

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O

JULY 1946

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SHIPS OF THE DESERT



ALL HANDS

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JULY 1946

NAVPERS-O

NUMBER 353

VICE ADMIRAL LOUIS E. DENFELD, USN

The Chief of Naval Personnel

REAR ADMIRAL THOMAS L. SPRAGUE, USN

The Deputy Chief of Naval Personnel

TABLE OF CONTENTS

	Page
Truth About Truk	2
Molding Manpower	6
Rebuilding For Peace	12
Air Reserve Activated	16
World's Timekeeper	18
Charting the Sea Lanes	23
Unconquerable Navy Spirit	26
Hobby Lobby	29
Underwater Telegraph	30
Battin' the Breeze on the 7 Seas	32
The Word	34
Books: Year's Best in Sports	36
Warhead Laboratory	37
Letters to the Editor	38
The Month's News	40
For a Rainy Day	57
Decorations and Citations	58
THE BULLETIN BOARD	67
New Streamlined Rate Plan	67
Electronics Volunteers Sought	70
Honorable Discharge Mark Lowered	71
Temporary Officer Policy Outlined	72
5,500 Billets Open for Waves	74
Voting Information	76
All Thumbs	79
Fantail Forum	80

◊ FRONT COVER: The flag of freedom flies in the breeze as officers and enlisted personnel line up on the deck of a carrier for captain's inspection.

◊ AT LEFT: Bluejackets from the USS Providence do a bit of sightseeing on the approaches to the ancient tombs of Egypt's kings near Cairo.

CREDITS: Front cover, inside front cover and inside back cover, Official U. S. Navy photographs. On pp. 40-41; lower right, lower left, upper left, Press Association, Inc.; upper right, left center, Official U. S. Navy photographs.



TRUTH ABOUT TRUK

Official U. S. Navy photographs
'IMPREGNABLE FORTRESS', as Truk was called when this picture was taken in 1944, is eyed from cockpit of SBD.

STRONGHOLD DISARMED

TRUK, NEAR-LEGENDARY island fortress, object of foreboding among Navy people a few years ago, lies almost forgotten in the Pacific. Truk, they said, was a mighty stronghold. Phrases like "impregnable bastion," "Gibraltar of the Pacific," "Japan's Pearl Harbor" were applied to Truk. A British Brigadier once wrote of Truk as "the core of Japanese strength in the southwest Pacific and the focal point on which the invasion of New Guinea, the Solomons and the Gilberts was based."

Truk was knocked out in one day.

What happened? How strong *was* Truk? How determinedly had the Japs prepared to defend her? What did the Japanese think about Truk's being bypassed by the Allies?

Jap Admiral Errs

Taking the questions in order, Truk was a little surprised—so surprised that she never came back.

The reason why Truk was taken so completely unaware is one of the interesting stories of the Pacific war. An American newspaperman, visiting the Carolines some months ago, said the

Were Our Fears of Truk Justified? Here's the True Story of That One-Time 'Impregnable' Bastion in Japanese South Pacific

collapse of Truk was a result of one colossal misjudgment by a Japanese officer. Calling the error "one of the staggering blunders of history," the reporter related how Vice Admiral Siezo Kobayashi expected an attack on Truk soon after our invasion of Kwajalein on 1 Feb 1944. He put the islands on full alert and ordered all planes fueled and loaded with torpedoes and bombs, ready to take off.

But by the morning of 15 February the Jap snoopers had seen not hide nor hair of an American force. So Kobayashi grounded and defueled his planes, removed bombs and torpedoes, and sent the pilots to their quarters, off on another island. The next day Task Force 58 knocked Truk out of the war. A week later Kobayashi was

relieved by Vice Admiral Chuichi Hara.

The correspondent who told this story wrote that the islands of Truk were not considered by the Japanese to be well-defended. Truk was not, he reported, the formidable base it was thought to be before the surprise raid of 16 Feb 1944. Admiral Hara laughed, he said, as he remarked:

"America thought Truk was a Gibraltar of the Pacific—but it wasn't." Reports from other sources bear this out.

Early Visitor

One of the earliest visits by an American to Truk was that of a Capt. Benjamin Morrell, a shipbuilder of Stonington, Conn. Sailing the Pacific in about 1830, Captain Morrell came upon the Truk atoll. Entranced, he wrote of it as follows:

"It was a group of beautiful islands, surrounded, enclosed, fenced in, completely locked up, and defended by a wall of coral." At about the same period, Ponape, 370 miles to the eastward of Truk, was a stopping place for Nantucket and New Bedford whalers. Later, during the Civil War, the

Confederate cruiser *Shenandoah*, at large in the Pacific, caught several Union whalers in Ponape harbor and burned them to the water's edge.

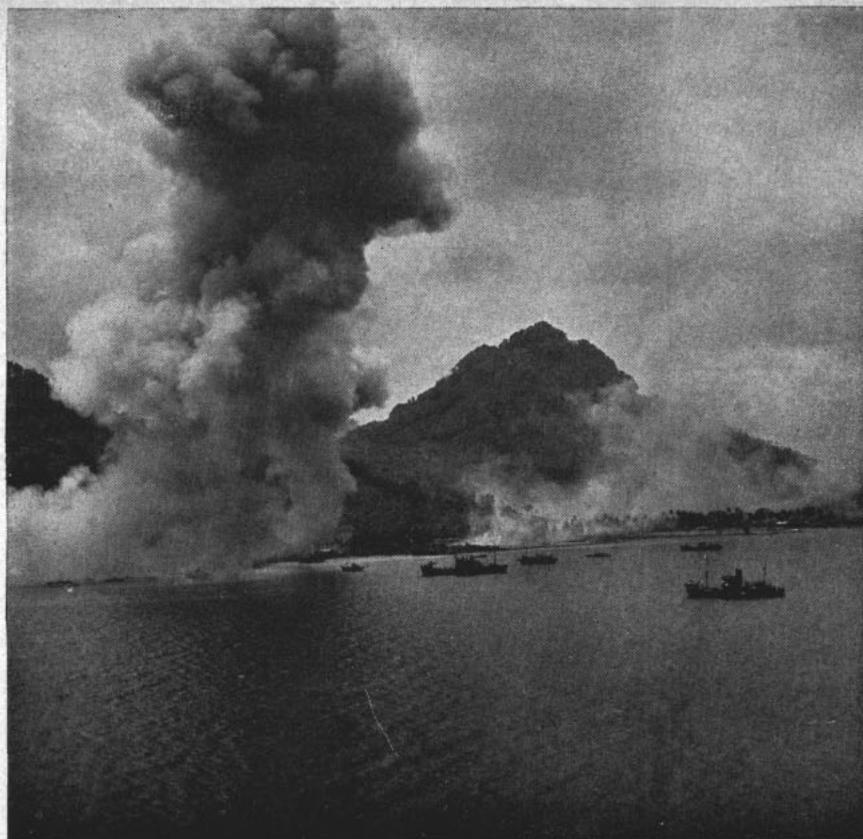
The Carolines were discovered by the Portuguese (some say it was the Spanish) about 1527. They were annexed by Spain in 1686 and in 1885, Germany, in characteristic fashion, claimed them. Spain squealed heartily at this, but finally, in 1899, ceded the Carolines, with the Marshalls and the Marianas (less Guam), to Germany for 840,000 pounds. Germany, then more sea-wise than in two ill-starred periods of this century, was impressed with Truk. She saw, and rejoiced in, its excellent anchorages, placid waters behind a reef of coral, good entrances, many islands for fleet installations, and high mountain peaks for gun emplacements.

