requalify and be reexamined for the rating.* (2) *You may retain the striker designation if previously identified as SKSN, but you may not add it.*—Ed.

It's Chief Mate Not Mate Chief

SIR: Invariably the men aboard my ship who man the public address systems sing out with "Doe, machinist's mate chief..." or "Jones, quarter master chief..." Somewhere, submerged in the mass of Navy Department Bulletins, I believe there is a directive stating that the title of chief gunner's mate etc. should not be inverted. How about it?—W. J. M., QMC, USN.



• *You are absolutely right. BuPers Circ. Ltr. 106-48 (NDB, 15 June 1948) is quoted as follows: "Authorized rate abbreviations for pay grade 1 and pay grade 1A, which contain the letters C and CA following the basic abbreviation letters instead of preceding the basic abbreviation letters as heretofore, do not change the full title of chief petty officer. They will continue to be referred to as chief yeoman, chief boatswain's mate, chief aviation machinist's mate, and so forth."*—Ed.

Medeligibility

SIR: (1) Does duty on Saipan after the war make me eligible for the Occupation Medal? (2) Does broken service time count toward the good Conduct Medal?—G. A. L., HA, USN.

• (1) *Personnel who served on Saipan are not eligible for the Navy Occupation Service Medal. Occupation duty in the Asiatic-Pacific area shall be credited to organizations for duty performed on and subsequent to 2 Sept 1945, on shore in such parts of Japan and in such territories recognized as sovereign to Japan, and in such parts of Korea and such adjacent islands as are recognized to be Korean, but exclusive of all mandated territory formerly administered by Japan as are under the governmental control of the United States or of an ally of the United States during World War II.* (2) *Broken service does not count toward the award of a Good Conduct Medal.*—Ed.

Wearing Army Jump Wings

SIR: As an ex-paratrooper in the Army I would like to know if I am entitled to wear jump wings or not?—J. S., SN, USN.

• *Enlisted men are authorized to wear parachutist insignia as described in Article 9-60, Uniform Regulations. No other parachutists devices may be worn.*—Ed.

Temporary Officers' Retirement

SIR: Would a temporary officer who had reached a total of 20 years active service, of which 10 years was in a temporary commissioned status, be eligible for retirement under the benefits of the public law which specifies officers of the Regular Navy, etc. would become eligible?—J. E. W., CHPCCLK, USN.

SIR: In the event a temporary officer, whose permanent status is enlisted, completes more than 20 years active service including 10 years active commissioned service will he be entitled to the provisions of voluntary retirement now afforded to officers who have permanent status as officers? Rumor has it that temporary officers who may fulfill service requirements, will not be entitled to the same retirement benefits as is provided for permanent officers.—A. E. G., LTJG, USN.

SIR: Can a temporary officer of the Navy retire on 10 years commissioned service with a total of 20 years service? With the same thought in mind can a permanent chief warrant officer of the Regular Navy, retire on 10 years commissioned service with 20 years total service?—K. O. G., CHBOSN, USN.

• *Numerous queries have been received by ALL HANDS from temporary officers concerning 20 year voluntary retirements as established by Public Law 305. The pertinent question is in most cases: Are enlisted men serving under temporary appointment eligible for voluntary retirement when they have completed 20 years of active service, 10 of which has been commissioned service? Anticipating that a number of temporary officers will, in the near future, acquire 10 years of active commissioned service and a total of 20 or more years active service, the Bureau of Naval Personnel has requested an opinion from the Judge Advocate General concerning the eligibility of such officers for retirement. The substance of the opinion will be published when it becomes available.*—Ed.

Promotions for Reservists

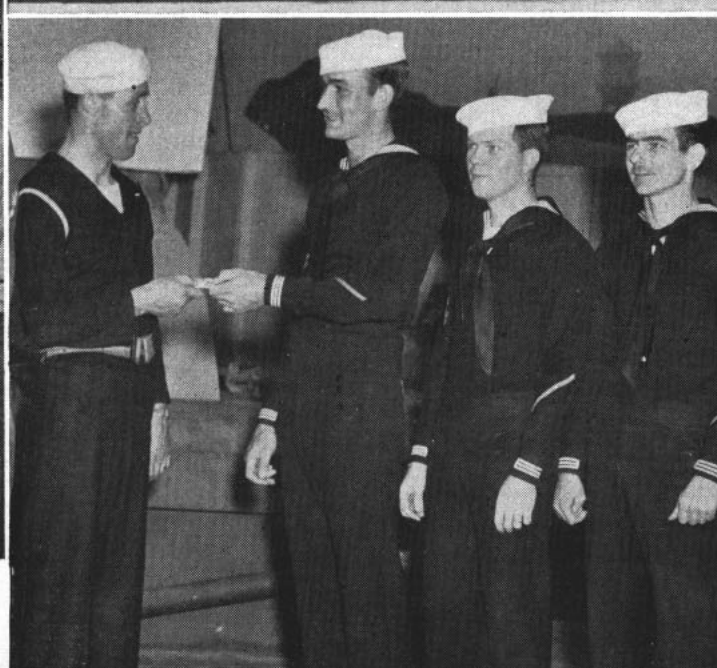
SIR: In ALL HANDS, August 1948, p. 42, there is an article entitled "Permanent Appointments Authorized for 292,000 Naval Reserve Officers," which states that Reserve officers on active duty in a Regular Navy billet will not be eligible for promotion. I would greatly appreciate it if this statement were made more clear and the reason or reasons behind this policy given.—J. M. M., LT, USNR.

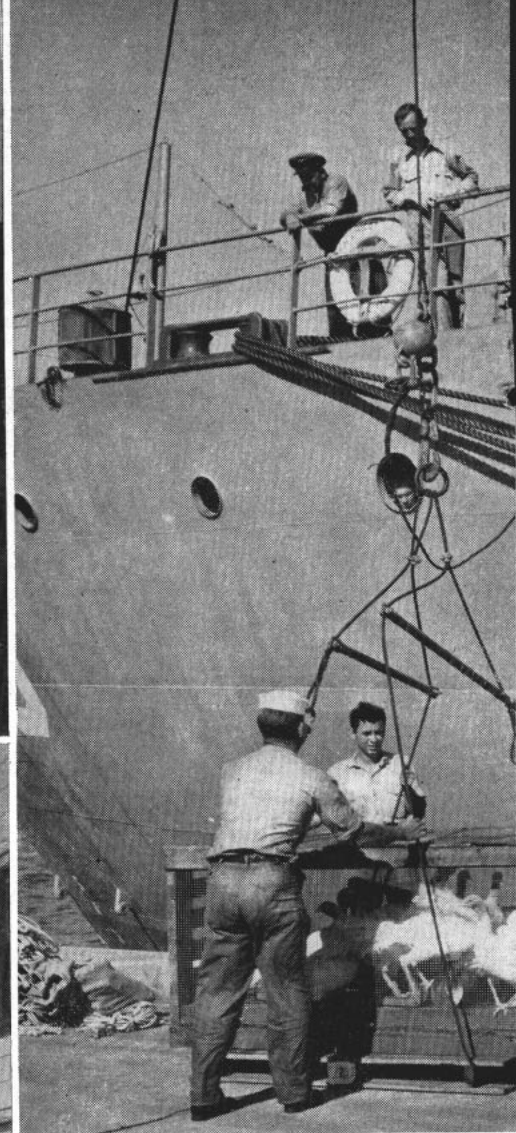
• *The item you mention was intended to point out that Reserve officers on active duty in a Regular Navy billet merely were not eligible for permanent appointments under authority of the directive concerned. Reserve officers on active duty in a Regular Navy billet become eligible for promotion at the same time as officers of the Regular Navy whose promotional precedence is same.*—Ed.



Reserve Duty on a DE

CRUISE from Vallejo, Calif., to Vancouver, B.C., aboard USS George A. Johnson (DE 583) was enjoyed by officers and enlisted personnel from local Reserve units. Photos taken during the two weeks' training jaunt show (clockwise from above left) Reservists having blues pressed prior to liberty, members of the engineering force keeping their hands in, three husky shipmates sailing into chow, crew members taking off for liberty in Vancouver, duty in the chart room.





TODAY'S NAVY

Inactivation of Ships, Facilities and Personnel Will Be Necessary Because of Reduced Navy Budget

The Navy is scheduled to become considerably smaller by 1 July 1949. The ships, planes and air stations slated to be inactivated will cause certain noteworthy reorganization of the Navy's sea and air forces.

The inactivation of facilities and personnel, necessitated by a reduced budget for 1950, will leave only two active aircraft carriers in the Pacific Fleet—USS *Boxer* (CV 21) and USS *Valley Forge* (CV 45) unless a re-assignment is made.

The reduction order also closes the remaining Navy air facilities in the Philippines, Okinawa and Aleutians, decommissions one of the two Navy air stations on Guam and inactivates or places in a maintenance status four of the five naval air bases in the Hawaiian Islands.

Increased emphasis on antisubma-

rine defense is indicated by the retention in active status of antisubmarine vessels.

Current plans are to reduce the Navy and Marine Corps by 29,500 officers and enlisted personnel, 24 ships, 418 planes and 12 naval air stations. (See detailed story on page 39.)

Ordnance Lab Dedicated

The Naval Ordnance Laboratory at White Oak, Md., was the scene of an impressive dedication ceremony when its new permanent administration and main laboratory building was officially opened. Several hundred guests attended the ceremony in the building's main auditorium. Later, thousands viewed scientific exhibits on the laboratory grounds.

Ground was first broken for a permanent ordnance laboratory at White Oak in 1945. There are now more than 60 permanent buildings and 34 temporary structures on the grounds. Nine more permanent buildings are under construction, and additional dedication ceremonies will be held as they reach completion. The cornerstone for the group just completed was laid on 15 Aug 1946.

The central unit last finished consists of five buildings comprising a rectangle with a fifth wing at the back, appearing to be one unit. The front wing is devoted to administrative offices, and the other three wings in the square contain workshops and laboratories.

← The Navy in Pictures

TURKEYS are loaded aboard USS *Chicot* for shipment to Guam as part of the Navy's plan to revitalize the island's livestock (top right). Top left: Six EMs from NAS Squantum who received NavCad appointments standby to take off for Pensacola, Fla., 'The Annapolis of the Air.' Center left: Wave recruits muster for class at Great Lakes, Ill. Lower left: Takoma Reservists, part of 13th ND, make their contribution to the March of Dimes Fund. Lower right: Chief Victor B. Mikolewicz, of NavSta Treasure Island built a new stand for a Market Street newspaper vendor after an old one was destroyed by vandals.

YESTERDAY'S NAVY



Navy civil engineer R. E. Peary reached North Pole on 6 Apr 1909. American and Philippine forces surrendered to Japanese at Bataan on 9 Apr 1942. Navy Department established by Act of Congress on 30 Apr 1798.

APRIL 1949

SUN	MON	TUE	WED	THU	FRI	SAT
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24	25	26	27	28	29	30



BOW MISSING, the destroyer USS *Ozbourn* journeyed from Japan to Pearl Harbor following a collision with USS *Chandler* during night maneuvers.

Navy Aid to Snowbound

In areas where the only "ships" ever to operate were prairie schooners, the Navy made its presence felt during the winter months by assistance to stricken Indian tribes, and ranchers and cattle on snowbound western plains of the United States.

Navy and Marine planes from naval air stations at San Diego, Miramar, Alameda and El Toro, Calif., supplied tons of food and medicine to Navajos, Hopis and ranchers, and hay for herds, in northeastern Arizona. Operating from NAS Litchfield Park, near Phoenix, Ariz., R4Ds and R5Ds covered a 15,000 square mile sector bounded on the north by Utah and on the south by Flagstaff, Ariz., and Gallup, N. M.

As they started functioning early in February, planes were kept in action 12 flying-hours per day.

In the meantime a huge Navy mobile radio station from Omaha, hauled by a 10-ton auto car and preceded by snowplow, was made available to the 5th Army Command and sent to Ainsworth, Neb. With a 500-watt transmitter capable of a 1,000 mile range and receiving equipment, the 16-ton giant provides living quarters for its naval operating personnel.

Part of the equipment consists of two 35-watt transmitters, sent by truck to Elgin and O'Neill, Neb., and 15 portable walkie-talkie sets for sending and receiving up to about two miles.

NASs Denver, Colo., and Minneapolis, Minn., sent "snow-gos"—rotary snow plows—to Lusk and Cheyenne, Wyo., respectively, and the Naval Ammunition Depot at Hastings, Neb., made available seven bulldozers and

other automotive equipment to Nebraska's military district.

Maintaining close cooperation with Army, Air Force and civilian authorities, the Navy also provided one of the main support fields for Operation Haylift at its advance fleet base at Fallon, Neb. There the complement of one officer and 25 enlisted men provided facilities for housing and feeding of 400 men of the Air Force, and supplied gasoline for planes and cigarettes for crews.

Atomic Power for Ships

An experimental nuclear reactor to meet requirements provided by BuShips for propulsion of naval vessels is to be developed by a commercial

firm under terms of a letter contract announced by the Chicago operations office of the Atomic Energy Commission.

Work under the contract will be carried on in cooperation with a major center of AEC's reactor development program, which will supervise design, development and engineering of the new reactor. Problems have been assigned in detailed engineering, construction and operation, along with possible research and development activity.

For some years past the problem of atomic power for ships has received attention from the Navy, its investigations of nuclear propulsion of submarines having led to valuable data utilized in A-bomb manufacture. Training of operators at the Oak Ridge plant was done by personnel provided in the main by the Naval Research Laboratory.

Flag Rank Orders

Flag rank orders for last month: Admiral Henry K. Hewitt, USN, representative of CNO on Military Staff Committee, Security Council, United Nations, retired 1 March.

Vice Admiral Earle W. Mills, USN, EXOS, retired 1 March.

Rear Admiral Thomas P. Wynkoop, USN, Commander, Naval Shipyard, Long Beach, Calif., retired 1 March.

Rear Admiral David H. Clark, USN, Commander, Naval Shipyard, Norfolk, Va., ordered as Chief, BuShips.



RELIEF mission is flown by Navy planes and personnel in emergency delivery of food and hay to sections of Arizona marooned by the weather.

New Band Uniform

The U. S. Navy Band has a new full dress uniform. The new uniform is considerably different from the old full dress attire which had not been worn since 1940.

Designed by a committee of band members working with BuPers officials, the new smart-looking uniform will be worn by the band on formal occasions. The anchor-lyre device was removed from the loop of the cuff, raised to the upper arm and the letters USN added. A double loop gold stripe was added on the lower sleeves and a miniature anchor-lyre in metal substituted for the CPO cap device. The trousers feature a wide gold braid stripe running the length of the outer seams.

The Navy Band, long considered one of the finest musical aggregations in the nation, is now one of the best dressed.

Air-Conditioned Cruiser

Most completely air-conditioned fighting ship in the Navy is USS *Newport News*, 17,000-ton heavy cruiser commissioned late in January at the city of its name.

The vessel, armed with completely automatic rapid-firing 8-inch guns and powerful secondary and anti-aircraft batteries, is a sister ship of USS *Des Moines*, commissioned in November, 1948, and USS *Salem*, scheduled for completion this summer.

No mere luxury, air-conditioning—

a feature not included in *Des Moines*—is expected to add signally to the fighting efficiency of the ship's 1850 officers and men. The Navy predicts it will prove a "decisive advantage in action with an enemy fatigued and of lower alertness because of heat exhaustion."

Only areas in *Newport News* not air-cooled will be machinery spaces.

After 63 years of building more than 120 combat vessels for the Navy,

residents of Newport News turned out several thousand strong to honor the first of these ships named for their city. An earlier *Newport News*, World War I prize converted to a cargo ship, was built in 1903 in Flensburg, Germany. She was a far cry from the powerhouse of today.

Mine Force Group to Meet

A unique organization will hold its quarterly meeting this month when the North Sea Mine Force Association convenes in New York City. Founded after World War I, the group is made up of men from bases and ships composing the mine force of the Atlantic Fleet, 1918-19.

After laying down the barrier of explosives which choked off the threat of the Kaiser's U-boats 30 years ago, personnel of the force formed a group which has incorporated itself and held meetings throughout the years. Last October over 300 members and wives attended its seventh annual reunion.

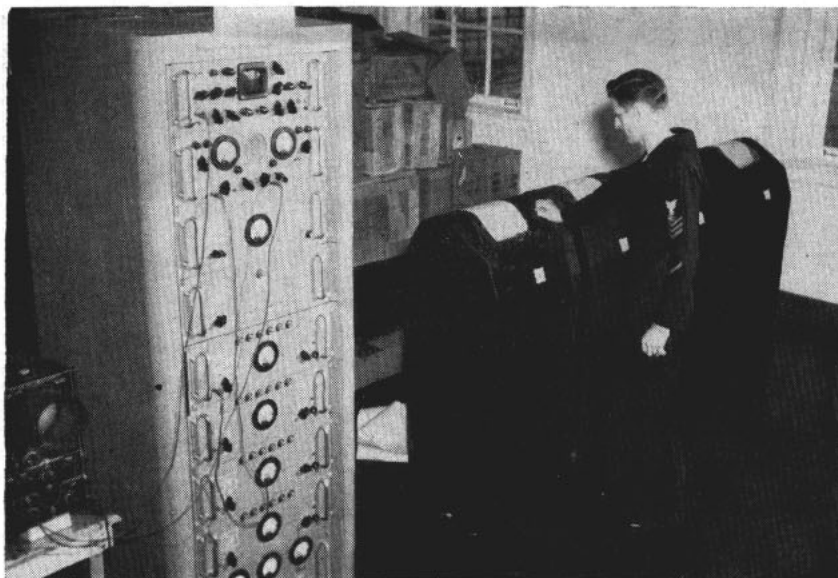
A quarterly journal, *North Sea Mine Barrage*, is devoted to informing association men and carrying on a membership drive which has continued over three decades. Members who have lost touch with the group or who wish to join should contact the executive secretary, George W. Kennedy, at 16 Court St., Brooklyn 2, N.Y.



NEW UNIFORM of the U. S. Navy Band, worn for first time during President's Inauguration, was designed by band members working with BuPers officials.



NEWEST heavy cruiser to join fleet, USS *Newport News* was commissioned in Newport News, Va., on 29 January. At left is zippered carrier *Bennington*.



ELECTRONIC time division multiplex units make possible simultaneous transmission of four teletype messages over a single radio frequency channel.

Acoustical Laboratory

Want to hear a pin drop—a small pin—even while it's thundering outside? The U.S. Naval Engineering Experiment Station at Annapolis, Md., has a building where you could do that if your hearing is normal.

The building—one of the largest and most complete acoustical laboratories in the world—was designed for study of noise and vibration problems.

Noises with which the Navy is concerned originate in machinery. The new acoustical laboratory is specially designed and constructed to permit evaluation of these noises in completely

sound-isolated rooms. The rooms are designed in such a way that machinery may be studied by individual components or by complete machines up to full-scale propelling units.

The building rests on 80-foot steel piling that conducts sound waves deep into the ground instead of allowing them to travel through surface soil to other portions of the building. Test rooms are surrounded by concrete walls up to 16 inches in thickness. They are lined with an additional special sound-absorbing material. Also included is a large tank, likewise lined.

Flag Men Get Around

Among the most seasoned travelers in the world today are the 150-odd men who compose the flag of Vice Admiral Forrest E. Sherman's Sixth Task Fleet. This fleet which claims the Mediterranean as its stamping grounds has a complete turnover of ships quarterly, but the officers and men attached to the flag merely move over to the new flagship and remain in the same area.

Many of them have been in the Sixth Fleet for over two years and are as much at home in Naples, Nice, Marseille, Istanbul and numerous other ports as they would be in their own home town.

Whenever Sixth Fleet sends out a request for replacements, the volunteers are always many times over the number of men required.

Several of the men have married here and many like the duty so much that they remain with the flag long after they are due for stateside duty. It is not unusual to see a few wives waving from the docks as a flagship pulls into a port like Naples or Marseille.

Many of the men take their annual leave in the Mediterranean—usually in such ports as Naples, Nice and Venice.

Sailors attached to the various ships have commented on the fact that they rarely see a flag man when they are on liberty and the reason usually is that the flag man is at the home of some local citizen. Many visits to



CONGRATULATIONS are extended to Chief James Kamitses (left) on retirement after 20 years by CAPT G. K. Carmichael, USN. Right: Kenneth I. LaBissionere, HMC, receives transfer to Fleet Reserve from CAPT W. W. Hall, MC, USN.



RECRUITS Robert Zimmerman, 5'½", and Frank Links, 6'5½", can finally see eye to eye at NTC Great Lakes.

the area has given him time to pick his favorite haunts whereas the ship-board sailor must first find his way around.

An example of how flag men get around was noted by the mailman of a cruiser, who delivered to a flag chief letters from five different countries in one day, and all in feminine hand.—I. Susson, YN1, USN.

New Chief of BuShips

Rear Admiral David H. Clark, USN, is the new Chief of the Bureau of Ships. He succeeded Vice Admiral Earle W. Mills, USN, chief of the bureau since November 1946, who retired after 31 years of naval service.

Admiral Clark has been serving as commander of the Norfolk Naval Shipyard at Portsmouth, Va., since February, 1947.

During World War II he was awarded the Legion of Merit for his services as assistant fleet maintenance officer of the Pacific Fleet. Later he served at the Navy Yard in Boston, Mass., and as commanding officer and director of the Naval Engineering Experiment Station at Annapolis, Md.



RAADM Clark

Special Navy Band Broadcasts

The U. S. Navy Band is broadcasting a series of one-half hour programs of special music over the American Broadcasting Company network.

The programs are aired each Saturday afternoon at 1330, EST. Presented by the Navy in conjunction with ABC, the programs consist of music designed to appeal to all ages. Each week a prominent Navy personality acts as host and occasionally guest stars perform with the Band.

The broadcasts originate in the Sail Loft of the U. S. Naval Gun Factory, Washington, D.C.

Mars Sets New Record

The Navy's giant *Marshall Mars* set a new American record for passengers aboard a seaplane when 162 persons, including nine crew members, flew from NAS Alameda to San Diego.

The passenger load was seven short of equalling the world mark set in 1929 when the 12-engine German flying boat DO-X made an hour's test flight with 169 persons aboard.

The big Navy plane, grossing 145,200 pounds, left the water after a run of 3,500 feet. Weight of gear and equipment carried by passengers and crew totalled 3,825 pounds.

Passengers, 153 in number, were members of Air Group 15 attached to *uss Boxer* (CV 21) who joined their ship for fleet operations. Previously *Mars* planes had carried as many as 130 persons, once flying 100 stretcher patients home from the Pacific during the War.

Night-Flying 'Copter

A Navy helicopter, equipped with white lights on the tips of its rotor blades and a powerful searchlight, made a night demonstration flight at the Naval Air Station, Anacostia, D.C.

The demonstration, approximately one hour in length, impressed observers watching from the ground. White lights on the tips of the three rotor blades blended into a continuous circle, outlining the danger area created by the blades. The landing light brilliantly illuminated the area beneath the 'copter, proving its value in landings and for night rescue work.

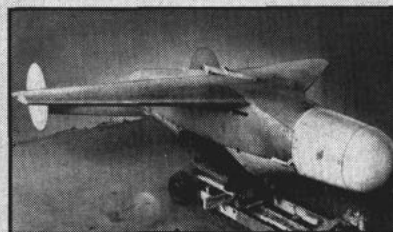
Wiring for the blade-tip lights is contained inside the blades. Washington D.C., newspapers carried an item on the eve of the flight, warning the public not to believe the strange-appearing aircraft a "flying saucer."

QUIZ AWEIGH

It's up anchor and aweigh again for *USS Quiz Aweigh*. This month we're sailing through a sea of questions dealing with things in the air, on the surface and underwater.



- (1) Sunk at Pearl Harbor the above ex-cruiser minelayer returned to fight again, her name (a) *Kermit Roosevelt* (b) *Hooper Island* (c) *Oglala*.
- (2) Converted after Pearl Harbor to an auxiliary she served through the remainder of the war as (a) repair ship (b) cruiser (c) attack transport.



- (3) This weird looking apparatus is called (a) *Bat* (b) *Gorgon* (c) *Fish*.
- (4) Now a full-fledged service weapon it is operated by (a) radar (b) sonar (c) *Ioran*.



- (5) Pictured above is *USS Pomodon*, one of Navy's improved fleet-type (a) *Guppy* (b) *Minnow* (c) *Gunnel*.
- (6) Submarines similar to *Pomodon* have been equipped with an under-water breathing device called (a) *Snorkel* (b) *Nosegay* (c) *Snouter*.

ANSWERS ON PAGE 53

THE BULLETIN BOARD

Important Changes in Navy Uniform Regulations Approved by SecNav

Several important changes to U.S. Navy Uniform Regulations have been approved by the Secretary of the Navy, including authority for chief petty officers and stewards to wear rating badges on khaki cotton shirts.

Copies of the detailed changes will be distributed at an early date. Listed below are the major changes.

- A new khaki lightweight raincoat has been approved for officers, chief petty officers and stewards. It will be available about June 1949, and can be worn with the khaki and white uniforms as an optional item.

- In order to further standardize officers' and chief petty officers' uniform regulations, the designation of titles for chief petty officers' uniforms have been changed to agree with those used for officers' uniforms.

In line with the change in designation of khaki uniforms and to further reduce the combination of items which have been permitted with various uniforms, the following will apply:

- Only brown shoes and brown or khaki socks are authorized for wear with Service Dress, Khaki, Working Khaki and the Khaki Tropical Uniform by officers, chief petty officers and stewards, and with the Aviation

Winter Working Uniform by officers and chief petty officers authorized to wear it.

- Only white shoes and socks are authorized for wear with the White Tropical Uniform by officers, chief petty officers and stewards.

- Only white or natural socks are authorized for wear with white uniforms by enlisted men other than chief petty officers and stewards.

Other changes are:

- Provision is included for officers, chief petty officers and stewards to wear shirts made of tropical fabrics with Service Dress, Khaki, as an optional item.

- A rating badge consisting of silver eagle and specialty mark with blue chevrons has been approved for chief petty officers and chief stewards for wear on Service Dress, Khaki *only*.

- Provision has been included for chief petty officers and stewards to wear a rating badge consisting of blue eagle, specialty mark and chevrons on the khaki cotton shirt, inasmuch as a coat will not normally be worn with the Khaki Working Uniform.

Chapter XII (Decorations, Medals and Badges) of the Regulations has been revised to include instructions relative to appurtenances to be worn on the suspension ribbons of large and miniature medals and the manner in which medals shall be worn when such are authorized. The following are the principal changes made in this chapter:

- Stars and letters to be worn on suspension ribbons of medals and service ribbons have been standardized as follows:

<i>Ribbon of</i>	<i>Ribbon of</i>
<i>Medal:</i>	<i>and on</i>
	<i>service</i>
	<i>ribbons:</i>

Gold stars	1/8"	5/16"
Silver stars	1/8"	5/16"
Bronze stars	1/8"	3/16"
Bronze "V"	1/8"	1/4"
Bronze "A"	1/8"	1/4"
Silver "W"	1/8"	1/4"
Maltese Cross	1/8"	3/16"

- Service ribbons will be worn in 3/8" lengths instead of 1/2" as heretofore. This length is optional until 1 Oct 1951, after which date it becomes mandatory. Either 1/2" or 3/8" lengths may be worn during optional period but not a mixture.

- Provisions are included for the wearing of the Presidential Unit Citation Ribbon, Distinguished Unit Emblem, Navy Unit Commendation Ribbon, when medals are worn. Basically, only one may be worn and it shall be worn on the right breast. They will not be worn with miniature medals.

- Expert Riflemen and Expert Pistol Shot Medal ribbons will be removed from the uniform if the individual fails to re-qualify within four years from date of previous qualification.

- Provision is included for Aviation Cadets to wear shoulder marks on Service Dress, Khaki instead of the anchor insignia previously worn on the lapels of the coat.

- The designation of uniform tables for women officer and enlisted personnel have been modified to prescribe the wearing of white gloves with Service Dress, Blue, B, and to prescribe the wearing of white gloves with Service Dress, Blue, A, on formal or social occasions.

A new chapter XI of Uniform Regulations has been approved, containing regulations for Reserve officer candidates, a new category of officer trainees.

Hornet Personnel Reunion Planned for April or May

A Washington, D. C., reunion of all men attached to USS *Hornet* (CV 12) is scheduled for the last weekend in April or the first in May. Plans for a full day of entertainment with plenty of time for renewing acquaintances and swapping sea stories are being worked out by a committee under Captain Cliff H. Duerfeldt, USN, Executive officer of the ship from its commissioning until October 1944.

Arrangements are under way to provide Navy quarters for male personnel who want them, and hotel accommodations can be secured through the committee. For further information, *Hornet* "alumni" should write to Captain Duerfeldt, Telegraph Road, Alexandria, Va.

Data Listed for Reporting Of Hospitalized Officers

Procedure regarding reporting of hospitalized officers, and their detachment and replacement, is the subject of BuPers Circ. Ltr. 17-49 (NDB. 31 Jan 1949). The Bureau of Naval Personnel, which hereafter will issue all orders detaching commissioned and warrant officers requiring hospitalization from their permanent duty ship or station, desires prompt and accurate information submitted by all COs on cases falling under the directive.

Smaller Budget Will Force Navy to Reduce Number of Ships and Personnel

By 30 June 1949 the Navy and Marine Corps will be smaller by 29,500 personnel, 24 ships, 418 planes from its operating force, and 12 naval air stations.

The major reduction in size is planned to enable the Navy to stay within its budget for the 1950 fiscal year, which begins on 1 July.

At the same time, the 1950 plans call for concentration on antisubmarine readiness. While other vessels will be inactivated, 10 DDEs, one CVL and 14 smaller vessels will be reactivated and recommissioned.

Personnel reductions are scheduled as follows:

- From 371,700 present enlisted personnel of the Regular Navy to 350,000, a reduction of 21,700.
- From 76,500 Regular Marine Corps enlisted personnel to 69,895, a reduction of 6,605.
- A total of 1,195 Navy and Marine Corps officers to be taken from the active duty rolls.

In regard to reductions in number of ships, the active fleet will be reduced from 755 vessels to a total strength of 731.

Of the principal combatant types, eight attack carriers will take the place of the 11 now in operation. Destroyers will be increased, from 146 now to 170 during the 1950 fiscal year. Number of submarines will be increased by two.

Of the ships to be inactivated, three are attack carriers, nine are light cruisers and three are antiaircraft cruisers.

These ships are:

- USS *Princeton* (CV 37), USS *Ani-tietam* (CV 36) and USS *Tarawa* (CV 40).
- USS *Providence* (CL 82), USS *Little Rock* (CL 92), USS *Huntington* (CL 107), USS *Portsmouth* (CL 102), USS *Dayton* (CL 105), USS *Astoria* (CL 90), USS *Topeka* (CL 67), USS *Duluth* (CL 87) and USS *Atlanta* (CL 104).
- USS *Fresno* (CLAA 121), USS *Oakland* (CLAA 95) and USS *Tucson* (CLAA 98).

Of these ships, three had already been ordered to the Reserve Fleet for inactivation by the time Secretary of the Navy John L. Sullivan announced the reductions in a letter to the chair-

Balloons Launched by CVL For Upper Air Research

In Operation Skyhook, conducted in Caribbean waters, the aircraft carrier USS *Saipan* (CVL 48) served as a floating base for new upper air research.

Plastic single-cell balloons 70 feet in diameter, capable of carrying 70 pounds of research instruments, were launched from the flight deck. Emulsion plates will be used to record cosmic radiation at altitudes approaching 20 miles. Instruments were waterproof and equipped with flotation gear to keep them afloat after release. *Saipan* had helicopters and boats at hand for recovery of the instruments.

men of the Senate and House Armed Services and Appropriations committees.

Smaller ships to be inactivated include 31 amphibious types, five patrol craft, four destroyer minesweepers, and 17 auxiliary and small amphibious vessels.

In all, 72 vessels of the fleet are to be inactivated.

Ships still on the building ways will be added to the fleet as planned. These vessels include USS *Oriskany* (CV 34), USS *Salem* (CA 139), USS *Roanoke* (CL 145), USS *Epperson* (DDE 719),

USS *Basilone* (DDE 824), USS *Carpenter* (DDK 825) and USS *Robert A. Owens*, (DDK 827).

Operating planes of the aviation arm will be reduced from 8,183 to 7,765.

Navy air stations and facilities to be inactivated are located at Naha, Okinawa; Adak, Aleutian Islands; Orote, Guam; Sangley Point, P.I.; Honolulu, Hawaii; El Centro, Calif.; Santa Ana, Calif. and Weymouth, Mass. Also to be inactivated is the Marine Corps air station at Ewa, Oahu.

Three naval air stations are to be placed in a maintenance status: Barbers Point, Oahu; Pearl Harbor, Hawaii; and Glynnco, Ga. The NAS at Seattle, Wash., will be converted to a Naval Reserve station except for alteration and repair facilities to be used by the Regular forces.

"With respect to other-than-air shore station for fleet support," the Secretary's letter said, "detailed surveys are now being conducted to determine where reductions necessitated by fiscal year 1950 plans can be made in the Navy's shore establishment with the least detriment to over-all fleet support. Final determination of specific program of shore station reductions awaits the outcome of these surveys."

Retirement Benefits Emphasized in New Bill

Retirement benefits for officers and enlisted men are emphasized in recommendations prepared by Secretary of Defense Forrestal after reviewing the report of the Advisory Commission on Service Pay.

The draft of the new bill for the revision of service pay, including modifications proposed by Secretary Forrestal, now is under consideration by the Bureau of the Budget and later will be considered by Congress. Therefore it is assumed that the bill as now written is by no means in its final form.

A major feature of the Secretary's recommendation is that no retirement benefits now existing are removed under the new bill for enlisted men who are in service on the day the new pay bill is enacted into law.

The Secretary of Defense also urged modification of provisions regarding retirement of officers with 20 or more but less than 25 years of continuous active service.

To eliminate an inequity which may diminish the present expectancies of these persons now in the service, the Secretary recommended they be given a choice of retirement under:

- One of the options recommended by the Commission with benefits under the selected plan by using the pay scales proposed by the Hook Commission.

- Retirement benefits provided under present law and computed by using present pay rates—but not to exceed the pay rates in effect at the time of retirement.

Marines Are Assigned To Security Forces At Shore Activities

Employment of Marine security forces assigned shore activities of the Navy is standardized and clarified by a CNO letter dated 14 Oct 1948 (NDB, 15 Dec 1948).

Marine Corps personnel will be assigned to naval shore activities in adequate numbers, the letter states, to provide local internal security where this security cannot be furnished adequately or appropriately by civilian guards. The Marine security force so assigned will perform routine guard duty commensurate with its strength and military character. Normally, Marine security forces will be assigned only to activities predominantly military in character and will perform only military-type duties which directly affect the internal security of the station.

These duties are defined by the letter as including the following:

- Wardens, guards and drill instructors at naval disciplinary barracks and retraining commands.
- Sentries and patrols over highly explosive or combustible material of a military nature at stations to which Marine security forces have been assigned for internal security.



Sea Hawk, Tacoma

'Have you been lying to your folks again?'

- Sentries and patrols over materials having a secret or confidential classification and over buildings containing such materials.
- Sentries and patrols at essential entrances and exits and for security of the boundaries of the station.
- Security and operation of brigs located at posts and stations to which Marine security forces have been assigned for internal security.

Marine security force members may also be assigned general administration duty of a nonsupervisory nature

at station activities shared by the entire complement. The number of Marines detailed to this duty should be in proportion to the total number of Marines assigned to the station. Duties of civil service personnel in regard to internal security are also defined.

Priority of assignments where Marine personnel available to a district or area commander are not sufficient for covering all stations is given as follows:

Priority 1—Security guards at naval disciplinary barracks and retraining commands.

Priority 2—Security for explosive hazards.

Priority 3—Security for classified material or operations.

Priority 4—Security at isolated stations where civilian personnel are not available.

Rules governing the employment of Marines as orderly-chauffeurs from within the established District or area security force ceiling are also given:

Two Marines may be employed as orderly-chauffeurs by commandants of naval districts and river commands, commanders of sea frontiers, overseas area commanders and the Chief of Naval Air Training.

The president of the Naval War College and flag rank commanders of shore activities who exercise immediate military command over security forces are authorized to employ one Marine as orderly-chauffeur.

Will Army, Air Force Be Wearing Navy Skivvies?

Some 400 items of clothing and other personal equipment used by the armed forces are being considered for standardization by a board of three top-ranking officers of the service branches.

Although studies are being made of the materials used in uniforms, insignia and other items of clothing which distinguish between the services, no attempt will be made to standardize this gear.

On display at the Army Quartermaster Depot near Alexandria, Va., the exhibit includes such items as undershirts, belts, work uniforms and caps, boots and shoes, stockings and socks, flying equipment, goggles, nurses ward uniforms and a wide variety of other clothing and equipment.