Japs Take Over

In October 1914, while Germany was busy with the war, the Japanese took over Truk (and the rest of the Carolines as well), interning the German officials and eventually shipping them back to Germany. In 1917 the British, by secret agreement, recognized Japan's claim to all former German properties north of the equator, and France and Russia agreed. The U. S. protested, but a special mandate was set up under which, among other items, Japan agreed not to build fortifications or military bases and to submit reports to the League of Nations.

Things droned along thereafter until 1932, when a sordid rumor said the Japs were fortifying Truk. The League asked about it and the Japanese said it wasn't so. Later Japan and the League tiffed about the Manchurian affair and in 1935 Japan left the League. She kept Truk, however, defining the mandated area as "an integral part of the Japanese empire," and continued to submit reports to the League until the end of 1938. After that year all pretense of international supervision disappeared and Truk was increasingly treated as a closed area.

Truk provides unlimited anchorage for warships of all types and has excellent natural defenses, though its docking, repair and supply facilities, even under the Japanese, were rela-

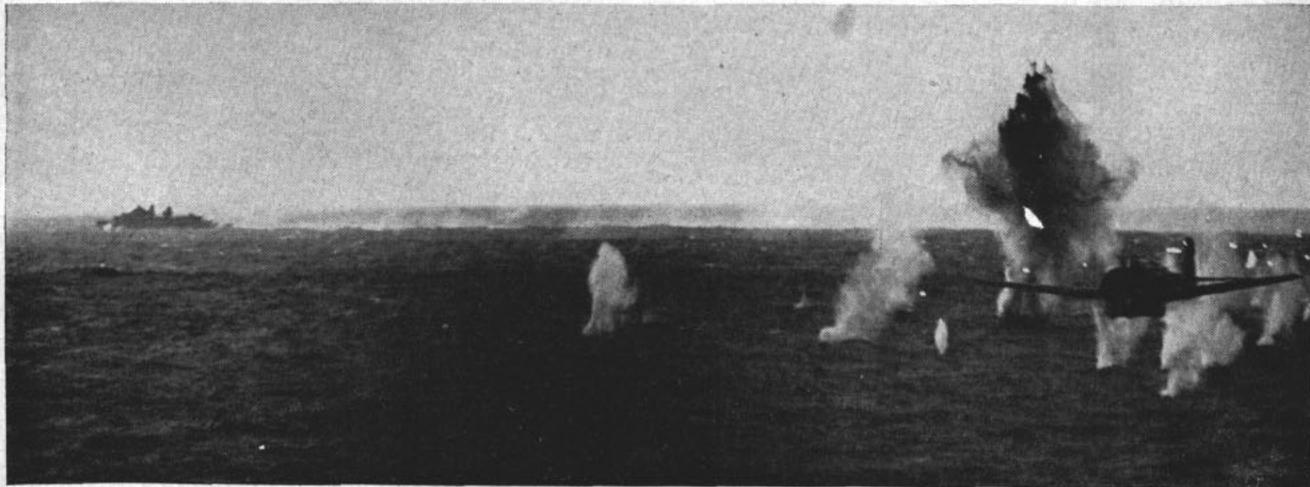


CALLING CARDS in form of bombs—800 tons of them—were thoughtfully left by planes of Task Force 58 as Americans visited Truk in April 1944.

tively limited. The atoll ring is broken by five principal entrances. The main ones were mined by the Japanese.

There are 84, 88, "about 100," or 118 islands in the group, according to which authority you consult. The central lagoon is 30 to 40 miles in diameter and provides almost unlimited anchorage space. "There is plentiful land mass," said one man who visited Truk, "for all necessary defense and fleet maintenance installations, the sheltered anchorage inside the great girdling reef is unlimited and no typhoons come this way."

The Japanese used Truk as a base for their combined fleet, and though they considered it the most important naval base outside Japan, the facilities actually installed were very limited. There were no piers to accommodate large ships and there were insufficient cranes to handle stores in quantity. Loading and unloading had to be done by sampan. Ships at anchor offshore were fueled from barges which were loaded at a single pier and then sent out to the waiting vessels. By December 1941 there were still only a few guns in place at Truk and virtu-



'JILL' RUNS GAUNTLET of AA fire attacking U. S. carrier off Truk. Base's defense was weakened by Jap miscues.



ONCE POWERFUL Moen island, site of Truk's radar installations, looks like junkyard with Japanese planes and vehicles scattered about on sandy beaches.

ally no fortifications. The only air facility on the supposedly well defended islands was one lone base for seaplanes.

By about mid-1942 the combined fleet—three or four battleships, four carriers, a dozen cruisers, some destroyers and the Sixth submarine fleet—began operating out of Truk. At the end of 1942 an air strip was in operation, in addition to the seaplane runway. Air repair facilities were built up during 1942 and 1943, and by the big morning in February 1944 the Japs had some 365 aircraft at Truk.