The committee must consider these points:

- Whether there is a valid reason for differences between items of the

same category. The type of combat use to which the gear is put will weigh heavily in this consideration.

- Whether industry is able to produce sufficient quantities of a standardized item to supply requirements.

A number of items were announced as being acceptable for standardization by the committee, such as Arctic mittens, cotton drawers, flight face masks and summer flying suits.

Next to be considered are other categories of equipment such as furniture and kitchen equipment, refrigeration machinery, electrical apparatus, leather products and office machinery.

Serving on the committee with the Navy's representative, Vice Admiral William M. Fechteler, USN, Deputy CNO (Personnel) are the commanding general of the Army Field Forces and the Air Force Deputy Chief of Staff for Materiel.

MarCor Air Service Unit Tested for More Mobility

Second Marine Aircraft Wing, stationed at Cherry Point, N.C., is trying a new idea—a newly formed "Marine Wing Service Group."

The new unit—Marine Wing Service Group 2 (provisional)—is primarily a service and supply unit for the Marine air groups operating in the Second Marine Aircraft Wing.

Marine Wing Service Group squadrons will provide tower control, field lighting, aerology service, crash crews, camp equipment and post exchange services for the supported groups. New recruits will begin their careers in the service group and each month the outstanding men will be transferred to an operating group.

Purpose of the innovation is to give operating groups more mobility.

Navy to Share in Joint Use Of Recruiting Facilities In New Coordination Move

Navy recruiters in many locations will be working side-by-side with Army and Air Force representatives in a new coordination move calling for joint use of recruiting facilities.

Committees representing the three services agreed to coordination in several phases of recruiting. Their recommendations were approved by the Secretary of Defense.

These recruiting facilities and services will be coordinated wherever possible throughout the national military establishment:

- Consolidation of medical examining facilities where recruiting offices of more than one service are convenient to each other.
- Joint use of installations for lodging and subsistence of applicants for enlistment if local conditions permit.
- If practicable, the services will use office space jointly, thus employing rent-free space to the maximum.
- Administrative forms used to process applicants for enlistment will be standardized and simplified.
- Laundries, maintenance of motor vehicles and other armed forces facilities will be made available to all recruiting stations without regard to their branch of service.

Marine Amphib Operations Described in New Booklet

A new booklet on sale at the U. S. Government Printing Office, Washington, D.C., vividly portrays World War II Marine operations at Bougainville and in the northern Solomons.

The monograph, entitled *Bougainville and the Northern Solomons*, contains 166 pages, attractively illustrated and bound. It covers five months of amphibious operations, closely packed with hard-hitting action.

In a foreword to the book, General Clifton B. Cates, Commandant of the Marine Corps says, "In all the past history of the Corps, whether it be Nicaragua, Haiti, or Guadalcanal, it is improbable that Marine units ever faced and defeated such an implacable combination of terrain and hostile opposition. It is a narrative not only of Marines against the Japanese, but of Marines against the jungle," he stated.

Coed Hospital Corps Schools Now Operated by the Navy

The Navy is now operating its first coeducational Hospital Corps schools—one at Great Lakes, Ill., and one at San Diego, Calif.

A select group of 28 women have been assigned to the schools, which had been strictly male heretofore. Waves attended a separate school to prepare them for the duties of hospital corpsmen during World War II.

Women are receiving the same training as male naval personnel in the two schools. The curriculum consists of a 12-week course in the fundamentals of pharmacy and chemistry, laboratory technique, ward management, operating room procedure, medical equipment, first aid and minor surgery. Waves will be assigned to naval hospitals after graduation for further instruction, preparing them for duty in many naval medical activities.

Promotion to all rates and ranks will be on equal footing with men in the Hospital Corps.

Six-Story Glass Building Houses Navy Repair Shops

Departing from conventional designs, the Navy has built a six-story glass Ordnance and Optical Shop building at Hunter's Point Naval Shipyard near San Francisco, Calif. The building is the only structure of its kind in the world.

The structure contains over two acres of external glass and is equipped with the latest design instruments and tools for servicing shipboard optical and ordnance equipment. Ordnance repair work, one of the shop's main functions, can be carried out here with revolutionary speed and efficiency, due partly to the high degree of luminosity permitted by the glass walls. The building also has a 42-foot escalator, which is believed to be the tallest in industrial use anywhere in the world. Massive cranes have been installed in the shop that are capable of handling with ease the largest periscopes and range finders.

The structure was a little over two years under construction and cost \$2,500,000. The building is not a rock-slinger's Utopia either; it's entirely stone-proofed.

New Regulations Established Limit Number of Dependents Allowed Certain Enlistees

New regulations regarding the number of dependents permitted for men enlisting and reenlisting have been established and put into effect.

Under the new ruling the maximum numbers of dependents are as follows:

- Recruits having no prior service in any branch of the armed Forces may not have any dependents.
- First enlistments by personnel who served previously in another branch of the Armed Forces or in the peacetime Naval Reserve, and—
- Broken-service reenlistments by personnel who previously served in the Navy but remained separated for more than three months are governed by the following requirements—

No dependents are permitted in the case of men eligible to enlist in pay grades 5, 6 or 7.

As many as three dependents are permitted in the case of men eligible to enlist in pay grades 1, 2, 3 or 4.

- Continuous-service reenlistments are not restricted due to number of dependents.

The new ruling replaces one that was based on the age of recruits. Under the former regulation, men more than 21 years of age could have three dependents; those between 19 and 21, one dependent; and those 17 and 18 years of age, none. The requirements were identical for all enlistees.

San Lorenzo Village Purchases Famous Seabee-Built Church

Residents of a small California town—San Lorenzo Village—receive a constant reminder of the Navy's interest in community affairs each time they pass its newest church. The edifice is a combination of three quonset huts originally constructed by Seabees and used as a chapel at the Navy's Camp Parks.

The building was purchased from the Navy by trustees of the San Lorenzo Community church. It was dismantled, hauled from its Camp Parks site to San Lorenzo Village where it was reassembled. It had won national recognition for its unique features, including use of salmon red brick, blue glass, redwood and acoustical tile.

Stricter Policy on Disloyalty Applies to Both Regular and Reserve Personnel

Personnel whose loyalty to the United States is in doubt by reason of questionable conduct or their association with any one or more of various inimical groups may be separated from the Navy or rejected upon application for commission, enlistment or reenlistment.

In more serious cases, personnel may be brought before a court-martial for trial.

The tightening down on possible disloyalty within the armed forces carries out principles of closer control previously ordered by the President for the federal government.

The new Navy policy is all-inclusive, covering officer and enlisted personnel on active, inactive or retired status in the Navy, Marine Corps and their Reserve components. Administrative details and standards are listed in a SecNav letter dated 10 Jan 1949 and BuPers Circ. Ltr. 4-49 (both in NDB, 15 Jan 1949).

An enclosure to the BuPers letter lists various foreign and domestic groups—in which membership, affiliation or sympathetic association may result in investigation. (See adjoining list.)

The list, prepared by the Attorney General, contains various groups which:

Seabee Reserve Force Planned Of 75,000 Construction Men

The Navy has opened a drive to obtain 75,000 experienced construction men as a standby reserve Seabee force.

Veterans enlisting in the organization will receive their highest wartime rating, plus credit for postwar construction experience. Non-veterans, too, will receive credit for civilian experience.

Recruits are enrolled in the inactive Volunteer program for call to active duty in the event of a national emergency. They do not receive pay except when they volunteer and are accepted for two weeks' annual training duty. They may, however, take part in non-pay meetings conducted in 250 cities by volunteer Seabee reserve units.

Fourteen Navy rates, including approximately 60 different construction trades are included in the Seabee organization.

16-Star American Flag Given to Naval Museum

A 16-star, 13-stripe flag, made between 1796 and 1802, has been presented to the United States Naval Museum at the Naval Academy, Annapolis, Md.

The flag measures seven feet 10½ inches by three feet, is made of imported English bunting, and displays a fine example of needlecraft. The hand sewn flag contains perfectly-formed stars and is in a fine state of preservation.

One of the outstanding features of the flag is the number of stars and stripes. At the time of its manufacture, the official U. S. flag carried 15 stripes and 15 stars. The present policy of 13 stripes and one star for each state was adopted in 1818.

Presentation was made by Miss A. Louise Allen, in whose family the flag remained for at least five generations.

- Are totalitarian, fascist, communist or subversive.
- Advocate or approve the commission of acts of force or violence to deny persons their rights under the U.S. constitution.
- Seek to alter the U.S. government by unconstitutional means.

Detailed standards of conduct or association constituting grounds for separation or rejection are contained in the SecNav directive.

While investigations are to be conducted only by the Office of Naval Intelligence or a representative of the Navy Department, the Secretary of the Navy has directed every member of the naval service to report to his commanding officer or to an ONI representative any activity of a disloyal nature observed among other members of the naval, military or governmental service.

A careful review of intelligence reports, statements and interrogatories from ONI and other official sources will be made as to whether the association or conduct of the person affords grounds for court-martial.

Opportunity will be granted to any person not being tried by court-martial but who is under consideration for administrative separation to

appear in person with legal counsel before a local board of officers senior to him for presentation of any cause as to why he should not be separated.

In weighing derogatory information, the board will take into consideration:

- Factors regarding how recently the pertinent matters took place.
- Relative seriousness and attendant circumstances.
- Whether the information is relevant to the allegations in issue.

Evidence of membership or participation alone in a proscribed organization is not to be considered of itself as conclusively establishing disloyalty. Despite such membership, the individual may be judged not disloyal. In general, membership will be considered but a determination of disloyalty will be made upon the entire record in the case.

The directives point out that the board hearings are not trials or adjudications. Their sole purpose is to obtain an unbiased opinion of two or more persons as to existence of grounds of doubt regarding loyalty of the person being heard.

Statements of loyalty will not be required of individuals until they come up for appointment, reappointment, enlistment or reenlistment. In cases where persons misrepresent, conceal or fail to divulge fully all the details of conduct or association which might be deemed of a disloyal nature, disciplinary or other action may be taken.

Applicants for enlistment, reenlistment, appointment and reappointment will be given:

- A list of organizations, associations, movements, groups or combinations of persons which have been specifically and publicly designated by the Attorney General or by the secretaries of the armed forces as being inimical to national, state or civilian welfare. The applicant will be required to initial the list to indicate his familiarity with it.

- A copy of loyalty standards as set forth in the SecNav letter.

- A certificate that the applicant has read both the list and the standards, and that details of conduct or association contravening the standards and details of present or past association with any of the named organizations are fully set forth.

Discovery of fraudulent certifica-

tion after enlistment or appointment will result in drastic procedures authorized by law or by measures set forth in the directives.

A written notice will be addressed to each individual suspected of disloyal conduct or associations.

This notice will inform the individual:

- That he may submit a resignation (if an officer) or agree to accept discharge (if enlisted) from the naval service. The notice will indicate the character of discharge which authority would be requested to execute. The character of each separation will be determined upon the circumstances, but it is considered that in the usual situation an officer might be permitted to resign for the good of the service (with consequent discharge under conditions other than honorable) and an enlisted man might be permitted to accept discharge as undesirable.

- If a hearing is desired, a board has been convened for the purpose. The letter gives other details of the board, including a list of members and procedures for challenging the membership.

- The convening authority should be notified if a hearing is desired, and other related details.

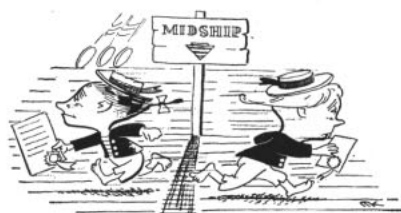
- Time and place of the hearing, together with procedure for requesting postponement to obtain evidence and to prepare his case.

- Purpose of the hearing, pointing out that it is not a trial but is merely to obtain an opinion as to whether there is reasonable ground to doubt his loyalty.

Totalitarian

Black Dragon Society
Central Japanese Association (Beikoku Chuo Nipponjin Kai)
Central Japanese Association of Southern California
Dai Nippon Butoku Kai (Military Virtue Society of Japan or Military Art Society of Japan)
Heimusha Kai, also known as Nokubei Meieki Gimusha Kai, Zaihei Nihonjin, Heiyaku Gimusha Kai, and Zaihei Heimusha Kai (Japanese Residing in America Military Conscripts Association)
Hinode Kai (Imperial Japanese Reservists)
Hinomaru Kai (Rising Sun Flag Society—a group of Japanese War Veterans)
Hokubei Zaigo Shoke Dan (North American Reserve Officers Assn)
Japanese Association of America

WHAT'S IN A NAME



Midshipman

The title midshipman originally belonged to the youngsters on board the old sailing ships of the British Navy. Their primary duties included the carrying of orders from the officers to the crew.

Since the crew was quartered in the forecabin and the officers in the aftercabin, it was necessary for the lads to cross back and forth amidship several times a day. This repeated scampering over the middle part of the ship earned them the title of midshipmen and the nickname of "middie."

Both the British and the United States have considered midshipmen as officer students down through the years.

It is interesting to note that "middies" back in the early days, sometimes began their careers at the ripe old age of eight.

Today the title of midshipman is bestowed on undergraduates of the Naval Academy.

Japanese Overseas Central Society (Kaigai Dobo Chuo Kai)
Japanese Overseas Convention, Tokyo, Japan, 1940
Japanese Protective Association (Recruiting Organization)
Jikyoku Lin Kai (Current Affairs Association)
Kihei Seinen Kai (Association of U.S. Citizens of Japanese Ancestry who have returned to America after studying in Japan)
Nanka Teikoku Cunyudan (Imperial Military Friends Group or Southern California War Veterans)
Nichibei Kogyo Kaisha (The Great Fujii Theatre)
Northwest Japanese Association
Peace Movement of Ethiopia
Sakura Kai (Patriotic Society, or Cherry Association — composed of veterans of Russo-Japanese War)
Shinto Temples
Sokoku Kai (Fatherland Society)
Suiko Sha (Reserve Officers Association of Los Angeles)

Fascists

American Patriots, Inc.
Ausland-Organization der NSDAP, Overseas Branch of Nazi Party
Association of German Nationals (Reichsdeutsche Vereinigung)

Central Organization of the German-American National Alliance (Deutsche-Amerikanische Einheitsfront)
Citizens Protective League
Dante Alighieri Society
Federation of Italian War Veterans in U.S.A. Inc. (Associazione Nazionale Combattenti Italiani, Federazione degli Stati Uniti d'America)
Friends of the New Germany (Freunde des Neuen Deutschlands)
German-American Bund (Amerika-deutscher Volksbund)
German-American Republican League
German-American Vocational League (Deutsche-Amerikanische Berufsgemeinschaft)
Kyffhaeuser, also known as Kyffhaeuser League (Kyffhaeuser Bund), Kyffhaeuser Fellowship, (Kyffhaeuser Kameradschaft)
Kyffhaeuser War Relief (Kyffhaeuser Kriegshilfswerk)
Lictor Society (Italian Black Shirts)
Mario Morgantini Circle

Communist

Abraham Lincoln School, Chicago, Ill.
American League Against War and Fascism
American Association for Reconstruction in Yugoslavia, Inc.
American Committee for European Workers' Relief
American Committee for Protection of Foreign Born
American Committee for Yugoslav Relief, Inc.
American Council for a Democratic Greece
American Council on Soviet Relations
American Croatian Congress
American League for Peace and Democracy
American Peace Mobilization
American Polish Labor Council

Plastic to Replace Metal In Airplane Accessories

Metal accessories found in Mars planes are being replaced, where practicable, with plastic by technicians of Air Transport Squadron 2.

Crew name plates, life jacket hangers, signs and other interior items are being turned out in plastic to save weight and improve the appearance of the planes.

Molding and tooling equipment was built by E. Howlett, ADC, USN, who designed and manufactured the plastic pieces. Safety and utility remains utmost and is not sacrificed in the new process. The professional touch adds greater beauty to the planes.

American Russian Institute (of San Francisco)
 American Slav Congress
 American Youth Congress
 American Youth for Democracy
 American Armenian Progressive League of America
 California Labor School, Inc., 216 Market Street, San Francisco, Calif.
 Central Council of American Women of Croatian Descent, aka Central Council of American Croatian Women, National Council of Croatian Women
 Citizens Committee of the Upper West Side (New York City)
 Civil Rights Congress and its affiliates
 Committee to Aid the Fighting South Communist Party, U.S.A.
 Communist Political Association
 Connecticut State Youth Conference
 Congress of American Revolutionary Writers
 Congress of American Women
 Council of African Affairs
 Council for Pan-American Democracy
 Dennis Defense Committee
 Friends of the Soviet Union
 George Washington Carver School, New York City
 Hollywood Writers Mobilization for Defense
 Hungarian-American Council for Democracy
 International Labor Defense
 International Workers Order, including People's Radio Foundation, Inc.
 Jefferson School of Social Science, New York City
 Jewish Peoples Committee
 Joint Anti-Fascist Refugee Committee
 Labor Research Association, Inc.



Shipstream, USS Princeton

'Pierce, will you please stop worrying about getting back to the ship in time for the first movie.'

League of American Writers
 Macedonian-American People's League
 Michigan Civil Rights Federation
 National Committee for the Defense of Political Prisoners
 National Committee to Win the Peace
 National Council of American of Croatian Descent
 National Council of American-Soviet Friendship
 National Federation for Constitutional Liberties
 National Negro Congress
 Nature Friends of America (since 1935)
 Negro Labor Victory Committee
 New Committee for Publications
 Ohio School of Social Sciences
 People's Educational Association
 People's Institute of Applied Religion
 People's Radio Foundation, Inc.
 Philadelphia School of Social Science and Art
 Photo League (New York City)
 Proletarian Party of America
 Revolutionary Workers League
 Samuel Adams School, Boston, Mass.
 School of Jewish Studies, New York City
 Seattle Labor School, Seattle, Wash.
 Serbian Vidovdan Council
 Slovenian-American National Council
 Socialist Workers Party, including American Committee for European Workers' Relief
 Socialist Youth League
 Southern Negro Youth Congress
 Tom Paine School of Social Science, Philadelphia, Pa
 Tom Paine School of Westchester, N. Y. York
 United Committee of South Slavic Americans
 United Harlem Tenants and Consumers Organization

United May Day Committee
 United Negro and Allied Veterans of America
 Veterans of the Abraham Lincoln Brigade
 Walt Whitman School of Social Science, Newark, N. J.
 Washington Bookshop Association
 Washington Committee for Democratic Action
 Wisconsin Conference on Social Legislation
 Workers Alliance
 Workers Party, including Socialist Youth League
 Young Communist League
Subversive
 Communist Party, U.S.A.
 Communist Political Association
 German-American Bund
 Socialist Workers Party
 Workers Party
 Young Communist League

Organizations which "seek to alter the form of government of the United States by unconstitutional means"

Columbians
 Ku Klux Klan
 Protestant War Veterans of the United States
 Silver Shirt Legion of America

Organizations which have "adopted a policy of advocating or approving the commission of acts of force and violence to deny others their rights under the Constitution of the United States:"

Communist Party, U.S.A.
 Communist Political Association
 Socialist Workers Party
 Workers Party
 Young Communist League

Five Freight Control Offices Established for Added Efficiency

Five Navy Central Freight Control Offices have been established in the U. S. as a move toward greater efficiency in transportation and decentralization of traffic operations.

The offices are located in Seattle, Wash., Oakland, Calif., Great Lakes, Ill., Norfolk, Va., and Bayonne, N.J. Each office will be so organized that it could, if necessary, serve as a nerve center for Navy freight movement throughout the nation. Also, the new arrangement will relieve the Bureau of Supplies and Accounts in Washington, D.C., of much routine labor, permitting additional research and more detailed planning for overall Navy transportation.

The five offices were put into operation early this year and are now moving toward full efficiency.

Navy Wives Club Seeks More Membership; Organized 1936

Wives of all Navy, Marine and Coast Guard personnel, including those of personnel on the inactive list, are eligible for membership in the Navy Wives Club of America.

The club conducts many social and beneficial activities in a variety of fields. Dances, picnics, beach parties, and classes in a wide field of handicrafts are examples of such activities. Members also exchange help as "baby sitters" and in packing belongings upon transfer. Clubs have been in existence since 1936 and are now functioning throughout the U. S. and in several possessions and foreign countries. Cost of membership is very low. If there is not a Navy Wives Club where your family is located, the club suggests you see your chaplain about organizing one.

Places of Confinement For GCM Prisoners Are Changed by New Rules

Rules regarding designation of places of confinement for general court-martial prisoners are modified and condensed by BuPers Circ. Ltr. 1-49 (NDB, 15 Jan 1949).

GCM prisoners sentenced to confinement of three months' duration or less will serve their sentences in briggs in many cases. Such cases include those where a discharge is adjudged by the court-martial, but is remitted or made conditional. They also include, of course, those where no discharge is adjudged. If a discharge is adjudged and is not remitted or made conditional, the prisoner must serve his sentence in a disciplinary barracks.

Other GCM prisoners who must be confined at disciplinary barracks are:

- Those sentenced to confinement for more than three months, and are not considered suitable for eventual restoration to duty.

- Dismissed officers whose sentences to confinement have been approved by the Secretary of the Navy.

GCM prisoners sentenced to three to 30 months' confinement who are considered restorable and of possible future value to the naval service after a period of intensive retraining and corrective discipline will be confined at a retraining command.

The letter designates as "not to be considered restorable" all prisoners who:

- Have committed an offense involving turpitude — villainy or depravity.
- Have committed an offense that is vicious, violent or felonious.
- Have a record of criminal acts, or are incorrigible.
- Are a serious escape risk.
- Are mentally or physically unfit for duty.
- Are probation violators.

In certain special cases, the letter states, a request for designation of an appropriate naval place of confinement should be made. Such requests should be forwarded by air mail or dispatch to the Chief of Naval Personnel (Attn: Pers-52) by the convening authority.

U. S. Naval Disciplinary Barracks, Naval Base, Portsmouth, N. H., or the U. S. Naval Retraining Command, Naval Station, Norfolk, Va.,

Memorial Award to Be Given For Leadership Excellence

An award, to be known as the Admiral William S. Sims Memorial Award, has been established at the Naval Academy, Annapolis, Md., for presentation to the midshipman excelling in leadership.

More than 40 individual awards for excellence have been established and are presented at the end of the academic year. This award, an engraved wrist watch, will be awarded during June Week, 1949.

It is being given by the Army and Navy Union, USA.

are designated as the place for confinement of GCM prisoners from the following commands:

The 1st through 10th Naval Districts, the 15th Naval District, the Potomac River Naval Command, Severn River Naval Command, and the Atlantic and Mediterranean areas.

U. S. Naval Disciplinary Barracks, San Pedro, Calif., or the U. S. Naval Re-Training Command, Mare Island, Vallejo, Calif., are designated as the place for confinement of GCM prisoners from the following commands:

The 11th through 14th Naval Districts, the 17th Naval District, and Pacific Ocean commands.

Certain additional administrative matters applying only to COs and convening authorities are also included in the letter.

Army, Air Force to Adopt Navy Clothing Issue Plan

Clothing issue procedures will be more nearly uniform throughout the armed forces after 1 July, when the Marine Corps, Army and Air Force are scheduled to change their issuance systems.

Under the new practices, Army and Air Force enlisted personnel will draw clothing against a credit allowance. Unused amounts of the clothing allowance will be given individuals at each year's end, permitting them to gain as much as \$25 a year by careful upkeep of clothing.

The Marine Corps will switch to the Navy system on 1 July, abandoning a procedure where worn clothing was turned in for new and where lost clothing was charged against the owner.

18-Year-Olds Given Chance For Electronics Training If GCT Score Evinces Aptitude

The Navy is giving 18-year-old one-year enlistees an opportunity, if qualified, to receive training in electronics comparable to a one-year course in the best civilian electronics schools.

The high scores obtained by USNEVs (U. S. Navy enlisted volunteers) on the general classification tests have shown that a large percentage of them are well-qualified for such training. They will receive up to 33 weeks' instruction in regular classes, with the first 26 weeks identical with the same portion of the Regular Navy's 42-week course. The final seven weeks of the USNEVs' course will be devoted to types of radio, sonar and radar equipment installed in Naval Reserve training centers. Included is a minimum of 10 periods of instructor training.

Upon discharge, the one-year enlistees enroll in the Organized Reserve or Volunteer Reserve to complete the service required under the Selective Service Act.

The primary purpose of the program is to establish a backlog of trained electronics personnel. The program will also supply the Naval Reserve with instructors in electronics.

Cargo Handling School Class Will Convene on 4 Apr 1949

Next class of the Cargo Handling School, Naval Supply Center, Oakland, Calif., is scheduled to convene 4 Apr 1949.

Although organized primarily for the instruction of Supply Corps officers, a limited number of line and other staff corps officers whose duties involve cargo handling will be accommodated in the course.

BuPers Circ. Ltr. 9-49 (NDB, 15 Jan 1949) announced that applications from line and staff corps officers of the grades of ensign through lieutenant commander who are qualified may submit applications for the school, or be nominated from interested commands. Officers selected will be ordered on a permanent change of duty basis.

The six months' course includes training in general transportation and shipping duties in the categories of shiploading and discharging, marine terminal operation, air, rail, truck and ocean traffic and air-cargo operation.

Constructive Inspections Develop Ways and Means of Getting Best Results

Comments and recommendations gathered on a four-month inspection tour of Naval Reserve divisions were published for guidance of Reserve units by the Naval Reserve Inspection Reviewing Board.

The Naval Reserve directive which carries the inspection board's observations stated that after each inspection a critique was held with officers and leading petty officers of the divisions, forming a basis for the board's remarks.

Winners of the nation-wide inspections—Surface Division 1-13 of Fall River, Mass., and Submarine Division 3-23 of Brooklyn, N.Y.—were announced previously. The inspection board reviewed only the two leading divisions in each of the naval districts, as picked by district commandants. The inspection was divided into three parts—training, personnel and administration.

Appearance and uniform of personnel at the inspections evoked a considerable amount of comment in the board's directive. Some of the observations in that field are as follows:

- From a distance the appearance at personnel inspection was very good. Haircuts and shoe shines were good and uniforms generally well fitted. Close examination revealed defects, however.
- Non-regulation "shoe-string" neckerchiefs were the most flagrant

Fewer Sunspots to Be Visible From Earth in Next Few Years

Fewer sunspots will be visible from the earth during the next few years according to information from the U. S. Naval Observatory in Washington, D. C.

Sunspots, which are believed to affect both weather conditions and transmission of short-wave radio, move in 11-year cycles. The observatory states the current sunspot cycle reached its peak in 1947 and is now in a decline.

Precisely what effect sunspots have on weather conditions is a matter of controversy. Sunspots range in size from small ones only a few hundred miles wide to others that cover huge areas many times the earth's diameter. They are defined as turbulent regions in the sun's atmosphere which are several hundred degrees cooler than their surroundings.

Evening Salute to Colors Halted as Traffic Hazard

One of the few places Navy and other armed forces personnel are not required to come to attention and salute during evening flag ceremonies is in the nation's capitol.

Officials found they had a real problem on their hands every working day at 1700 when retreat was sounded at nearby Fort Myer coinciding with the exodus from the Pentagon of thousands of home-bound armed forces and civilian personnel.

Roads and walks jammed up as uniformed personnel saluted and civilians removed their hats until the flag was down.

Instructions went out to Pentagon personnel not to observe the retreat because the practice created a "serious traffic hazard" of major proportions.

irregularity. This is a comparatively recent fancy of bluejackets. The regulation neckerchief is to be rolled (not pressed) and worn with the top of the knot level with the bottom of the jumper neck "V".

- Tailor-made uniforms and jumper zippers are very obvious. Regulation clothing is specified and is now obtainable.

- In too many cases rating badges and service stripes were missing. Non-rated men should be able to obtain regulation "non-rated marks" for sleeves in the near future.

- Officers and enlisted men were careless about campaign ribbons. If merited, they are to be worn. Cloth is prescribed; plastic covered or impregnated ribbons are illegal.

- Recruits like to flare, squash, or "wing" their hats. This is not sea-going, and it detracts inevitably.

- Marking of clothing was seldom in evidence. Several divisions were not only unmarked but were unaware of the requirement.

- Some divisions had men in civilian clothing long after they should have been in uniform. Uniforms can and should be provided within a few weeks after enlistment. Men may proceed to and from drill in uniform (not dungarees) or in civilian clothing unless otherwise specified by the commandant or local authority.

- The high mark assigned the Fall River, Mass., division for personnel was richly deserved. Ninety per cent of the enlisted personnel were present. This was in contrast to other divisions where the attendance fell off on inspection night. At Fall River the appearance was outstanding. Everybody was in regulation uniform with all appurtenances.

Other personnel matters also received strong attention. Shipkeepers, it was pointed out, are not limited to working on their ships. They are to assist in training and otherwise as found practicable by the officer-in-charge of the training center, *but not at the expense of the ships.* This is particularly so in the case of submarines, which are part of the shop equipment to be disassembled and put together again, the directive points out. The yeomen are to guide the division paperwork.

Regarding leadership, the letter states: "In several divisions enlisted men who were questioned did not seem to know to whom they should turn for advice. There must be an officer in charge of each group of men, the smaller the group the better. The officer has to *know his men* and their worries; the men must know their officer and *feel free to come to him.*"

Training—This part of the inspections was the most important, constituting 40 per cent of the evaluation because training is considered the primary purpose of the Naval Reserve.

Following are some of the training points noted by the directive:

- The first step (for effective training) is a thorough training program laid out well in advance, the inspection board suggested. Instructors should be both officers and enlisted personnel, with an officer at least supervising training in each rating group. Instructor training is vital and is available in New York and San Francisco. Local courses have been established in some centers, under professional educators.

Several divisions pointed out that their personnel preferred to perform annual training duty on board ship instead of attending an instructor training course. BuPers then authorized an additional training duty period of two weeks for two officers and three enlisted men of each division at either New York or San Francisco. The in-

spection boards expressed a desire that personnel will take full advantage of the opportunity.

- Recruit training came under discussion. A recruit's first training duty should be on board the center's own vessel if practicable, it was stated, to permit close supervision. Indoctrination in personal hygiene, wearing of the uniform, military courtesy and similar matters was described as essential.

- Advancement in rating examinations for promotion to pay grades 5 and 6 are composed locally, and for the present time examinations for higher rates are also made up locally by divisions or battalions. BuPers is preparing examination questions but will not have the task completed for some months.

The letter states that a recruit must be advanced in rating as soon as he meets requirements, for the sake of good morale. One division was not advancing men because of its lack of knowledge about the procedure.

Under "training" the directive went on to comment on training for higher rates and the need for more instructors, submarine training, and—

- Periods of instruction. The drill night is of two hours' duration at the minimum. Of this time, at least 90 minutes must be devoted to actual classroom or shop instruction. Two periods of 45 minutes each, with a short recess between them, are the usual practice. Announcements of information concerning cruise preparations and similar division activities are outside the 90 minutes devoted to instruction.

- Correspondence courses were not being studied by a majority of officers. Percentages of officers taking and completing courses were factors in marks assigned divisions. Additional correspondence courses are being prepared.

- Educational opportunities open to enlisted men were not realized by the men in many cases. The letter urges that recruits (and others, periodically) be familiarized with the advantages offered by appointment from the Naval Reserve to the Naval Academy, and the NROTC. The Naval Reserve quota for the Naval Academy was not filled.

Administration—This was Part III of the inspection, and counted 30 per cent on marks.

Complete and up-to-date service records are the first requisite for good



Stand By, San Pedro

'Who, me?'

administration, the directive states. "If a division is remiss in this respect it should drop everything else and 'turn to' anybody who can type. Once in shape, service records should not be hard to keep 100 per cent." In reviewing other aspects of administration and organization, the letter states that some of the best paperwork evidenced was the result of women Reservists in an associate or volunteer status. It asks divisions to encourage women Reservists to assist.

Medical—In this field, much room for improvement was discovered. Some of the improvement can be brought about through local efforts, but some are a part of nation-wide problems.

- Health records were generally incomplete. Assignment of active duty hospitalmen should bring up entries—particularly those concerning immunizations. Records of inoculations and reactions must be signed to prevent repeat injections when men go on annual training.

- The nation-wide and Navy-wide shortage of doctors is reflected in the Naval Reserve. A common complaint was that medical officers were unobtainable. Some divisions, however, were adequately staffed.

- Chest X-rays were scarce. This can be corrected locally.

- Dental charts were generally missing.

- A few divisions had arranged for blood tests for their personnel. The letter recommends that assistance be sought from local agencies in making Kahn tests, gratis.

Supply

- Pay records generally were correct and current.

- Clothing stocks were improving in many cases.

Stores at Reserve training activities are not contemplated.

Communications

- The Naval Reserve radio network was employed successfully by the board. Radiomen were rather scarce, and the board recommended stressing of radio training.

- It was stated that work on auxiliary power supply installations should be speeded.

- A change in organization has made the officers-in-charge of training centers the custodians of publications. Regular communications are a function of the center, but the divisions must take an active part.

Staging areas—Practically, the directive states, the staging of V-6 personnel falls to the stationkeepers because the assigned staging division is on hand only one night a week. "This work is good training for divisions in event of emergency," the letter points out. "The procedures are complicated and simplification is being sought."

The purpose of the inspections was not to find fault, but to help, the board points out. The critiques with their open discussions were of great value. Ways and means of getting results were passed along to others and corrective measures were recommended to appropriate authorities.

Navy's Island Trading Co. Enters the Banking Business

Among a multitude of other unusual tasks, the Navy's Island Trading Company is now in the banking business.

Local branches of their bank will be set up in Koror, Kwajalein, Majuro, Ponape, Truk and Yap for the use of Trust Territory peoples.

Natives will be issued bank books and deposit slips as in any commercial bank, and interest at the rate of one and a half per cent will be credited semi-annually on balances remaining on deposit for six months.

The banks will allow natives a safe repository for their funds and will seek to encourage savings. Based on procedures set up in practice by the Ponape branch, operations will begin at all banks after policies are established.

Here's Complete Roundup of Proposed Legislation Affecting Naval Personnel

Increasing numbers of legislative bills affecting the Navy are awaiting Congressional action.

Included in the President's budget estimate for the fiscal year beginning 1 July was \$400,000,000 to cover pay increases if legislation regarding service pay should be approved by Congress.

The report of the Hook Advisory Commission on service pay and retirement was submitted to Secretary of Defense James Forrestal, who in turn submitted the proposal, after making several recommended changes, to the Bureau of the Budget.

The over-all effect of the recommendations of the Commission on the active duty payrolls of the military services is estimated to average an increase of about 12 per cent.

Most of the changes recommended by the Secretary of Defense concerned such matters as retirement benefits, special pays and survivor benefits.

Awaiting submission of this proposal after the Bureau of the Budget reviews it, Congress has suspended several bills already introduced which would be covered by the new legislative proposal.

Among these suspended-action bills are proposals regarding the retired pay of naval officers who served prior to 12 Nov 1912, the Academies Service Pay Bill, transportation of dependents and household effects, transportation of Regular personnel upon discharge, longevity of commissioned

warrant officers and increases in per diem allowances.

A Navy Department proposal asking for extension of the \$1,500 income tax exemption was judged not in accordance with the President's program, although several other similar proposals have already been introduced for Congressional action by various members of Congress. One of these proposals is listed in the summary below.

The following bills are now before Congress:

Administration Changes—Senate Bill No. 108: Introduced; to amend the National Security Act of 1947 to provide for a single executive department for the operation and administration of the Army, Navy and Air Force, and to give the Secretary of Defense adequate power to enable him to formulate and place in operation integrated programs for national security.

Historic Shrine—S. 134: Introduced; to provide for the preservation of the frigate *Constellation*.

Headstone Memorials—S. 225: Introduced; to provide for the erection of headstones for certain members of the armed forces buried outside the U. S., lost at sea or reported missing in the performance of duty.

Terminal Leave—House of Representatives Bill No. 540: Introduced; to provide terminal leave pay for certain officers of the Navy and Marine Corps and for other purposes.

Shipyard Hospital—H.R. 843: Introduced; to authorize the erection of a U. S. naval hospital at the naval shipyards at Brooklyn, N.Y.

Liquor Control—H.R. 886: Introduced; to provide for the common defense in relation to the sale of alcoholic liquors to the members of the land and naval forces of the U. S. and to provide for the suppression of vice and gambling in the vicinity of military camps and naval establishments.

Inductees' Postage—H.R. 548: Introduced; to grant free postage to members of the armed forces who have been inducted into the service under the provisions of the Selective Service Act of 1948.

POW Exemptions—H.R. 801: Introduced; to exempt for income tax compensation and benefits paid to sea-

men on account of their internment by the enemy.

Servicewomen's Memorial—H.R. 844: Introduced; to provide for the erection of a memorial to women members of the U. S. military or naval forces who lost their lives in World War II.