At Peak in 1944

At this time Truk had reached the peak of its development. To aged cannon of the 1895 Sino-Japanese period were added some modern batteries and anti-aircraft guns. One island, Moen, had a system of seven six-inch (150 mm.) guns emplaced in tunnels blasted from the rock. Jap radar towers on Moen commanded the island's approaches and there was a large steel and concrete radio transmitter station. The radars were insufficient at picking up surface targets, but could detect aircraft at 150 to 180 kilometers (about 93 to 112 miles). Suicide boat pens were dug into another island, Udot, at the water's edge. Big concrete installations were set up on Eten island and a fighter plane base established there. Dublon island, another in the main group, was fortified in the mountains, and some pill-boxes defended fairly extensive repair

facilities. Also on Dublon were long, deep communications tunnels.

Admiral Hara said the Japanese did not consider the island well defended. He said the Japs did not emphasize defense on Truk because they knew the Americans already thought the base was highly fortified. The Japanese Navy always stressed offense rather than defense anyway, he said. This light treatment of defense spelled travail for Truk when U. S. submarines began to shoot.

Though Truk appears to have reached the high point in her development early in 1944, it was prior to that time that she began to feel the pinch of the American submarine war. The blockade was thrown on, and as it tightened, only seaplanes and submarines could reach Truk. The supply situation became so bad that the Japanese garrisoned there suffered from malnutrition. Admiral Hara said that after June 1944 only one anti-aircraft battery on Truk was permitted to fire on American formations, so critical was the ammunition shortage. One Japanese officer, stating that the defense of Truk was never commensurate with its importance as a base, ascribed this condition to shortage of materials in Japan and to the inroads of U. S. submarines. Admiral Hara at one time said:

"I heard many radio broadcasts from the United States describing Truk as an impregnable bastion. We could not help but laugh at this, knowing how weak we really were."

The Japanese on Truk, as we have



TOUGH TARGET for Navy SBDs is this Jap gun battery on Fefan. Though

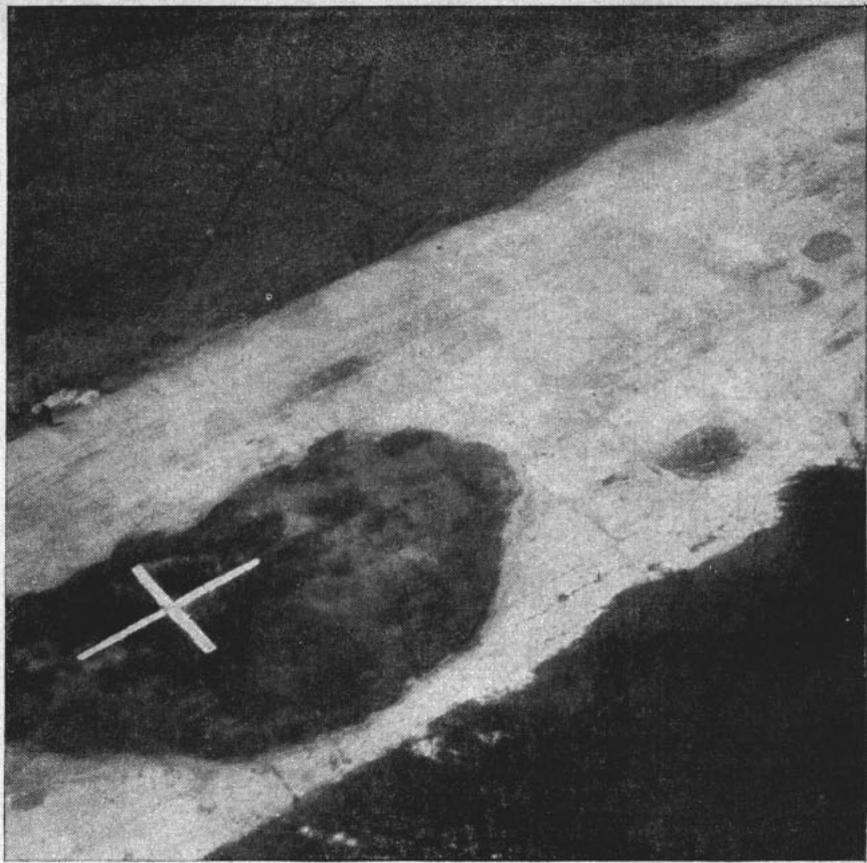
seen, were prepared for the February 1944 raid for two weeks in advance. Early in February a single PB4Y, flying high over Truk on a photo mission, was spotted by the enemy and six days later the combined fleet moved quietly out of the lagoon. It left behind only the submarine fleet, some cruisers and destroyers, and about 30 merchant ships. Despite their having been alerted to the raid, the attack caught the Japs flatfooted, probably because of Admiral Kobayashi's historic miscue.

Air Power Crippled

The damage was considerable. The Japs lost 129 planes shot down, 82 destroyed on the ground, 70 damaged. Three cruisers, four destroyers and more than two dozen merchant craft were sunk. Only 14 of 55 Jap vessels in the anchorage went undamaged. The U. S. lost 25 planes. Fuel supplies suffered heavily, putting Truk permanently on the shelf as a fueling station. Ammunition was hard hit.

U. S. carrier aircraft struck again on 29 April 1944 in a two-day raid. When this one was over Truk's air strength was wiped out and her effectiveness as a base virtually ended. She lay nearly dead for 16 months and surrendered on 2 Sept 1945.