Free Postage—H.R. 938: Introduced; to provide free postage for members of the armed forces of the U. S.

Pension Increases—H.R. 937: Introduced; to provide certain equitable adjustments in disability compensation and pension to meet the rise in the cost of living.

Retroactive Compensation—H.R. 996: Introduced; to authorize retroactive payment of compensation or pension barred because of capture, internment or isolation by the enemy during World War II.

Alien Admission—H.R. 999: Introduced; to extend to 28 Dec 1949 the period within which application may be made by alien spouses and children of World War II veterans for admission to the U. S. under the act of 28 Dec 1945.

Tax Exemptions—S. 323: Introduced; to restore for a period of one year the special income tax exemption previously applicable to military and naval personnel and to increase such exemption to \$1,800 in the case of commissioned officers and commissioned warrant officers.

Retired Hospitalization—H.R. 1181: Introduced; to provide dispensary treatment and hospitalization in Army and Navy hospitals for retired personnel of the Army, Navy, Marine Corps and Coast Guard.

Communications Security—S. 277: Introduced; to enhance further the security of the U. S. by preventing disclosures of information concerning the cryptographic systems and the communication intelligence activities of the U. S.

Checkage Prevention—S. 278: Introduced; to prevent retroactive checkage of payments erroneously made to certain retired officers of the Naval Reserve.

Disabled Equalization—S. 288: Introduced; to provide equal treatment of disabled enlisted men of the Navy, Marine Corps, and Coast Guard on



Zephyr, San Juan

'Sure he's a watch dog. Go ahead, ask him the time.'

parity with existing law pertaining to disabled enlisted men of the Army.

D.C. Bonus—H.R. 1233: Introduced; to provide a Federal bonus for service in World War II of residents of the District of Columbia.

Aid Judgments—H.R. 1248: Introduced; to establish a presumption of service connection for functional disorders of the nervous system and psychoses for certain veterans of World War II.

Benefits Extension—H.R. 1250: Introduced; to extend Veterans Administration benefits to disabled retired enlisted personnel of the Army, Navy, Marine Corps and Coast Guard, without impairment of their right to receive retired pay which they had earned for stipulated service prior to their reentry into the service in World War II.

Retroactive Pension—H.R. 1260: Introduced; to provide for the payment of retroactive death pension to widows and children of veterans after seven years continued and unexplained absence.

Disability Aggravation—S. 578: Introduced; to provide for service connection of disabilities aggravated by active military or naval service.

Aviators' Exemptions—H.R. 1313: Introduced; to exclude from gross income lump-sum payments for service as aviators in the armed forces of the U. S.

Disabled Reenlistees—H.R. 1363: Introduced; to permit partially disabled World War II veterans to reenlist in the armed forces of the U. S., including the Coast Guard, for limited duty.

Hospitalization Recall—H.R. 1434: Introduced; to provide for the recall of officers to active duty for purposes of rehospitalization and evaluation.

Participating Annuity—H.R. 1521: Introduced; to provide a voluntary participation annuity plan for widows, minor children and certain named beneficiaries of members of the uniformed services.

Proving Ground—S. 628: Introduced; to authorize the establishment of a joint long range proving ground for guided missiles.

Compensation Increase—S. 696: Introduced; to provide additional compensation in lieu of allowances for retired enlisted personnel of the armed services.

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. 82—Announces proposed effective date for Navy Regulations.

No. 1-1949—Gives information in regard to the time the selection board will meet to recommend officers on active duty for temporary promotion to rear admiral and captain, staff corps and to commander, line.

No. 2—Sets 20 Jan 1949 as effective date for new Navy Regulations.

No. 3—Announces presidential approval of the selection of two officers to grade of major general, Marine Corps.

No. 4—Presents information about furnishing air transportation.

No. 5—Announces date selection board will convene to recommend lieutenants of the line for temporary promotion to grade of lieutenant commanders.

No. 6—Gives additional information concerning new Navy Regulation in regards to the administration of Marine Corps.

No. 7—Announces presidential approval of the selection of four Medical Corps officers to grade of rear admiral.

No. 8—Changes policy in regard to acceptance of enlisted men for naval cadet training.

Navacts

No. 16-1948—Requests application for postgraduate instruction in naval intelligence at Anacostia, D.C., as set forth in BuPers Circ. Ltr. 94-48 (NDB, May 1948).

BuPers Circular Letters

No. 1-1949—Gives information regarding designation of places of confinement for general court-martial prisoners. (See p. 45.)

No. 2—Revises previous instruc-

tions on travel of dependents under authority (Missing Persons Act). See p. 53.)

No. 3—Equalizes sea-to-shore rotation policy for enlisted personnel.

No. 4—Outlines procedure for the administration and disposition of naval personnel whose conduct or association cast doubt upon their loyalty. (See p. 42.)

No. 5—Presents procedure for assignment and recording of enlisted designators.

No. 6—Gives information on the separation of personnel from active naval service.

No. 7—Concerns procurement of tourist sleeping car accommodations.

No. 8—Desires applications from qualified ensigns and lieutenants (junior grades) of the Civil Engineering Corps for an equalizing course of study at Rensselaer Polytechnic Institute, Troy, N.Y.

No. 9—Requests applications from qualified officers of ensign to lieutenant commander for a course of instruction at Navy Supply Center, Oakland, Calif., in cargo handling. Class will convene on 4 Apr 1949. (See p. 45.)

No. 10—Gives information concerning the Armed Forces Mutual Benefit Association.

No. 11—Publishes a list of officers of the Navy and Naval Reserve on active duty appointed to grades indicated therein.

No. 12—Announces All-Navy boxing championship—1949. (See p. 12.)

No. 13—Gives information about BuPers control of line officers' quotas for certain long course schools.

No. 14—Announces Navy-wide examination to screen candidates for entrance to the Navy Academy and college preparatory school, Bainbridge, Md.

No. 15—Changes procedure for the approval of allowances for quarters and subsistence of enlisted personnel.

No. 16—Warns against purchasing magazine subscriptions through unreliable companies. (See p. 6.)

No. 17—Outlines BuPers policy concerning detachment of hospitalized officers.

No. 18—Gives information about professional examinations for promotion of officers.

No. 19—Announces revision of Naval War College correspondence course, Strategy and Tactics.

Roundup of Information on Benefits Due Navy Veterans or Their Survivors

Latest information on benefits for veterans is contained in this roundup prepared by the Bureau of Naval Personnel Veterans' Affairs Section (formerly the Civil Readjustment Branch).

A listing of benefits which survivors of naval personnel may receive was printed previously. (See ALL HANDS, December 1948, p. 44.)

Veterans benefits are as follows:

- **Compensation for service-connected disability.** (Apply to Veterans Administration.)

Eligibility—Disability must result from disease or injury incurred in or aggravated by active military or naval service in line of duty, and discharge must be under other than dishonorable conditions.

Payments for wartime cases: Rates, based on multiples of 10% degree of disability, range from \$13.80 to \$138 per month for total disability. Additional amounts payable, such as \$42 for the loss of foot, hand or eye. Helplessness, blindness, multiple amputations, etc. carry rates from \$240 to \$360 per month. Additional amounts payable to veterans 60% or more disabled for wife, children or dependent parents.

Payments for peacetime cases: All rates are 80% of the wartime rates for the same conditions.

Wartime rates are payable in peacetime cases where the disability resulted from injury or disease received in line of duty as a direct result of armed conflict or while engaged in extrahazardous service, including such service under conditions simulating war.

- **Pension for non-service-con-**



Boot, Parris Island

'Quite a cavity you have here.'

nected disability, Spanish-American War Group. (Apply to Veterans Administration.)

Eligibility—Veteran must have attained age 62 or be permanently disabled from non-service-connected causes; credited with 70 or 90 days service with honorable discharge or discharged sooner for line of duty disability. (This group, except 70-day cases, also eligible for total non-service-connected disability pension benefits outlined above.)

Payments for 90 day and disability discharge cases—Monthly rates for non-service-connected disability from \$28.80 for 10% disability to \$90 for total disability. Age 62—\$43.20; Age 65—\$90; Regular Aid and Attendance—\$120. **70 day cases**—Monthly rates for non-service-connected disability from \$17.28 for 10% disability to \$60 for total disability. Age 62—\$17.28; Age 65—\$60; Regular Aid and Attendance—\$78.

- **Pension for non-service-connected disability, World War I or II.** (Apply to Veterans Administration.)

Eligibility—Veteran must be permanently and totally disabled, credited with 90 days or more service, unless discharged sooner for line of duty disability, and must be discharged under other than dishonorable conditions.

Payment—The rate is \$60 per month, increased to \$72 on attainment of 65 years, or after continuous receipt for ten years. Annual income over \$1,000 is barred if veteran has no wife or minor children, otherwise \$2,500 limitation.

- **Education and training.** (Apply to Veterans Administration.)

Eligibility—90 days active service, some part of which must have taken place between 16 Sept. 1940, and 25 July 1947. Special provisions as to period of eligibility are applicable to cases of a first period of enlistment or reenlistment contracted within one year after the date of the enactment of the Armed Forces Voluntary Recruitment Act of 1945 where such enlistment extends beyond 25 July 1947. Less than 90 days if discharged for actual service incurred disability. Discharge must be under conditions other than dishonorable. (Disabled veterans eligible for both P.L. 16 and P.L. 346 training may use either benefit but P.L. 16 may be more advantageous.)

Payment—One free year of education or training plus the time the veteran was in the service between 16 Sept 1940 and 25 July 1947 up to four years maximum. Special provisions as to period of eligibility are applicable to cases of a first period of enlistment or reenlistment contracted within 1 year after the date of the enactment of the Armed Forces Voluntary Recruitment Act of 1945 (sec. 11, Public Law 190, 79th Cong., approved 6 Oct 1945) where such enlistment extends beyond 25 July 1947.

All expenses of tuition, books, etc., paid at rate of \$500 per year. Monthly subsistence allowances of \$65 for the veteran without dependents or \$90 for the veteran with dependents. For full-time institutional training—\$75 if no dependents; \$105 for one dependent, and \$120 for more than one dependent. Lesser amounts for part-

Navy Veterans Submit 208,500 Ohio Bonus Claims

Veterans' bonus compensations in the state of Ohio reached nearly \$200,000,000 during the first eight months of payment.

From 28 Apr 1948 until 1 Jan 1949, the state's World War II Compensation Fund distributed \$197,435,676 to 638,828 applicants. Applications were acted on from the next of kin of 7,315 deceased veterans and from 628,299 living veterans, of which 169,612 were received from Navy and former Navy personnel.

Navy and former naval personnel submitted 208,500 claims up to 1 Jan 1949. Applications may be filed until 30 June 1950.

Action has been taken on bonus claims through number 716,200. Those whose numbers are lower than this figure and who have not received payment, can safely assume their claims were placed in an irregular classification. The majority of these irregular claims involve a question of residence eligibility.

time training. Limitation on wages and subsistence under which the combined amounts cannot exceed \$210 for the veteran without dependents, \$270 for the veteran with one dependent, and \$290 for the veteran with two or more dependents. In event these amounts are exceeded, a proportionate decrease in subsistence is made.

• **Vocational rehabilitation.** (Apply to Veterans Administration.)

Eligibility — Active service, some part of which must have taken place between 16 Sept 1940 and 25 July 1947. Discharge must be under conditions other than dishonorable. Minimum of 10% service-connected disability due to World War II service or retired from such service because of disability, in either case causing a need for vocational training to overcome handicap of such disability. No training beyond 25 July 1956.

Payment — Necessary training expenses paid. Special equipment furnished. Travel allowances and loan benefits available. Advisement and

Members of Navy Band Honor John Philip Sousa

Some members of the nationally famous Navy Band received training from John Philip Sousa, the "march king," the man who wrote among many other marches, "The Stars and Stripes Forever." Each year they pay their respects to their former tutor.

With solemnity four Navy chief musicians, an ex-chief musician and a Marine Corps Band member paid simple tribute at Sousa's graveside on the composer's 94th birthday. The scene was a Washington, D.C., cemetery where Sousa was buried in 1932.

All six had previously attended Sousa's birthday parties. Herbert E. C. Weber, MUC, USN, spoke briefly at the ceremonies.

A wreath was placed on the grave by Dana Garrett, former Navy chief musician, who was attired in an old Sousa band uniform. Oscar Short, MUC, USN, sounded "Taps." The yearly pilgrimage also was attended by George Jenkins, MUC, USN, of the Navy Band; John Liegl, MUC, USN, of the Navy School of Music and Clyde L. Hall of the Marine Corps Band.

U. S. Navy Band to Make Two Extensive Tours This Year

The United States Navy Band will make two five-week tours this year from 18 April to 31 May and from 19 September to 31 October.

According to present plans the spring tour will be made through the New England states and the fall tour along the southern Atlantic seaboard. The famous 50-piece group will be under the direction of LCDR Charles Brendler, USN. Exact dates and itinerary of each concert tour will be announced later.

guidance mandatory. Work toward a definite job objective to create employability. Minimum monthly allowance of \$65 for the veteran without dependents or \$90 for a veteran with dependents. If in full-time institutional training—\$75 if no dependents; \$105 for one dependent, and \$120 for more than one dependent. The subsistence when added to the compensation must equal \$105 for the veteran without dependents drawing less than 30%, or \$115 for a veteran with dependents drawing less than 30%. Veterans drawing 30% or more must have their subsistence and compensation total \$115 for a veteran without dependents or \$135 for a veteran with a dependent. Minimums increased in each case for additional dependents. In the case of a veteran receiving pay for training on-the-job, Administrator may reduce subsistence allowance to amount considered equitable and just.

• **Employment.** (Apply to local public employment office.)

Eligibility—Service during a war period. Discharge under conditions other than dishonorable. Ability to work.

Benefit—Job counseling and employment placement service provided by the United States Employment Service or the State Employment Service where application is made.

• **Reemployment.** (Apply to Bureau of Veterans Reemployment Rights, Department of Labor.)

Eligibility—Any person who (a) left his position after 1 May 1940, to enter upon active service in the armed forces, (b) satisfactorily completed such service, (c) is qualified to perform the duties of his former position,

and (d) makes application to his employer for reemployment within 90 days after he is relieved from active service (or from hospitalization continuing after discharge for a period of not more than one year) is entitled to reemployment.

Benefit—If position was in the employ of the United States Government, its Territories or possessions, or the District of Columbia, the person shall be restored to such position or to a position of like seniority, status, and pay.

If position was in the employ of a private employer, such employer shall restore the person to his former position or to a position of like seniority, status, and pay unless the circumstances have so changed as to make it impossible or impracticable to do so. If the position was in the employ of any State or political sub-division thereof, it is declared to be the intent of the Congress that the person should be restored to such position or to a position of like seniority, status, and pay.

• **Hospitalization.** (Apply to Veterans Administration.)

Eligibility — Service-connected disability; or non-service-connected disability if discharged for line of duty disability or if in receipt of compensation for service-connected disability. Otherwise, hospitalization for non-

9,000 Reservists to Take Atlantic Training Cruises

Almost 9,000 Naval Reservists were scheduled at the beginning of the year to complete Atlantic training cruises by 2 Apr 1949.

Seven hundred eighty-five officers and 8,135 enlisted men of the Naval Reserve were slated for five training exercises of two to four weeks' duration. More than 50 ships are involved, including seven aircraft carriers, three light cruisers, 30 destroyers, three minelayers, six minesweepers and one auxiliary vessel.

More than 40 ships will participate in the largest of the exercises, continuing from 20 February to 19 March.

Norfolk, Va., Newport, R.I., and Charleston, S.C., are the embarkation ports for most of the ships, with Destroyer Division 161 embarking from New Orleans, La. Maneuvers are being held in tropical Atlantic waters.

service-connected disability requires war service and inability to defray expenses of hospitalization, subject to availability of beds. Discharge must be under other than dishonorable conditions.

Benefit—Complete care in VA and certain other Federal hospitals. Care elsewhere may be authorized by VA for service-connected disabilities.

• **Domiciliary care.** (Apply to Veterans Administration.)

Eligibility—Same as for Hospitalization; except that applicant must be incapacitated from earning a living and in peacetime cases have no adequate means of support; need for domiciliary care to be medically determined.

Benefit—Full care, including medical treatment, in VA home.

• **Out-patient dental treatment.** (Apply to Veterans Administration.)

Eligibility—Veteran must need treatment for service-connected condition and have prior VA authorization for such treatment. Discharge must be under other than dishonorable conditions.

Benefits—Dental treatment at VA field station or by approved private dentist in veteran's home community.

• **Out-patient medical treatment.** (Apply to Veterans Administration.)

Eligibility—Veteran must need treatment for service-connected disability and have prior VA authorization for such treatment. Discharge must be under other than dishonorable conditions.

Benefit—Medical treatment (not re-

All Services Will Use Standard Medical Terms

A guide-book giving standardized words and phrases to be used in diagnosing diseases and injuries has been approved by the surgeons general of the Navy and the Army and by the Air Surgeon.

Use of identical terminology by all the armed forces is expected to make research easier and to simplify handling of patients from one service who are being treated by another. Also, new ease in comparing medical data from each of the services is expected to prove valuable.

The new guide, entitled *Diagnostic Nomenclature of Diseases and Injuries*, will become effective early this year.

WAY BACK WHEN



Devil to Pay

The well-known expression "hell to pay" is believed to be derived from the salty term "devil to pay."

Although used extensively throughout the old Navy, both of these terms were used for practical purposes and were not simply means of self expression on the part of the seaman.

The "devil" on sailing ships was the longest and most difficult seam to caulk. As such it took more "pay" or pitch to caulk it. It was usually the seam nearest the waterway of the ship.

As the work of caulking the "devil" was grueling, the seaman began substituting the word "hell" and so the origin of "hell to pay."

quiring hospitalization) at VA field station or by approved private physician in veteran's home community. Includes the supplying of medicine, bandages, syringes, etc.

• **Prosthetic appliances.** (Apply to Veterans Administration.)

Eligibility—Veteran must need appliance for a service-connected condition; for a disease or injury for which hospitalization has been authorized; or as an incident of domiciliary care. Discharge must be under other than dishonorable conditions.

Benefit—Includes artificial limbs and eyes, braces, trusses, orthopedic shoes, special clothing, crutches, canes, wheelchairs, eyeglasses, hearing aids, etc., and fitting and training in the use of the appliances. Also repairs and replacements under certain conditions.

• **National Service Life Insurance.** (Complete information on NSLI is contained in VA pamphlet 9-3, "Information on National Service Life Insurance," available at all VA offices. This pamphlet also was briefed in ALL HANDS, January 1949, p. 49.)