The U. S. bypassed Truk and moved into the Marianas in June 1944. This, according to Admiral Hara, did not surprise the Japanese, for they had never, he said, expected Truk to be



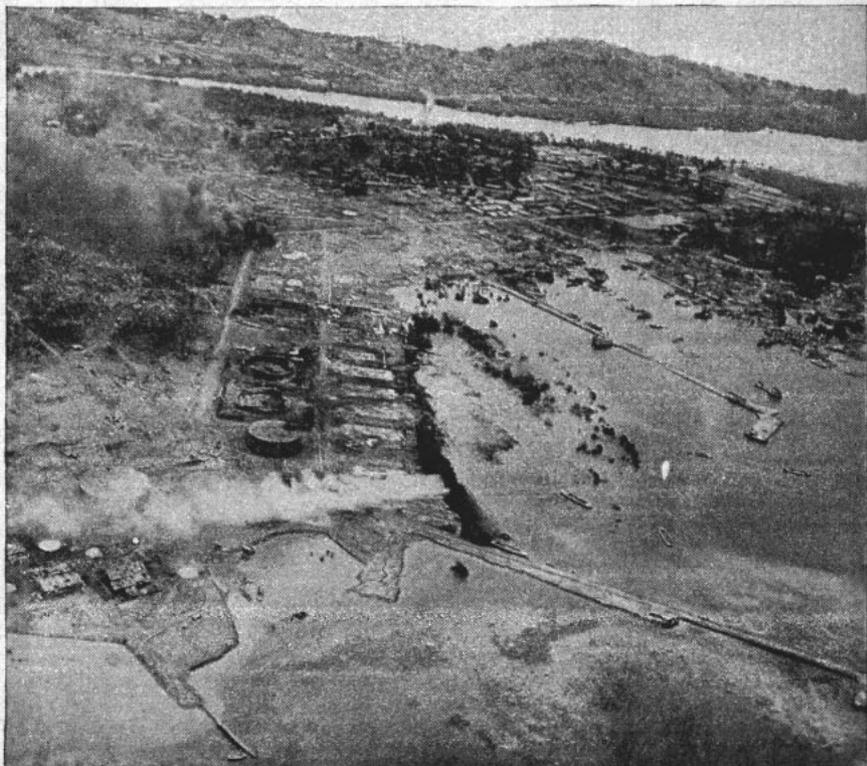
not as rugged as rumored, Truk was no soft touch for attacking U. S. pilots.

END OF CHAPTER for Truk is symbolized by white cross of surrender marked on airplane runway. Reconnaissance craft caught this sight in August 1945.

subjected to invasion. Admiral Nimitz's leapfrog tactics, by which Truk was left astern, were obvious to the Japs, Hara claimed. He said that after the Marshalls were attacked the Japanese had assumed the Marianas would be the next target of U. S. forces. Another Japanese officer was asked how he would have handled Truk if the positions were reversed. He said that he would have seized the island by assault, after a bombardment of several days. He said such tactics would have been "classical strategy."

The latter concept seems difficult to reconcile with the results as they stand. The Allies' sea-air strength, including the important contribution of submarines, made possible the subjugation of Truk and her later bypassing with relatively little loss of life. A land assault might have been costly in the extreme.

Truk's future is a matter for conjecture. Of about 40,000 Japanese who were in the islands at the end of the war, all but a few workers have been repatriated. Naval Military Government is working steadily to rehabilitate and revitalize the native life of the islands (see page 00). Sovereignty of the group is Japanese pending a peace treaty or action by the United Nations. Meanwhile the U. S., her military plans not crystallized as concerns conquered territory, proceeds slowly with plans for Truk—an airfield, fleet anchorages, a fleet recreation center on one of the islands.



BATTERED JAP oil tanks were left in wake of American carrier aircraft attack in April 1944. In background huddles town of Dublon, which also suffered in raid. Pillboxes on this island protected fairly extensive repair facilities.

Official U. S. Navy photographs



Official U. S. Navy photograph

VITAL MANPOWER to staff fleets, such as Eighth Fleet units (above) is procured, trained and distributed by BuPers.

MOLDING MANPOWER

SUPPOSE a city the size of Long Beach, Calif., grew in 26 months to the size of Memphis, Tenn., and then expanded in the following three years and eight months to equal the population of Chicago.

Suppose further that the population of this city was not concentrated in any sort of metropolitan area for administrative purposes, but was scattered so that supply lines extended over 56,000 miles.

Suppose that the citizens, far from being encouraged in their livelihood, were subject to the bitterest sort of harassment and attack by several of their most powerful "neighbors." Suppose the penalty for the failure of the city to function properly was annihilation.

Under such conditions, the personnel problems of the city might be called insurmountable.

But the "city" was the United States Navy between 1939 and 1945, the problems were those encountered by the Bureau of Naval Personnel during the war—and BuPers surmounted them.

Consider these facts: on V-J Day BuPers was directly responsible for the destinies of 3,402,776 residents of this "city"—333,600 officers and 3,069,176 enlisted men and women in all parts of the world. These near-astronomical figures were not the result of slow and gradual growth. They represent a 20-fold increase over the

Wartime Assignment Of BuPers—Training Right Man for Right Task—Meant World's Top Personnel Job

navy of September 1939 when the late President Roosevelt proclaimed a limited emergency. At that time the personnel strength of the Navy and Naval Reserve was 23,596 Officers and 152,181 enlisted men, of whom a total of 122,457 officers and enlisted men were on active duty. On the day Congress declared war there were 337,652 men on active duty in the Navy.

All this adds up to the biggest personnel job in the world. Certainly industry never had anything to rival it, and just as certainly no foreign navy ever had such a problem, while among the great armies of the world, where larger numbers of men are dealt with, personnel is characteristically decentralized. The job was big enough during the war to keep thoroughly occupied 5,473 persons (4,142 naval personnel, including 2,841 Waves, and 1,331 civilians), at work in the Navy's Arlington Annex, across the Potomac three miles southwest of the Capitol dome. Yet at the time the Navy's strength was at its peak, the ratio of

Bureau personnel to overall Navy personnel was lower (1.6 to 1,000 on 1 July 1945) than at any time in the last 15 years.

More important than the Bureau's size is the way it works. BuPers serves as a kind of nervous system, transmitting the ideas of the Navy's collective brain to the mailed fist which smashes at the enemy many thousands of miles away. The Chiefs of Staff, after consultation, determine a task to be carried out; CNO is responsible for furnishing the means to carry out the task. Here is where the Bureau takes over. It has already acquired the numbers of men to implement the plan, and it has been informed sufficiently in advance to have instituted, at least, proper training for the men. It must further get the men where they are needed at the proper time, and all along is continually responsible for such things as discipline and welfare of those involved, and their promotion.

Take an example. Late in 1944 a dispatch arrived from Commander, Amphibious Forces, Pacific, stating that the command was in urgent need of 4,000 small boat personnel. This need had not been anticipated in the overall Navy plan. What BuPers had to go on was personal contact "across the river" giving it a few hours in advance to search its records and gird its telephonic loins, plus the necessary know-how regarding certain peculiari-

ties of amphibious operations. For instance, because 20,000 LCVPs are to be produced in a certain period, and because LCVPs take a crew of four men, a total of 80,000 men still are not required. Such apparent outrage of ordinary arithmetic is explained by the fact that these craft are very expendable, while the crews are not; 75 percent of such craft used in the North African landings were lost, with a negligible loss in crews.

BuPers' first act was to telephone the appropriate desk in Cominch, where a copy of the dispatch had been sent by ComPhibPac, to obtain verbal approval of the inclusion of the required men in the total Navy plan. Contact was then made with the logistics section of Operations (OP-12) requesting a formal directive for the increase. Complements, and Officer and Enlisted Detail within the Bureau were notified. Then calls went to ComPhibTraPac and ComPhibTraLant and to the COs of their satellite training bases at Coronado, Oceanside, Morro Bay, Fort Pierce, and Little Creek, to get men.

Cooperating quickly and completely, as usual, training commands and bases—with the promise that untrained numbers would be fed in for replacements—volunteered to strip their boat crews if necessary to meet the quotas. ATB Fort Pierce called back to say that it was prepared to send several hundred men, but could not get diners for the troop train on short notice; an arrangement was worked out whereby an available kitchen car was staffed by cooks borrowed from the Training Command,

and these cooks were in turn replaced by men dispatched by BuPers from the nearest center. The quota of small boat crews with their officers was under way for arrival at its West Coast destination with a few hours to spare.

Despite any planning which could be done, the early period of the war, particularly, seemed to bring forth a crisis a day. There was the occasion in the spring of 1942 when 2,000 survivors of the old *Lexington* were due on the West Coast—and no place to put them. High ranking fingernails were being chewed in the Bureau when a call came from NTS San Diego saying that quarters in Balboa Park were available for the Navy if they were wanted. "Take 'em!" gasped the Bureau, and that problem was solved.

But it was more important to acquire men than places to put them. For just two days less than one year following the Jap sneak attack on Pearl, Navy personnel was procured entirely on a volunteer basis. It wasn't a question of taking any able-bodied man who was willing. Technicians, particularly prospective electronics men, were at a premium. Besides, the Navy, working in harmony with the War Manpower Commission, had to restrict its recruiting activity in critical production areas for fear of impeding the overall war effort. But with these limitations and others, the Navy enlisted 81,182 men in the regular Navy and 791,863 in the reserve during this period; enlistees averaged 72,754 per month with 131,361 coming in at the peak during October 1942.

Although the enthusiasm of patriotic Americans was the largest single factor involved in reaching these high totals, BuPers assisted by setting up procurement offices on a large scale, and used the advice and services of skilled salesmen—who at the time were finding the availability of their employer's wares incommensurate with their own skills anyhow—and promotional advertising men to interest young men in the Navy. After the President's Executive Order of 5 December 1942, BuPers confined the Navy's persuasive arts to men under 18 and over 38.

A recruiting problem that coincided with this early period was that of obtaining Waves. On 30 July 1942 an Act of Congress authorized the establishment of a Women's Reserve, which was wisely incorporated as an integral part of the Naval Reserve. In each of the main offices of Naval Officer Procurement machinery was set in motion to enlist and appoint women. Later the recruiting facilities of the Navy were also utilized. By September 1945 there were 8,399 women officers and 72,650 enlisted women in the Navy, with the result that 65,000 male personnel had been released for combat service.

It was determined to administer Waves in so far as possible like all other Navy personnel; such departures from the ordinary as increased cubic footage of housing space, with lounges and cubicles, were instituted purely in the interests of increased efficiency. The policy paid off. In April 1946 the Chief of Naval Personnel, commenting on a proposed meas-

BOOTS FIND OUT about boat drill in 'pre-shipboard' training at one of the many enlisted training schools.

Official U. S. Navy photograph





PERFORMING THE BIGGEST personnel job in the world, BuPers fills all billets from loading food aboard transports



ure to establish the Women's Reserve on a permanent basis, said, "In certain specialized fields women have proved themselves to be superior to men. Their excellent performance of duty in this country and in Hawaii has been worthy of the finest traditions of the service." Women's speed and accuracy in detail work resulted in especially good service in communications and aviation (control tower work and repair of delicate instruments, for example), and they served effectively in supply and in the hospital corps. . . .

Possibly the greatest of many hurdles that BuPers had to leap during the war was the difficulty of keeping adequately trained personnel available to fit smoothly into line with the development of new weapons. No matter how men and women are obtained or made available, they must be trained. BuPers functions in a way somewhat comparable to a huge manufacturing concern which obtains men in ingot form, smelts and refines them, and then dispenses them on a wholesale basis to such "retailers" as ComServLant, ComServPac, or ComWes-SeaFron.

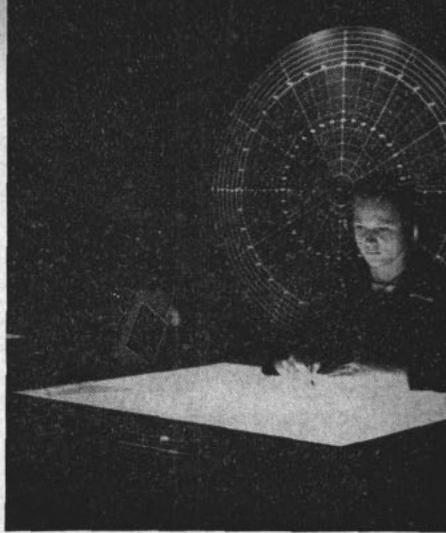
The problem of training personnel was rugged in this most technical of

all wars. The specialization necessary (and said specialization naturally complicated the Bureau's training programs) can be gathered from a comparison of the number of enlisted men's rates at the war's beginning and end. When the Japs struck, there were approximately 50 rates altogether. In September 1945 there were several hundred. Some rates forthcoming during the war years were those of radarman, sonarman, ship's service man, mailman, and aviation boat-swain's mate. Among specialists were to be found pigeon trainers, crystal grinders (no, Mac, no gazers), and experts in plastics and photogrammetry. In aviation, five rates increased to 26.