Eligibility—Active service after 7

Oct 1940. Application may be made within 120 days after entrance into active service without further physical examination. If active service was between 8 Oct 1940 and 2 Sept 1945, insurance may be granted after release from service upon application in writing, payment of premiums and evidence of good health satisfactory to the Administrator of Veterans' Affairs. Lapsed insurance may be reinstated at any time upon payment of required premiums and submitting evidence of insurability. Term policies issued before 1 Jan 1948, are renewable for an additional five years at premium rate applicable at time of renewal.

Payment—Death benefits payable in one sum (policies maturing on or after 1 Aug 1946), or under monthly installment plans, as selected. Waiver of premiums during continuous total disability (commencing before insured's sixtieth birthday) which continues six or more consecutive months. For an additional premium, total disability income of \$5 per month per \$1,000 of insurance under certain conditions.

• **U.S. Government Life Insurance.** (Apply to Veterans Administration. VA pamphlet 9-1, "Information and Premium Rates, U.S. Government Life Insurance," is available at all VA offices.)

Eligibility—Service in the Armed Forces between 6 Oct 1917, and 2 July 1921 need not have applied but must have been eligible to apply. Evidence of good health (medical examination) satisfactory to the Veterans Administration must be submitted. U.S. Government Life Insurance was available to peacetime members of the Armed Forces up to 8 Oct 1940. Term insurance was extended for a fifth five-year period.

Payment—Death benefits paid according to mode of settlement selected. Upon due proof of total permanent disability the insured will be paid \$5.75 per thousand per month during such total permanent disability and all premiums will be waived during such total permanent disability. Amount of payments on account of total permanent disability will reduce amount payable to beneficiary on account of death. Monthly income of \$5.75 per thousand will be paid those policyholders carrying Total Disability Riders after a four month waiting period. Unlike benefits paid on account of total permanent disability,

payments on the Total Disability Rider do not reduce face of policy. Special additional disability benefits may be obtained by an extra premium agreement.

• **Loans guaranteed or insured by VA.** (Apply to Veterans Administration.)

Eligibility—90 days active service, some part of which must have taken place between 16 Sept 1940 and 25 July 1947. Special provisions as to period of eligibility are applicable to cases of a first period of enlistment or reenlistment contracted within 1 year after the date of the enactment of the Armed Forces Voluntary Recruitment Act of 1945 (sec. 11, Public Law 190, 79th Cong., approved 6 Oct 1945) where such enlistment extends beyond 25 July 1947. Less than 90 days if discharged for service-incurred disability. Discharge must be under other than dishonorable conditions.

Benefit—VA does not lend money but merely guarantees payment of loan if veteran borrower does not pay. Veteran seeks own lender. VA will guarantee 50% of loan with maximum guaranty of \$4,000 for real estate or \$2,000 for non-real estate. Loans guaranteed if made for purchase or construction of homes, farms, or business equipment. Loans for

Air Force to Draw Officers From the Naval Academy

When the Naval Academy at Annapolis, Md., holds its graduation exercises this year, a few members of the 1949 class will leave the campus with commissions—as second lieutenants in the U. S. Air Force.

This will be the result of an innovation ordered by Secretary of Defense James Forrestal. The order authorizes the Air Force to draw officers from the 1949 graduating classes of both the Naval Academy and the Military Academy at West Point, N.Y.

Heretofore Annapolis has sent its officers only into the Navy and Marine Corps. Under Secretary Forrestal's order, the Air Force is authorized to draw up to seven per cent of the academy's graduating class—this year, about 50 men. Assignment would be on a volunteer basis.

QUIZ AWEIGH ANSWERS

Quiz Aweigh is on page 37

1. (c) Oglala. Disposed of by the War Shipping Administration Oglala served her country faithfully through two world wars.
2. (a) Repair ship. She was converted to an ARG, used in repairing internal combustion engines.
3. (a) Bat. Radar controlled glider bomb. Devised name from live bats which emit short sound pulses to direct themselves by the echo.
4. (a) Radar. Through radar equipment in nose, Bat is guided to its target by impulses.
5. (a) Guppy.
6. (a) Snorkel.

automobiles guaranteed only if automobile is business necessity.

• **Mustering out pay.** (Apply to the Navy Department.)

Eligibility—Termination of active service under honorable conditions on or after 7 Dec 1941. Certain categories of persons excluded under the Act. Application by persons discharged prior to 3 Feb 1944 (date of Act) must be made not later than 3 Feb 1950. Any person entering service on or after 1 July 1947 not eligible.

Payment—\$300 for persons serving 60 or more days outside limits of U. S. \$200 for persons serving 60 or more days but not outside limits of U. S. \$100 for persons serving less than 60 days. Initial payment made upon discharge. Any payments due upon death of service persons payable to widow; if none, to child or children. If no widow, child or children, in equal shares to surviving parents.

• **Readjustment allowances for unemployment or self-employment.** (Apply at U. S. or state employment office.)

Eligibility—Active service between 17 Sept 1940 and 25 July 1947.** Must have 90 days service, unless discharged sooner for line of duty disability. Discharge must be under other than dishonorable conditions.

Payment—The rate for unemployment is \$20 per week less any weekly wages received in excess of \$3. Week of unemployment must occur not later than two years after discharge or two years after 25 July 1947, whichever is later.** No allowance payable for any week commencing after 25 July

1952.** 52 weeks maximum depending on length of service. Self-employed may receive difference between net earnings and \$100 per month.

**[Special provisions as to period of eligibility are applicable to cases of a first period of enlistment or reenlistment contracted within one year after the date of the enactment of the Armed Forces Voluntary Recruitment Act of 1945 (sec. 11, Public Law 190, 79th Cong., approved 6 Oct 1945) where such enlistment extends beyond 25 July 1947.]

• **Civil Service preference.** (Apply to Civil Service Commission.)

Eligibility—Active service in time of war, or service in a campaign or expedition; for which a campaign badge has been authorized; service-connected disability; wife of a service-connected disabled veteran when the veteran is disqualified by the disability for Civil Service appointment along the general lines of his usual occupation; widow of a wartime veteran, unless she remarries; widowed, divorced, or separated mother of a deceased wartime or totally disabled veteran, unless she remarries.

Benefit—Additional points in examination; experience credits for military service; waiver of certain ap-

Dependents' Transportation Under Missing Persons Act

Dependents of naval personnel who are reported injured or dead now are eligible for transportation at government expense only if the injury or death is shown to be the result of military or naval operations.

BuPers Circ. Ltr. 2-49 (NDB, 15 Jan 1949) repeats previous instructions on travel of dependents under authority of the "Missing Persons Act," Public Law 490 (77th Congress), with the above new interpretation. Earlier interpretations authorized transportation at government expense of dependents on such occasions regardless of cause of injury or death.

Such transportation of dependents is authorized by the law, from the place where the dependents receive official notice of the injured or dead status to the place of official residence of the injured or dead person. Transportation to other places may also be authorized by proper authority under the law.

pointment requirements; precedence on registers; review by Civil Service Commission of agency's reason for passing over veteran and selecting nonveteran; reopening of examination; preference for retention in reduction in force; written notification of reasons for discharge, suspension, etc., and right of appeal to Civil Service Commission in such cases.

- **Homestead preference.** (Apply to Bureau of Land Management, Department of Interior.)

Eligibility—Veterans with necessary service (usually 90 days during war) must be honorably discharged or must have been discharged for or have at the time of application, a service-connected disability. Generally the surviving widow and minor children of such veterans, or veterans who died in service are also eligible.

Benefit—Preference in the acquisition of and establishment of homestead rights to public lands.

- **Naturalization preference.** (Apply to Immigration and Naturalization Service, Department of Justice.)

Eligibility—Person must have honorable service in the armed forces during World War I or World War II; or at least three years honorable service during any other period.

Benefit—Naturalization authorized and facilitated by eliminating certain requirements such as declaration of intention, waiting period, residence requirements, etc.

- **Correction of discharge.** (Apply to Navy Department.)

Eligibility—Any discharge or dismissal not the result of General Court Martial may be reviewed upon ap-



'I got two of these for my birthday. Do you know somebody who might want the extra one?'

plication to the Board of Review, Discharges and Dismissals, Department of the Navy, by a veteran or, if deceased, by authorized representative. Exceptional cases may be reviewed on the motion of the Department of the Navy after the veteran or representative is notified of such review. Request for review must be filed within 15 years after (a) discharge or dismissal or (b) effective date of Servicemen's Readjustment Act of 1944, whichever be later.

Benefit—Board of Review has authority to change, correct or modify such discharge or dismissal and to issue a new discharge in accord with the facts presented.

- **Correction of naval records.** (Apply to Navy Department.)

Eligibility—Judgment of the Board for the Correction of Naval Records that action is necessary to correct an error, or to remove an injustice, is required.

Benefit—Correction of any naval record.

- **Review of retirement proceedings.** (Apply to Navy Department.)

Eligibility—Any retirement or release of an officer from active service, without pay, for physical disability pursuant to a decision of a retiring board, may be reviewed upon application by the officer concerned to a Naval Retiring Review Board. Request for a review must be filed within the time limit prescribed by law.

Benefit—Retirement pay is granted, if board of review so recommends and President approves and so orders.

- **Automobiles and other conveyances.** (Apply to Navy Department.)

Eligibility—Loss of or loss of use of one or both legs at or above the ankle resulting from World War II service. Application and adjudication must be completed prior 1 July 1949.

Benefit—VA will pay cost of automobile, including special appliances, not to exceed \$1,600 in individual case. May be new or used car, truck, tractor or similar conveyance.

- **Seeing eye dogs, electronic and mechanical equipment for blind.** (Apply to Veterans Administration.)

Eligibility—Veteran must be blind and entitled to compensation for service-connected disability. Blindness need not be service-connected.

Benefit—The VA will furnish seeing eye or guide dog and will pay expense of training veteran in use of dog and for dog's medical attention. Approved electronic equipment will be furnished by the VA.

- **Special housing.** (Apply to Veterans Administration.)

Eligibility—Service-connected disability due to war or peacetime service entitling veteran to compensation for permanent and total disability due to spinal-cord disease or injury with paralysis of legs and lower part of body.

Benefit—Grant up to 50% of cost of a suitably equipped housing unit and necessary land therefor. Grant may not exceed \$10,000.

Coordination of Facilities Saves Money for Services

All printing for the armed forces in the Hawaii area is now the responsibility of the Navy, bringing about an estimated annual saving to the government of more than \$50,000.

Other examples of increased coordination in the military establishment, creating great savings are:

- Joint use of cold storage facilities in the San Francisco and Seattle areas.

- Establishment of a joint public information school for the three armed services.

- Sale of supplies to the Army by the Charleston, S. C., Navy Yard, and use of Army mooring facilities in that area by the Navy.

- Consolidation of laundry facilities in the Panama Canal Zone and joint use of certain communications facilities in that area.

Flags of Flag Rank Specialists Have White Field, Blue Stars

Flags of flag officers not eligible for command at sea consist of a white field and blue stars, according to a new OpNav directive.

As an example, a rear admiral (EDO) will fly a flag with white field containing two blue stars.

This new type flag will be displayed only at shore establishments under the command of such officers and on their automobiles, boats and so forth—not on ships.

The authority to use the white flag was contained in an OpNav letter of 29 Dec 1948 (NDB, 31 Dec 1948).

RIGHTS AND BENEFITS OF NAVY ENLISTED DISCHARGEES

THE PURPOSE OF THIS CHART IS TO SHOW THE EFFECT OF THE TYPE OF DISCHARGE UPON POSSIBLE ELIGIBILITY TO VARIOUS RIGHTS AND BENEFITS. NO ATTEMPT IS MADE TO SET FORTH OTHER REQUIREMENTS OF ELIGIBILITY WHICH MUST BE MET.

GUIDE TO CHART

☐ YES
☒ NO

NUMBERS APPEARING IN CHART REFER TO CORRESPONDING NOTES BELOW.

TYPE OF DISCHARGE	BENEFIT		REFERENCE	
	TRAVEL ALLOWANCE	TRANSPORTATION IN KIND	USNAVY TRAVEL INSTRUCTIONS	USNAVY TRAVEL INSTRUCTIONS
HONORABLE DISCHARGE	1	2	3	4
EXPIRATION OF ENLISTMENT				
CONVENIENCE OF GOVERNMENT				
DEPENDENCY				
MINORITY		8		
DISABILITY				
GENERAL DISCHARGE UNDER HONORABLE CONDITIONS	5	6	7	8
EXPIRATION OF ENLISTMENT				
CONVENIENCE OF GOVERNMENT				
DEPENDENCY				
MINORITY		8		
DISABILITY		6		5
UNSATISFACTORY				
INAPTITUDE				
UNDESIRABLE DISCHARGE	9	10	11	12
UNFITNESS				
DESERTION WITHOUT TRIAL				
FRAUDULENT ENLISTMENT				
TRIAL AND CONVICTION BY CIVIL AUTHORITIES				
BAD-CONDUCT DISCHARGE	13	14	15	16
AWARDED BY SUMMARY COURT MARTIAL				
AWARDED BY GENERAL COURT MARTIAL				
DISHONORABLE DISCHARGE	17	18	19	20
AWARDED BY GCM — SENTENCE IMMEDIATE OR VIOLATION OF PROBATION				
AWARDED BY GCM — AFTER PRISON				

1 NSLI IS FORFEITED ONLY WHEN THE INSURED IS GUILTY OF MUTINY, TREASON, SPYING OR DESERTION OR WHEN BECAUSE OF CONSCIENTIOUS OBJECTION HE REFUSES TO PERFORM SERVICES OR WEAR THE UNIFORM (PL 801, 76th CONGRESS)

2 DETERMINATION IN DOUBTFUL CASES AS TO WHETHER THE CHARACTER OF DISCHARGE IS A BAR TO ENTITLEMENT IS MADE BY VETERANS ADMINISTRATION OR OTHER AGENCY ADMINISTERING SUCH BENEFIT. VETERAN IS ELIGIBLE IF CONDITIONS OF DISCHARGE OR RELEASE WERE OTHER THAN DISHONORABLE

3 SUCH VETERAN MAY APPLY AT ANY STATE EMPLOYMENT SERVICE OFFICE FOR ASSISTANCE IN SECURING A JOB, BUT IS NOT ELIGIBLE FOR SPECIAL VETERANS' SERVICES.

4 IN GENERAL, A DISCHARGE UNDER DISHONORABLE CONDITIONS IS A BAR TO STATE BENEFITS. DETAILS CONCERNING ELIGIBILITY FOR THIS AND OTHER STATE BENEFITS MAY BE OBTAINED FROM THE APPROPRIATE STATE VETERANS COMMISSIONER

5 VETERAN FORFEITS BENEFIT IF SUCH DISCHARGE IS AWARDED AS A RESULT OF HIS OWN MISCONDUCT

6 NO, UNLESS DUE TO OWN MISCONDUCT, THEN YES

7 BOARD FOR THE CORRECTION OF NAVAL RECORDS REVIEWS GENERAL COURTS MARTIAL DISCHARGES

8 SEE U.S. NAVY TRAVEL INSTRUCTIONS FOR EXCEPTIONS.

THIS CHART PREPARED BY: CIVIL READJUSTMENT BRANCH, SEPARATION DIVISION, BUREAU OF NAVAL PERSONNEL
DECEMBER 1948

New Rules Cover Assignment Of Enlisted Personnel to Reserve Fleet Shore Duty

New instructions issued by BuPers govern assignment of enlisted personnel to a normal tour of fleet shore duty in the Reserve Fleets.

The instructions, contained in BuPers Circ. Ltr. 241-48 (NDB, 31 Dec 1948), are in keeping with BuPers' policy of permitting personnel to serve a tour of shore duty in the locality of their choice, insofar as practicable. They are:

- Enlisted personnel on duty in the Atlantic Fleet who desire fleet shore duty in the Atlantic Reserve

Fleet may submit requests to ComServLant without reference to BuPers.

- Enlisted personnel on duty in the Pacific Fleet who desire fleet shore duty in the Pacific Reserve Fleet may submit requests to ComServPac without reference to BuPers.

- Enlisted personnel in any status other than those described above may request a normal tour of fleet shore duty in any Reserve Fleet Group in accordance with the instructions contained in the current directive governing assignment to shore duty, BuPers Circ. Ltr. 101-48 (NDB, 31 May 1948). These requests will be forwarded to the Chief of Naval Personnel.

The Fleet Holds Intensive Training Exercises

One of the most intensive fleet training exercises in recent years was held in early 1949 in the Atlantic and Caribbean area. Fifteen ships, organized as a task force, were involved and besides the ships' regular crews there were some 4,200 Reservists aboard for annual two-week training duty.

Ships comprising the task force were as follows: Two aircraft carriers—USS *Kearsarge* (CV 33) and USS *Leyte* (CV 32), one battleship—USS *Missouri* (BB 63) one anti-aircraft cruiser—USS *Juneau* (CL 119), three light cruisers—USS *Fargo* (CL 106), USS *Portsmouth* (CL 102) and USS *Huntington* (CL 107), four destroyers—USS *Brownson* (DD 518), USS *McCord* (DD 534), USS *Fiske* (DD 842) and USS *Joseph P. Kennedy Jr.* (DD 850), and four light minelayers—USS *Shannon* (DM 25), USS *Thomas E. Fraser* (DM 24) USS *Shea* (DM 30) and USS *Harry F. Bauer* (DM 26).

The ships rendezvoused at sea after departing east coast ports. *Missouri* and *Juneau* operated out of Norfolk, Va.; *Kearsarge*, *Leyte* and Destroyer Squadron 10, out of Newport, R. I.; *Portsmouth*, out of New York, N. Y.; *Huntington*, out of Philadelphia, Pa.; Minelayer Division 2, out of Charleston, S. C.; and *Fargo*, out of Boston, Mass.

Intensive training exercises were conducted enroute to and from Guantanamo Bay, Cuba. The personnel training program aboard *Missouri* was arranged in a practical manner and received favorable comment from

those involved. Wherever possible, Reserve officers were assigned as "running mates" to the ship's officers, and Reserve enlisted men as "buddies" to ship's company men.

One of the most interesting training exercises on board *Missouri*, from a spectator standpoint, was the pickup of mail by helicopter from *Kearsarge* enroute to Guantanamo Bay. Pilotless aircraft launched from *Missouri* and firing of the 16-inch guns also attracted much interest.

Liberty for the task force was as follows: *Missouri*, *Kearsarge*, *Leyte*, *Huntington* and DesDiv 10—NOB, Guantanamo Bay, Cuba; *Fargo* and *Portsmouth*—Port au Prince, Haiti; *Juneau* and Minelayer Division 2—Kingston, Jamaica; DesDiv 102—Santiago, Cuba.