The handling of men equipped to work with radar and other electronic devices astounding in their "newness" five years ago was specially tough. When the war began there were in the United States about half-a-hundred specialists who *knew* radar, and these 50 men had to meet Army and civilian needs as well as those of the Navy. They were used as a corps of men who spread sufficient light on the subject so that a group of instructors became available to pass the word on to trainees. All electronic trainees

ENLISTED RATES at the beginning of the war numbered a mere 50, but at the end of hostilities there were several





to repairing divers' helmets. Specialties so necessary to wartime Navy complicate the Bureau's training programs.

were themselves carefully selected. Prior to the Navy's use of selective service, Recruiting searched industriously for radio repairmen and kindred spirits whose civilian training might qualify them for ratings. After the draft was invoked, aptitude tests determined which new men might profitably be put through a stiff training program in electronics, into which—at its height—some 2,400 men per month were going. After a month of pre-radio school in Chicago, and three months at one of nine intermediate schools scattered about the country, about 1,600 men were emerging monthly from 28-week advanced schools at Treasure Island, Bellevue, Corpus Christi, and Chicago.

In the peacetime Navy, training had been accomplished principally through a kind of apprenticeship, whereby men qualified for rates while actually performing the duties necessary aboard a ship or shore establishment. In some respects this conception—learning while doing—cannot be surpassed as a training system, and it was by no means discarded during the war. But over 300 enlisted schools—"purely" Navy schools plus colleges and trade schools plus industrial corporations and businesses—with a ca-

capacity of 425,000 men were utilized, in the press of almost explosive expansion, for rapid "pre-shipboard" training.

In the turmoil of the early days, ideal facilities were not always available. Some 300 schoolmen taken in to administer the gigantic V-12 program on 131 college campuses underwent indoctrination in "Grover's Gulch" (named for the CO), which was nothing more nor less than an abandoned garage on the New York waterfront near the old training ship *Prairie State*. Material problems might be illustrated—in a minor way, it is true—by the following missive from the skipper of a large Reserve Midshipman School:

To: The Chief of Naval Personnel
Subject: Drum, request for

References: (a) Ltr. from CO to BuPers dated

(b) Ltr. from BuPers to CO dated

1. Subject drum is urgently needed to beat cadence for marching midshipmen.
2. Even little boys are given drums.
3. Please can't I have a drum! The Bureau, touched by this plea,



Official U. S. Navy photographs

hundred. Among rates born of the emergency years were radarman, aviation boatswain's mate and pigeon trainer.





Official U. S. Navy photographs
ENLISTED MEN AT BOOT school are given training in small arms. Here a chief examines a bullseye target from small bore range and gives it 'O.K.'

managed in the midst of global war to produce one big base drum for the school's use.

After you train men, you must distribute them. The aim of distribution is theoretically simple—to get the right man in the right job. This entails getting him in the right place, and actual orders to accomplish this are handled by "detailing." One notable wartime trend in personnel assignment was the forming of characteristically American "prefabricated" units—Lions, Cubs, Acorns, and various other components and specific projects.

The fluctuating—and for the United States, generally improving—fortunes

of war made themselves felt in BuPers' distribution functions. In some cases, situation produced policy; late in the war, policy was able to control situation. In 1942, enemy subs were practically laying seige to the Atlantic Coast. Late that year, mincraft and patrol craft almost doubled, but grew slowly though steadily thereafter; and the Bureau laid emphasis on local defense and armed guard personnel. Early in 1943 the new destroyer escorts began to dominate the scene; DEs almost tripled during this year. But the Navy was shifting to the offensive, and carrier requirements more than doubled in the first half of

1943, and almost tripled in the following six months.

Toward the end of 1943, the lessons learned during the North African operations were being translated into invasion tactics for Normandy and the Pacific, and the amphibious program came to the foreground, where it remained until fall of the following year. Amphib requirements multiplied by 10 in 1943 and by four again in 1944. Then auxiliary transport and cargo ships approached a climax, and claimed a major share of attention, with APA and AKA needs increased four-fold in 1944. Not only did these jobs require varied numbers of men at different times; one job might require different *types* of men at different times. For example, early in the war the physical requirements of armed guard duty demanded the most rugged of junior officers; later the situation made the diplomacy and judgment of experience preferable to the vigor and dash of youth.

While BuPers was procuring vast numbers of men, teaching them to fight, and dispersing them over long distances to their battle stations, it was also responsible for maintaining discipline among them. Discipline involves, of course, a good deal more than the punishment of its violators; good indoctrination can itself dispell much disciplinary difficulty. During the war the Bureau did its part to carry out the Navy's aim of educating and returning to duty as "a little better than average sailor" any man who became entangled with Navy law.

This rehabilitation was carried on under the Corrective Services division, an integral part of the Welfare Activity which was one of the greatly expanded programs of the Bureau during the war. During peacetime a somewhat restricted and decentralized approach to welfare administration had prevailed; the well-being of personnel had been considered as the province of the individual command-



JIGSAW PUZZLE EXPERTS carefully fit the pieces of a map together at a specialist aerial photographic school.



THROUGH SPEED AND ACCURACY of detail Waves proved themselves highly competent in specialized fields.

ing officer. But by 1945 over 800 persons in the Welfare Activity of the Bureau were at work providing printed information, radio broadcasts, recorded music on V-discs, stage entertainment, movies, athletic gear, club service and hobby material to bluejackets all over the world. Navy libraries increased from 500 in peacetime to over 5,000, with approximately 65 cents per man per year spent on books.

As a further move to maintain the high morale of the Navy's fighting men, BuPers set up machinery to administer the problems of their families. Dependents Welfare performed various services including administering of dependents' benefits and insurance, and casualties.

Always requiring consideration was the fact that while great masses of men had to be made to function as units, they were still composed of individuals, and had to be treated that way. The Bureau had constantly to consider a man's particular talents or handicaps or individual problems. What to do with Phi Beta Kappas? What of enemy aliens who were inducted? What of chronically seasick men? Should relatives be encouraged to serve along side each other—or permitted to—or prevented from so serving? (There is the case of the identical twins from a South Carolina town who were graduated from school the same day, were married the same day, entered the Navy the same day, served on the same ship—and then went AWOL for a couple of months, leaving the same day and finally being apprehended at the same time and place. The Navy decided this was going a little too far; they are at present in probationary status on different vessels). . . .