While at Guantanamo Bay, *Missouri's* crew was granted liberty on a quota basis to visit Guantanamo City and Caimanera, besides regular liberty at the Naval Operating Base.

On the morning of departure from Guantanamo Bay, the task force took part in an extensive sea and air search for a British passenger plane reported down southeast of Bermuda.

The battleship *Missouri* is the only ship of its class in service. It is also a historic ship, as upon its decks the Japanese Instrument of Surrender was signed on 2 Sept 1945, in Tokyo Bay. A plaque in the deck marks the location.

Upon return to home ports, the ships disembarked Reservists for return to their homes.—E. L. Murray, JOC, USNR

The new instructions issued by BuPers in no way change previous regulations that personnel will be carried on only one shore duty eligibility list at a time. These lists are: Chief of Naval Personnel shore duty eligibility list, Chief of Naval Personnel recruiting list, Chief of Naval Personnel Reserve Fleet list or the Service Force commander's shore duty eligibility lists.

4 Reservists First to Retire Under New Retirement Plan

The first three members of the Naval Reserve to become eligible for retirement under the Naval Reserve Non-Disability Retirement Plan (Title III of Public Law 810, 80th Congress) have been placed on the retired list.

They are Captain Grover C. Farnsworth, USNR; Commander Harold D. Padgett, USNR, and Harold K. Kittell, EMC, USNR. As required by law, all are over the age of 60. Captain Farnsworth has completed 26 years of satisfactory Federal service, Commander Padgett 23 years and Chief Kittell 32 years of service.

First member of the Marine Corps Reserve to be retired under the Reserve Retirement Act is Colonel Harvey L. Miller, USMCR. Colonel Miller, who just turned 60, has served 39 years as a Regular and Reserve in the Navy and Marine Corps.

HTA Pilots May Request LTA Training—and Vice Versa

Naval officers qualified as heavier-than-air pilots may now submit applications for training in lighter-than-air duties. Likewise, LTA pilots can apply for HTA training.

The policy of training pilots in both types of aircraft is part of a long-range program to further the integration of LTA into the aeronautic organizations, BuPers Circ. Ltr. 236-48 (NDB, 31 Dec 1948) states. HTA officers qualifying in LTA may expect normal rotation between LTA and HTA duties and will be considered primarily HTA aviators. When they are ordered to LTA duties they will find sufficient service type aircraft available for them to maintain HTA flying proficiency.

Officers interested in such training are invited by the letter to submit applications to the Chief of Naval Personnel (Attn: Pers-316).

DECORATIONS & CITATIONS



NAVY AND MARINE CORPS MEDAL

★ **BARR, Robert Gulton, Jr., SM3, USNR**, Crystal Springs, Miss.: Aided in rescuing 300 troops from USS *Campbell*, aground on a reef off Cape Nelson, New Guinea, 22-23 Dec 1944.

★ **BELL, Roy Amelia, GM1, USN**, Revere, Mass.: Rescued a seaman from Humboldt Bay, New Guinea, swimming through heavy ground swells, 30 Mar 1945.

★ **BISHOP, Leroy Wikle, GM2, USNR**, Huntsville, Ala.: Rescued a wounded man who fell into the sea between two vessels while being transferred from one to the other, 7 June 1944 off the coast of France.

★ **BRIGGS, Robert Jr., QM2, USNR**, Pittsburgh, Pa.: In an attempt to save a seaman from drowning off the landing dock at Wakayama, Japan, 30 Sept 1945, he supported the struggling man for 20 minutes although repeatedly pulled under.

★ **CHALLIS, Alexander Carl, PH2, USNR**, Haddon Heights, N. J.: While under intense machinegun and mortar fire, he boldly moved up and down the line to care for and assist in evacuating the wounded at Guam, 21-22 July 1944, while serving as a hospital corpsman with the 21st Marines.

★ **EVERETT, Daniel Dalton, PH1, USNR**, Mindenhal, Miss.: Although wounded he voluntarily moved from point to point, treating wounded personnel while under shell and mortar fire on Saipan Island 15-16 July 1944, until ordered evacuated by a medical officer.

★ **GOLDING, Jim, CCM, USNR**, Amarillo, Tex.: Rescued an injured observer from a burning plane off Saipan 19 June 1944.

★ **HAFFEY, Herbert William, AD1, USN**, Framingham, Mass.: During a fire which occurred at Hangar No. 1, John Rodgers Airport, Naval Air Facility, Honolulu, T.H., on 10 June 1947, he aided in preventing loss of property and life by his initiative and conduct fighting the fire.

★ **KAUPPI, Henry William, PH1, USNR**, Vernoia, Ore.: Supervised the treatment and evacuation of more than 150 casualties under heavy mortar and small-arms fire, while serving with Company F, Second Battalion, 7th Marines in action against the Japanese, Peleliu Island 15 Sept to 26 Oct 1944.

★ **KEARNS, William Harland, LT USNR**, New York, N. Y.: Rescued the pilot of a PBM attached to USS *Pine Island* when that plane crashed and exploded during an exploratory flight on the Continent of

Antarctica near Cape Dart in connection with Operation Highjump 30 Dec 1946.

★ **LUMSDEN, Joe Edmond, AMM2, USN**, Burbank, Calif.: During a fire which occurred at Hangar No. 1, John Rodgers Airport, Naval Air Facility, Honolulu, T.H., he helped move gasoline and oil drums and an R5D from the flames, 10 June 1947.

★ **MACKLIN, Jack Eaton, HMC, USN**, Wilmington, Del.: Rescued a marine who was in danger of drowning in a strong rip tide at the edge of the barrier reef of an atoll in the Marshall Islands, 10 Mar 1945.

★ **OLECHNOWICZ, Myron S., ADC, USN**, Claremont, N. H.: Extinguished a fire in an airborne plane near Okinawa, 20 Oct 1947.

★ **PONCEL, Raymond Julius, MM2, USN**, Minneapolis, Minn.: Effected the rescue of a member of the crew of USS *Midway* from the waters of the Gulf D'Hyerres, France, 16 Feb 1948.

★ **REID, John Wallace, BM2, USNR**, LaGrange, Ga.: Saved three civilians from a burning house while on Shore Patrol duty in Portland, Ore., 22 Nov 1945.

★ **ROSS, Charles William, Jr., EMC, USN**, Catonsville, Md.: During a typhoon on 18 Dec 1944 while serving aboard USS *Devey*, he maintained electrical power on the ship and carried valuable information between the I.C. room and the engine room under hazardous conditions.

★ **SETTEMBRINO, Carmine, SSM2, USNR**, Lyndhurst, N. J.: Extinguished a serious fire on board USS *Monterey* during a ty-



HERO R. R. Hazelwood, MESN, was commended for a lifesaving feat by **CAPT W. M. Moses** for the SecNav.

phoon in the Philippine Island area on 18 Dec 1944.

★ **WARR, William "G." "H.", AD2, USN**, Reading, Pa.: Rescued the pilot of a PBM, attached to USS *Pine Island*, when the plane crashed and exploded during an exploratory flight on the Continent of Antarctica near Cape Dart in connection with Operation Highjump, 30 Dec 1946.

Navy Sets Up School System in Trust Territory

Under guidance of the Navy, an efficient school system is in operation in the Truk District of the Trust Territory of the Pacific Islands.

The 45 schools of the district are the outgrowth of two hospital tents used in the beginning of the program. Lieutenant William O'Brian, USN, educational officer in the Truk District, fathered the project in the fall of 1946 and has guided its growth since.

Natives of the 128 villages scattered throughout the district are receiving practical instruction in personal hygiene and health. School farms give students a working knowledge in agriculture. Other types of instruction qualify students for hos-

pital corpsmen, office workers, bookkeepers and storekeepers. The natives, who must be in the 16 to 28 age bracket, have shown keen interest in learning English.

The first teachers for the program were selected from qualified wives of naval personnel in the area. Now, the Pacific Islands Teacher Training School is turning out qualified instructors from native students.



LT O'Brian

BOOKS:

FICTION AND FACTS THE FARE FOR MARCH

OUR books this month come under two headings: entertainment and information, with entertainment in the lead. But the information is important, too—essential, even, when a misguided sea-lawyer needs to be pinned down with a clincher. Fact or fiction, they're no further away than your ship or station library.

• *There Is No Armour*, by Howard Spring; Harper and Brothers.

Ted Pentecost, a middle-class boy of Manchester, England, determined early in life to become a famous artist. During his upward struggles, two women loved him—the gentle, beautiful Prue whom he married and who bore him a son; and Iris Randle, the gay, generous, captivating girl who rose from the music halls to become one of England's great actresses. And there is another woman in the story—Blanche, Ted Pentecost's sister, whose ambitions ran as high as his own until she faced the heartbreak of compromising with ambition.

There is a feeling of depth and sweep in this novel—a sense of time and change that carries the reader along, causing him to live the story as he reads it. Through it all go the sounds and scents of the ocean and of Manchester and Cornwall. It's an absorbing and turbulent novel in which the reader will lose himself completely.

The story encompasses two wars,

life and death, heartbreak and triumph, a wide range of moral values. It's good reading, by the author of *My Son, My Son*.

• *Point of No Return*, by John P. Marquand; Little, Brown and Company.

This is the story of Charles Gray of New York City and suburban Sycamore Park, Conn. It's the story, too, of Charles Gray's wife, Nancy, and of his children, Evelyn and Billy. It's the story of the New York banking and country-club set and, through much of the book, it's the story of Clyde, Mass., in the early years of this century.

Despite the big part "The Stuyvesant," the New York bank, plays in the book, the long flashback to Clyde comprises the heart of the narrative. It was there that Charlie sweated through ladies'-club readings with his mother, listened to long discussions of "the System" by his defeatist father. And it was there that Charlie fell in love with a top-drawer citizen's only daughter. . . .

The story has a quality that is difficult to describe. It has a nostalgic quality in the chapters laid in the period 20 years ago and more; it has the same quality, to a lesser degree, in the passages concerned with today's New York commuters. Still, much of it is as immediate in its theme as this morning's newspaper.

It's a big new book by the author of *So Little Time* and *H. M. Pulham, Esq.*

• *The Big Barbecue*, by Dorothy B. Hughes; Random House.

Lots of people talk about making a million dollars, but with Ariadne Pontius it wasn't just talk. She went into action.

The first step in her plan was to move the family from its small, safe New York apartment to the wilds of a New Mexico valley. The valley turned out to be one over which hangs the shadow of a hill—a hill well-known in connection with atomic development. But to a young, beautiful, determined young lady, even the atom

is a minor worry compared to the danger of love stuff which doesn't fit into a million-dollar plan.

It's light spring reading that will take you a long way from the fireroom and motor launch—a long way. Written by the author of *Ride the Pink Horse*.

• *The World Almanac and Book of Facts, 1949*; E. Eastman Irvine, Editor; New York World-Telegram.

Here is the grand old man of almanacs, now in its 64th year of publication. There are no articles in this volume, and few long unbroken passages of text; yet it has as many pages as the other almanac and the pages are as large. Its subject matter extends from "A" to Zoological Park, New York City. And it covers the vast expanse between—an expanse jam-packed with reliable facts.

This one is being sent to each and every Navy library. And if the exec's yeoman locks it up in his desk, you can get one of your own for a buck at the corner drugstore.

• *The New Information Please Almanac 1949*, John Kieran, Editor; Farrar, Straus and Company.

Want to know how many people immigrated to the U. S. from Ireland in 1820? Want to know how far it is from here to a star? Want to learn all about the political systems in South America? If so, this is the book that will tell you.

The Information Please Almanac made its first appearance in 1947. Its editor is a former sports editor and newspaper columnist who is now one of the experts on the famous radio program "Information Please." In addition to tabulating facts and statistics, this almanac includes many full-length articles. "A Word or Two," by George Bernard Shaw; "Man and Freedom," by Harold E. Stassen, and "The Attitude of the World Council of Churches," by Charles P. Taft are a few of those appearing in the 1949 edition. Also, there is a "Review of the Year" on six different subjects: Washington, Sports, Theater, Fiction, Screen, and Music—each written by an expert in his particular field.

The volume is very thorough in covering almost every conceivable subject of interest, whether it be history, government, economics or astronomy. It's interesting, too, just to browse through.



Sea Hawk, Tacoma

'He's acted like that ever since one of his cartoons appeared in *All Hands*.'

ALL HANDS BOOK SUPPLEMENT

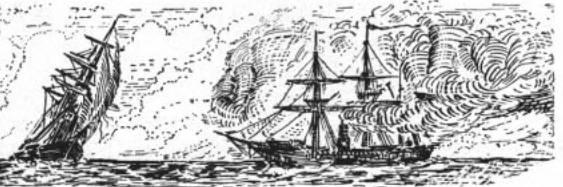
RAIDER'S END



'SAVE YOURSELVES!'

From the book "Two Years on the *Alabama*," published in Boston in 1896, comes this tale of the last fight of the famous rebel raider. The author was Lieutenant Arthur Sinclair, CSN.

RAIDER'S END



Sunday was always a lucky day for doughty Captain Raphael Semmes of the Confederate States Navy, known as "Old Beeswax" to his revering crew.

It was a Sunday on which Semmes took his ship Sumter through the Yankee blockade and began a privateering expedition which netted 17 Union ships. On another Sunday he commissioned his second ship, CSS Alabama, with which—on another Sunday—he captured his finest prize, a large vessel laden with Yankee banknotes, silver bullion and 700 passengers. If any single commander in any single ship could be pointed out as contributing most to an enemy's discomfort and consternation in wartime, such must be Semmes and his 1,000-ton sailing-steamer Alabama.

In the less than two years—from August, 1862 to June, 1864—between its commissioning and its sinking, Alabama criss-crossed a web over two-thirds of the world, leaving in its wake a trail of broken, blazing, sinking or captured Yankee ships. In its short career, the rebel raider is said to have captured or destroyed 70 Union vessels.

She was a famous ship both before and after her two-year career. Abroad she was the most important diplomatic question in U. S.-British relations, and at home she was the topic of many a heated argument over the salt-cracker barrel.

Built as "Number 290" by the pro-Confederate British at Birkenhead, England, in 1862, the ship managed to slip out of port only one day ahead of a Union-inspired demand for its retention. Semmes took over the ship in the Azores, christening her Alabama and manning her with an unbalanced complement of 30 officers and 80 men.

Thereafter the whole world watched the wake of this most famous of the few Confederate ships. As the reports came in, vast numbers of Union ships went in search all over the world for the raider.

The end came at Cherbourg, France, when the superior Yankee cruiser Kearsarge cornered her in the harbor, as recorded here by Lieutenant Arthur Sinclair, CSN.

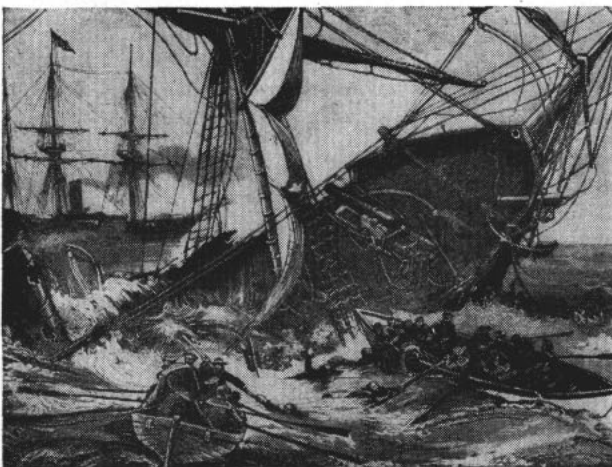
The date was 11 June 1864—Sunday, Semmes' lucky day turned red-letter day. . . .

WE HAVE cruised from the day of commission, August 24, 1862, to June 11, 1864, and during this time have visited two-thirds of the globe, experiencing all vicissitudes of climate and hardships attending constant cruising. We have had from first to last two hundred and thirteen officers and men on our pay-roll, and have lost not one by disease, and but one by accidental death.

Immediately after arrival in Cherbourg, an officer was sent with a communication to the port admiral, asking permission to land our prisoners of *Rockingham* and *Tycoon*, our last two captures, which was promptly granted. Permission was also asked for docking privileges at the only available yard which belonged to the government. Some delay was experienced before the

answer to this request was given; the French Emperor, whose permission must first be obtained, being absent from Paris at the watering-place of Biarritz. Pending the matter, several days elapsed. In the meantime, the captain of Union's *Kearsarge*, hearing of our arrival, steamed from Flushing, and entered the harbor on the 14th, just three days after we did. Without anchoring, he sent a boat on shore; and then steamed to sea again just outside the breakwater. It seems the principal object of the visit was to ask permission to receive on board *Kearsarge* the prisoners recently landed by ourselves. This would seem, indeed, the sole object of the visit; for it was generally understood, both among the officers of the French squadron and the citizens of Cherbourg, and it was noised abroad by the newspaper press, that *Alabama* was going in dock for thorough repairs. It was also generally known that it had been decided to give both the officers and men of *Alabama* several months' leave of absence. Captain Winslow of *Kearsarge* could hardly have contemplated cutting us out from under the Emperor's wing as *Florida* was cut out at Bahia; he could not have contemplated waiting outside the harbor for us until our repairs were made; whether he knew Semmes so well as to be assured of a challenge if he put in an appearance has never transpired. The challenge alone is a matter of history.

Semmes lost no time, however, after the appearance of *Kearsarge* in obtaining from Commodore Samuel Barron, the superior officer in charge of naval matters abroad, permission to offer her battle. Then through the United States consul he forwarded to Captain Winslow a communication to the effect that if he would wait until he could get his coal aboard he would go out and fight him. I have often been asked why Semmes should decide to fight in his disabled condition a ship so much his superior as to number of crew, armament, and speed; with



SINKING of Alabama is depicted in Century Magazine.

the full knowledge, also, that the midship section of *Kearsarge* was protected by bights of chain cables hung over her sides. That is manifestly a question I cannot undertake to answer.

] 2 [

It being a settled thing that the fight is to take place, preparations are made for it accordingly. Boatswain Mecaskey has his gang busy stoppering standing rigging, sending down light spars, and disposing of all top-hammer. Gunner Cuddy is overhauling the battery, and arranging the shot and shell rooms for rapid serving of guns, and coals are ordered for our bunkers. We had settled down to the presumption that rest had at last been reached. But no rest now for the weary. Commander Kell, the executive officer, who doubtless had looked upon his arduous duties as virtually closed, was a busier man than ever, and with perhaps the gravest responsibility ever thrust upon his shoulders. He will have no pleasant run up to Paris, as arranged, and maybe never. We are to enter the arena on Sunday, the nineteenth. Our officers, other than the special ones engaged in the preparation of the ship for action, are determined to make the most of the days and hours at their disposal with shipmates and brother officers arrived from Paris. A round of pleasures is inaugurated, and the cafes patronized with an enthusiasm only known to the habitually hungry. We had been on the eternal "salt-horse" for nearly three months, and, as Joe Wilson put it, needed to be fattened for the slaughter.