In August 1945 it was established that the human ingots taken in by the Navy had been shaped into a fighting machine which was strong, smart—



and victorious. But BuPers' responsibilities by no means ceased. Now came the job of returning great numbers of reserves to civilian life.

Planning in anticipation of actual demobilization began long before V-J Day, a formula having been proposed as early as November 1943. In May 1944 BuPers set up a section to plan and develop a civil readjustment program, and "Demobilization," since a full-fledged activity, appeared on the organization chart of the Bureau in November of that year as a division. More than six months prior to Japan's surrender, a separation activity was in operation at Lido Beach, New York. The point formula was announced on 14 August 1945, and the next day "demob" began. It was ultimately carried out by 18 male enlisted separation centers, with a nineteenth overflow center at Nashville, 14 male officer separation centers, and five Wave centers, all of which were activated by 1 October.

In the meantime public pressure was strong to speed up demobilization generally, and in particular to release certain groups of reserves. Letters poured in—1900 of them during the week before Christmas, requiring the undivided attention of 80 officers, enlisted men, and civilians in the Bureau—demanding the release of fathers, college students, men in industry,

STATESIDE LOOKS MIGHTY good to men (above) arriving at New York from the Pacific aboard the AP USS Wakefield as demobilization goes on.

bachelors, teachers, torpedomen, farmers, policemen, minors and miners, professional athletes, Waves, doctors, dentists, public relations counsellors, and cheese makers. But a generally favorable reaction to the immense undertaking was achieved by the Navy's holding strongly to the position that there are normally but two ways to be released: by reason of point score or by reason of hardship.

What of the future? One thing seems certain; even after the successful prosecution of the bloodiest war in history, the Navy cannot rest on its laurels, and the Bureau of Naval Personnel cannot relax. The Planning Section is still on the lookout for technicians; punched card machines are still poking their steel fingers into the business of specially qualified personnel; demobilization must still release a couple of hundred thousand men; and ALL HANDS must still meet its deadlines. So BuPers marches on. It has to. When you're dealing with such a live article as men, you can't take time to sit back complacently and fondly view past accomplishments.



SAILOR HEADS FOR HOME via Lido Beach, one of SepCens set up by BuPers to demobilize personnel.



Official U. S. Navy photograph

STARS AND STRIPES float proudly over skylarking native school children during recess. Scene is in Marshall Islands.

REBUILDING FOR PEACE

AS HUNDREDS of Pacific islands nod back to sleep after the nightmare of war, a group of unsung Navy men quietly works to restore to native tribes a "way of life," a tenor harshly turned awry.

This group is Naval Military Government. Its mission, broadly, is rehabilitation of the native peoples. In the absence yet of peace treaty or United Nations decision delineating the sovereignty of lands once Japanese-held, NMG pursues its mission by encouraging and helping to provide housing, education, commerce and industry, and the ways of health.

Native governments, as this undertaking progresses, are given maximum opportunity at reestablishment. NMG, in fact, gradually is withdrawing its officers and men from scattered islands in the Pacific. Some of these pin-points of earth now are visited only monthly by NMG representatives. Formerly all were under the direct su-

U.S. Military Government Rules Captured Islands, Encouraging the Natives To Re-establish Their Prewar Way of Living

perision of a Military Government officer.

The pattern of rehabilitation is being followed throughout the American-occupied islands of the Pacific. At fabled Truk, for example, where the Japs are popularly supposed to have maintained a gigantic naval base, MG organized a school where instruction is given in reading, speaking, and writing English and in personal hygiene and sanitation. An apprentice school is planned where natives may work part time and study part time in order to learn a trade. Work has begun on a hospital and medical offi-

cers and corpsmen have formed inspection teams for organized visits to native villages. MG also has made efforts to reestablish the fishing industry at Truk, though it found the Japs had made off with most of the usable fishing craft.

On Truk, as on other conquered islands, efforts are directed toward bettering the welfare of the indigenous peoples. Japanese are removed from positions in the government and relieved of advantageous posts they may have attained in agriculture and commerce.

Repatriating these enemy nationals is one of MG's big jobs. In the first six weeks of this year, 986 Japanese, 3503 Okinawans and 159 Koreans were repatriated from the island of Rota. Twenty-two Japs and 5234 Okinawans were repatriated from Tinian last March.

These, of course, were enemy-held islands. Their sovereignty, nominally Japanese under a League of Nations

mandate, is something to be decided by peace treaty or United Nations decision. On an island like Guam, a United States possession since 1898, though Military Government operated with more attention to detail, the pattern was essentially the same.

A few weeks ago President Truman appointed Rear Admiral Charles A. Pownall, USN, to be Naval Governor of Guam. Proclamations were issued effectively ending Naval Military Government on the island and restoring Naval Civil Government. However, under Admiral Pownall the basic functions carried out by military government will remain essentially the same.

Naval Military Government moved into Guam in midsummer, 1944, nearly three years after a few hundred sailors, Marines and natives of the insular force, having fired a few futile rounds with rifles and 30 caliber machine guns, Guam's only defenses, had surrendered to the Japs. MG quickly placed the native Guamanians in refugee camps, out of the way of the troops, and put them to work—building homes for themselves, reestablishing farms, gaining as great a degree of self-sufficiency as possible in order to relieve the combat forces of the burden of their care. Thereafter, the Military Government pursued its mission—rehabilitation of the native population—in a variety of ways:

Housing—The towns of Agana, Piti, Agat and Sumay on Guam were demolished utterly by bombs and American naval guns. Residents of these towns now live in MG villages, in houses built at a labor-cost of \$204 each, including heads, wash racks and shower houses. Agat village was built on the beach where the Marines swarmed ashore on D-day. Dunnage, scrap and salvage lumber, of which the villages are built, was given away free and in most cases hauled to its destination by MG trucks. Tar paper for roofs was given away. MG replaced coconut roofs, enlarged houses, installed new heads and wash racks. In general, the people of Guam are better housed, MG says, than before the war—except for 85 per cent of the people of Agana, the capital, who lived in modern homes not readily replaced.