We have passed a number of hours during our stay perfecting our crew in boarding-exercise, in which they were already quite proficient, and have them now, we think, fully up to the mark. Saturday evening finds us coaled, and in fine inspection order. Kell has inspected the ship after his arduous week's labors, and reported her to Semmes quite ready in all departments for tomorrow's work. Our men have conducted themselves with perfect propriety, and no breaches of the regulations have occurred. They are fully aware of the importance of clear heads and steady nerves. Our comrades of the navy who had come from Paris, to assist if allowed, have spoken their good-bys and earnest wishes for our success, and the vessel is cleared of all shore people. We are left to our own thoughts. All hands "turn in" early for a sound, refreshing sleep, so as to be on deck in the best of shape on the morrow.

] 3 [

Sunday morning, June 19, 1864, preparations for the fight are made early in the day. At breakfast the officers are advised of the last communication with shore, and to make their arrangements accordingly. Soon after breakfast the yacht *Deerbound*, which we had observed to be getting up steam, moved out of the port, passing quite near us. The party on her were watching us with glasses, though no demonstration occurred, even from the ladies. At this time it was unknown to us that the departure was for the purpose of taking up a position of vantage to observe the engagement. We had no communication with the yacht or her people, and did not know but that her owner was continuing his pleasure-cruise. She passed from sight, and the French iron-clad frigate *Couronne* weighed anchor and stood out of the harbor. We could readily surmise that her purpose was to police the channel at the three-mile limit and overlook the fight. She never moved from the league distance during the entire period of the engagement, nor did she offer any assistance at the termination. The neutrality of

Couronne was of the positive, unmistakable kind. It would have occupied a court but a short time to consider and pass upon it.

Between ten and eleven o'clock we got underway, and stood out of the harbor, passing the French liner *Napoleon* quite near. We were surprised and gratified as she manned the rigging and gave us three rousing cheers, her band at the same time playing a Confederate national air. It must have been an enthusiasm of local birth, a sort of private turn-out of their own.

Sailors are generous fellows, and always take sides, when allowed, with the little fellow underneath. The scene from the deck of *Alabama* is one never to be effaced from memory. We are passing out of the harbor through the dense shipping, the bulwarks of all of them crowded with heads watching our exit, and the shores and mole a moving mass of humanity. The day is perfect, scarcely a breath of air stirring, and with but a light cloud here and there in the sky. We soon clear the mole, and shape our course for the offing, to testify by blows and blood the sincerity of our faith in the justice of our cause, and to win, if possible, a crowning triumph for our brave commander.

Our ship as she steams offshore for her antagonist, hull down in the distance and waiting for us, presents a brave appearance. The decks and brass-work shine in the bright morning sunlight from recent holystoning and polishing. The crew are all in muster uniform, as though just awaiting Sunday inspection. They are ordered to lie down at their quarters for rest while we approach the enemy. A beautiful sight—the divisions stripped to the waist, and with bare arms and breasts looking the athletes they are. The decks have been sanded down, tubs of water placed along the spar-deck, and all is ready for the fray. The pipe of the boatswain and mates at length summons all hands aft; and Semmes, mounting a gun-carriage, delivers a stirring address:—

"Officers and Seamen of the *Alabama*: You have at length another opportunity of meeting the enemy—the first that has been presented to you since you sunk *Hatteras*. In the meantime, you have been all over the world; and it is not too much to say that you have destroyed, and driven for protection under neutral flags, one-half of the enemy's commerce, which at the beginning of the war covered every sea. This is an achievement of which you may well be proud; and a grateful country will not be unmindful of it. The name of your ship has become a household word wherever civilization extends. Shall that name be tarnished by defeat? The thing is impossible. Remember that you are in the English Channel—the theatre of so much of the naval glory of our race—and that the eyes of all Europe are at this moment upon you. The flag that floats over you is that of a young republic, who bids defiance to her enemies whenever and wherever found. Show the world that you know how to uphold it. Go to your quarters."

] 4 [

Again at quarters, and resting "at will." It is the hour of prayer in old England; and many a petition is now going up to the God of battle and of mercy for these brave fellows, many of them now about to embrace their watery winding-sheets. We are soon up with the cavalcade and leave *Couronne*, the yacht still steaming seaward, and evidently bent upon witnessing the engagement. She is about two miles distant at the time we "open the ball." *Kearsarge* suddenly turns her head inshore and steams towards us, both ships being at this

RAIDER'S END (CONT.)

time about seven or eight miles from the shore. When at about one mile distant from us, she seems from her sheer-off with helm to have chosen this distance for her attack. We had not yet perceived that *Kearsarge* had the speed of us. We open the engagement with our entire starboard battery, the writer's thirty-two pounder of the port side having been shifted to the spare port, giving us six guns in broadside; and the shift caused the ship to list to starboard about two feet, by the way, quite an advantage, exposing so much less surface to the enemy, but somewhat retarding our speed. *Kearsarge* had pivoted to starboard also; and both ships with helms a-port fought out the engagement, circling around a common centre, and gradually approaching each other. The enemy replied soon after our opening; but at the distance her pivot shell-guns were at a disadvantage, not having the long range of our pivot-guns, and hence requiring judgment in guessing the distance and determining the proper elevation. Our pivots could easily reach by ricochet, indeed by point-blank firing, so at this stage of the action, and with a smooth sea, we had the advantage.

The battle is now in earnest; and after about fifteen minutes' fighting, we lodge a hundred-pound percussion-shell in her quarter near her screw; but it fails to explode, though causing some temporary excitement and anxiety on board the enemy, most likely by the concussion of the blow. We find her soon after seeking closer quarters (which she is fully able to do, having discovered her superiority in speed) finding it judicious to close so that her eleven-inch pivots could do full duty at point-blank range.

We now ourselves noted the advantage in speed possessed by our enemy; and Semmes felt her pulse, as to whether very close quarters would be agreeable, by sheering towards her to close the distance; but she had evidently reached the point wished for to fight out the remainder of the action, and demonstrated it by sheering off and resuming a parallel to us. Semmes would have chosen to bring about yard-arm quarters, fouling, and boarding, relying upon the superior physique of his crew to overbalance the superiority of numbers; but this was frustrated, though several times attempted, the desire on our part being quite apparent. We had therefore to accept the situation, and make the best of it we could, to this end directing our fire to the midship section of the enemy, and alternating our battery with solid shot and shell, the former to pierce, if possible, the cable chain-armor, the latter for general execution.

Up to the time of shortening the first distance assumed, our ship received no damage of any account, and the enemy none that we could discover, the shot in the quarter working no serious harm to *Kearsarge*. At this distance we were now fighting (point-blank range), the effects of the eleven-inch guns were severely felt, and the little hurt done the enemy clearly proved the unserviceableness of our powder, observed at the commencement of the action.

The boarding tactics of Semmes having been frustrated, and we unable to pierce the enemy's hull with our fire, nothing can place victory with us but some unforeseen and lucky turn. At this period of the action our spanker-gaff is shot away, bringing our colors to the

deck; but apparently this is not observed by *Kearsarge*, as her fire does not halt at all. We can see the splinters flying off from the armor covering of the enemy; but no penetration occurs, the shot or shell rebounding from her side. Our colors are immediately hoisted to the mizzen-mast-head.

The enemy having now the range, and being able with her superior speed to hold it at ease, has us well in hand, and the fire from her is deliberate and hot. Our bulwarks are soon shot away in sections; and the after pivot-gun is disabled on its port side, losing, in killed and wounded, all but the compressor-man. The quarter-deck thirty-two pounder of this division is now secured, and the crew sent to man the pivot-gun.

The spar-deck is by this time being rapidly torn up by shell bursting on the between-decks, interfering with working our battery; and the compartments below have all been knocked into one.

Alabama is making water fast, showing severe punishment; but still the report comes from the engine-room that the ship is being kept free to the safety-point. She also has now become dull in response to her helm, and the sail-trimmers are ordered out to loose the head-sails to pay her head off. We are making a desperate but forlorn resistance, which is soon culminated by the death-blow. An eleven-inch shell enters us at the water-line, in the wake of the writer's gun, and passing on, explodes in the engine-room, in its passage throwing a volume of water on board, hiding for a moment the guns of this division. Our ship trembles from stern to stern from the blow. Semmes at once sends for the engineer on watch, who reports the fires out, and water beyond the control of the pumps. We had previously been aware our ship was whipped, and fore-and-aft sail was set in endeavor to reach the French coast; the enemy then moved in shore of us, but did not attempt to close any nearer, simply steaming to secure the shore-side and await events.

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It being now apparent that *Alabama* could not float longer, the colors are hauled down, and the pipe given, "All hands save yourselves." Our waist-boats had been shot to pieces, leaving us but two quarter-boats, and one of them much damaged. The wounded are despatched in one of them to the enemy in charge of an officer, and this done we await developments. *Kearsarge* evidently failed to discover at once our surrender, for she continued her fire after our colors were struck. Perhaps from the difficulty of noting the absence of a flag with so much white in it, in the powder smoke. But, be the reason what it may, a naval officer, a gentleman by birth and education, would certainly not be guilty of firing on a surrendered foe; hence we may dismiss the matter as an undoubted accident.

Kearsarge is at this time about three hundred yards from us, screw still and vessel motionless, awaiting our boat with the wounded. The yacht is steaming full power towards us both. In the meantime, the two vessels are slowly parting, *Alabama* drifting with her fore-and-aft sails set to the light air. The inaction of *Kearsarge* from the time of the surrender until the last man was picked up by the boats of the two vessels will ever remain a mystery to all who were present, and with whom the writer has since conversed. The fact is, *Kearsarge* was increasing her distance slowly and surely all the time. Whether the drift of our ship under the

sail that was set was accomplishing this alone I am not prepared to say.

Deerhound approaches *Kearsarge*, and is requested by Capt. Winslow to assist in saving life; and then, scarcely coming to a full stop, turns to us, at the same time lowering all her boats, *Kearsarge* doing the same. The officers and crew of our ship are now leaving at will, discipline and rule being temporarily at an end. The ship is settling to her spark-deck, and her wounded spars are staggering in the "steps," held only by the rigging. The decks present a woeful appearance, torn up in innumerable holes, and air-bubbles rising and bursting, producing a sound as though the boat was in agony. Just before she settled, it was a desolate sight for the three or four men left on her deck.

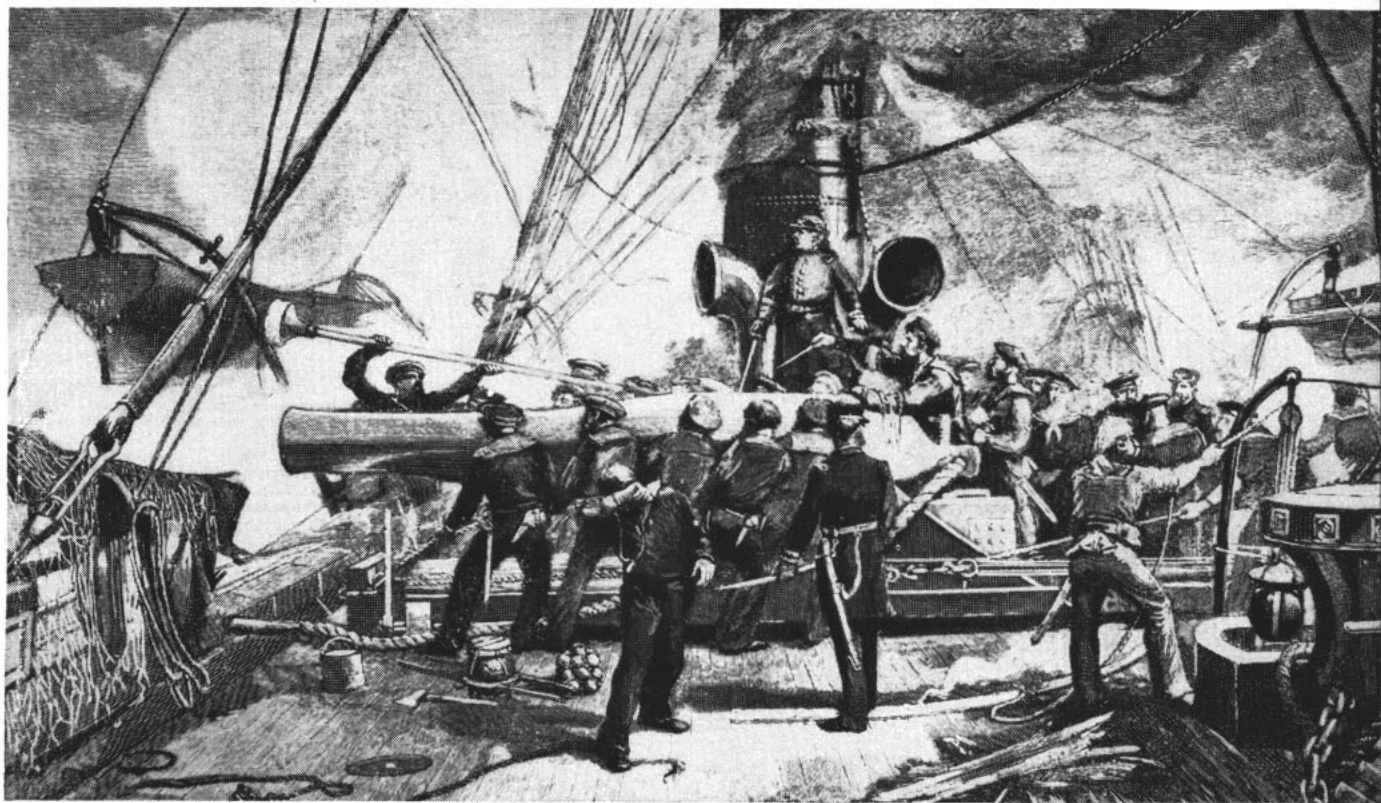
Engineer O'Brien and myself were standing by the forward pivot port, a man from his department near, as his companion for the coming swim, a man from my gun division to act in the same capacity with me; namely, mutual aid and assistance. We comprised all remaining on board of the late buoyant and self-confident band. The ship had settled by the stern, almost submerging it, and bringing the forward part of the hull, consequently, out of water. We were all stripped for the swim, and watching with catlike intensity the rise of air-bubbles from the hatches, indicating that the ship would yet float. From the wake of *Alabama*, and far astern, a long, distinct line of wreckage could be seen winding with the tide like a snake, with here and there a human head appearing amongst it. The boats were actively at work, saving first those who were without such assistance.

It has frequently been asked me, and in a recent conversation with Engineer O'Brien I found the question had been put to him often, "Why did you remain so long

on board?" We both seem to have been actuated by the same motive and impulse, first to avoid the confusion and struggle going on in the efforts to reach the wreckage; but the paramount feeling with me was inability to grasp the fact that *Alabama* was gone! Our home! around which clustered memories as dear and cherished as attended that first childhood one, and the faculties utterly refused to have the stubborn fact thus ruthlessly thrust upon them. They are rude wrenches these, that scatter shipmate from shipmate in a twinkling, some to death, as in our case, and bury out of sight forever the ship which had come to be the material embodiment of a cause dear almost as life. A happier ship-hold it would be difficult to realize or picture, a sympathetic heart encountered at each turn of mess-room or quarter-deck, and this for two long years. O'Brien broke into the reverie or day-dream by unceremoniously pushing the writer overboard, and following in his wake. It need scarcely be added that the bath cooled effectually the heated and disturbed brain, and turned the thoughts of all four of us to the practical question of the moment—how expert a swimmer are you?

Alabama's final plunge was a remarkable freak, and witnessed by O'Brien and myself about one hundred yards off. She shot up out of the water bow first, and descended on the same line, carrying away with her plunge two of her masts.

Kearsarge mounted two eleven-inch Dahlgren shell guns, four thirty-two pounders, and one rifled twenty-eight pounder. *Alabama* mounted more guns; but the difference in the bore of the pivot-guns of the two ships gave *Kearsarge* much more weight of metal at a broadside, and made the disparity very great. The action lasted one hour and a half.



INTERESTING picture in *The Century Magazine* of April 1886 shows 11-inch forward-pivot gun on *Kearsarge*.

TAFFRAIL TALK

AT LEAST one man we know of lived right under Japanese noses throughout the fighting part of the war.

Chief Steward Clemente Morada, USN, a native of Cavite in the Philippines, was serving on board USS *Canopus* at Cavite when war broke out in 1941.

Transferred ashore with the crew in April 1942, Morada hid out in the hills for four months, then joined his family in Cavite in the midst of Japanese occupation forces. Although in imminent danger



of being picked up, Morada would not give himself up as a prisoner of war, choosing instead to pose as a non-combatant native. Had his Navy status been discovered, he likely would have been executed as a spy.

For three years he remained with his family, evacuating his house in April 1945, the day before an American incendiary bomb burned it to the ground. Two months later, when the Navy had set up headquarters in Manila, Morada put on his uniform again and surprised the duty officer by reporting in for active service.

* * *

"Commander of all pooches in the Mediterranean"—and therefore ComPoochMed—is a canine by the name of Pobo, according



to information from USS *Harlan R. Dickson* (DogDog 708).

Asked what he thought of the tincan Navy, Pobo is reputed to have replied either, "Ruff, ruff" or "Rough, rough." Nobody on *Dickson* can say which.

* * *

"The ship came in—and we mean it had stores aboard—for Chief Storekeeper Al J. Pierre, USN" says a notice received here.

Seems the chief was seated at the breakfast table of his home in Dayton, Ohio, when he spied a contest announcement on the package of his breakfast cereal. It took him five minutes to write his entry, which turned out a winner.

The prizes—free food for a family of four for a year and a new bicycle.

The All Hands Staff

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 if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

SECURITY: Since this magazine is not classified, it sometimes is limited in its reporting and publication of photographs.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

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• **AT RIGHT:** The nation's flag is raised on board an unidentified ship at Naval Supply Center, Oakland, Calif. Note famous San Francisco Bay Bridge in the background. ➡

COLORFUL



PERSONAL SUBSCRIPTIONS AVAILABLE TO **ALL HANDS**



HERE'S HOW

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