Education—Under MG, 22 schools, five of them brand new, were set up on Guam with an enrollment of 7537 students (more boys than girls) and 190 teachers. About five per cent of the latter have, because of experience and training, the equivalent of one or two years in normal school; 40 per cent are 12th grade (high school) graduates. Only two or three have attended secondary schools in the U.S. or Hawaii. Playgrounds and ball fields are plentiful and athletic gear is given free. Desks and furniture were built and installed by MG. A program of "teaching teachers" provides for some students to go to school a half day and teach a half day. In the "early days" of MG, the Navy printshop reproduced all textbooks for use in the schools. Texts are imported now. Nine 37-passenger buses trundle pupils to and from school, many going to high school in Sinajana. Some of

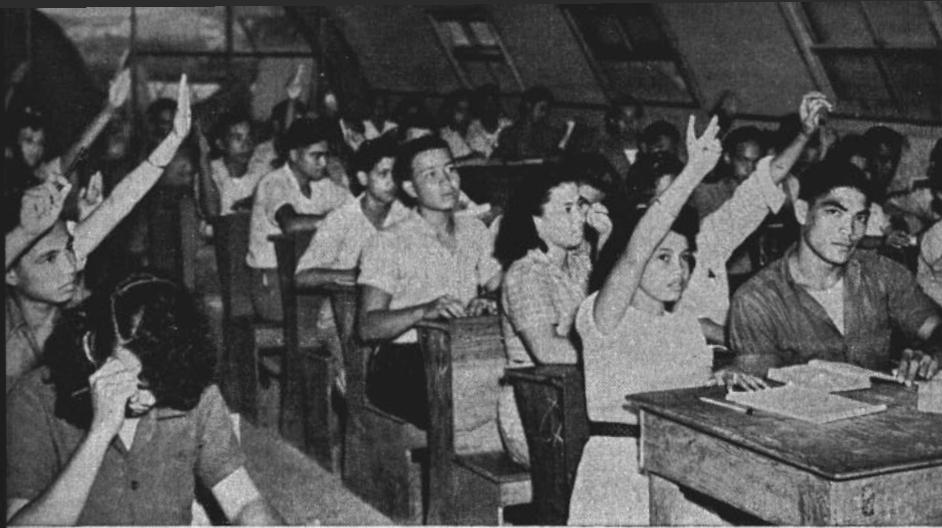


Official U. S. Navy photograph

BRIGHT OUTLOOK for natives of Pacific islands finds expression in this view from Governor's Palace at Agana, ravaged prewar capital of Guam.

'NOW, HEAR THIS!' Native commissioner makes announcement to residents of Agat. Village is built on beach stormed by American Marines on D-day.





Official U. S. Navy photograph

64-DOLLAR QUESTION—well, a question anyway—draws few volunteers in classroom of Guam's George Washington High School at Sinajan village.

the school buildings are used as town halls.

Public Health—Medical treatment is supplied by a staff of Navy officers and nurses, assisted by hospital corpsmen, one or two native doctors and various native student nurses and helpers. MG established a full-scale hospital in Quonset huts, and 14 outlying villages have their own dispensaries. The hospital already has recorded 100,000 treatments, the dispensaries another 22,000 and public health home treatments total 16,000. Last February, high school students were given chest X-rays; every high school student on the island gets a tuberculosis patch test. At a child health clinic pre-school examinations are given and immunizations are undertaken for typhoid, small pox, tetanus, diphtheria, and whooping cough.

In February the island had 108 births, 18 deaths, and 40 marriages; in the first six months of MG the civilian population increased 90 per month. A medical school for native practitioners is in operation, offering native students of Guam, as well as other islands, a four-year medical education. When trained, students from other islands return to their homes to practice. There is also a training school for native nurses. Sanitation regulations are strict, regular inspections being prescribed for all bakeries, barber shops, restaurants, homes, schools and beauty parlors.

Public Safety—The police department has been made up of three Marine Corps officers and 80 Marine enlisted men, abetted by 145 civilian patrolmen and two clerks. Sixteen members of the department were cited

last month by Secretary of the Navy James Forrestal for meritorious service as members of a combat patrol flushing holdout Japs out of the bush. The patrol, since Guam was secured, has killed 117 enemy troops, captured five and probably killed 20 others after trailing them to their hideouts. The native commissioner of each village—a "mayor" appointed by MG—has police power and can assess fines up to \$5 for violations such as minor infractions of health and sanitary regulations. Four radio-equipped jeeps have a daily patrol schedule in which they cover 19 police outstations.

Utilities—Naval Government is responsible for the civilian water supply on the island, pumping, storing, chlorinating and distributing supplies at several points. The Government electric shop installs and services all naval government and civilian power plants. Some Guamanians procure generators from dumps, repair them and set them up. They are permitted to tie onto Naval supplies for \$3 per month, and plans call for at least one plant in each village. The Guam Bus Lines, which has six semi-trailers and some lesser rolling stock, was started on 7 Dec 1944 and never missed a run. The ice plant was built from salvaged material and turns out eight tons of ice daily.

Economy—Guam's economy has been subjected to a complete change by the war. Prior to 1941 the life of the island was keyed to the Philippines and the Orient, from which she imported such essentials as sugar, rice, canned fish, and meats, as well as men's and women's clothing. Food and clothing now are sold through native stores licensed by Naval Government and at ceiling prices strictly enforced. These have been allowed to rise 8½ per cent since July 1945. How-



Official U. S. Navy photographs

NATIVES' HEALTH will eventually be in hands of doctors drawn from island population, trained in the Navy's medical school (left). At right, piles of bananas—strictly unrefrigerated—go on sale at farmers' produce market.

ever, with the establishment of a civilian economy geared to U.S. costs and prices, Guam will see a new and higher standard of living. In anticipation of this, the Navy has undertaken to raise wages to help bring about a gradual conversion to an economy based on that of the U.S.

The Navy also has attempted to protect the Guamanian businessman by not permitting non-Guamanian firms to engage in business on the island until the native firms are completely reestablished. This protection is considered vitally necessary, because few Guamanians have either the capital or the experience to enable them to compete with stateside or Honolulu merchants. By the first of May, 219 private firms had begun business in Guam, but by far the great majority of these are small establishments such as bakeries, laundries, tailor, barber, and repair shops, restaurants and drug stores.

Agriculture is given stimulus by the Guam Agriculture Station, established by MG, which includes a poultry breeding farm (355 chicks in February), hog and cattle breeding farms, and a plant nursery.

Legal—An early action of the Navy Military Government was reestablishment of the jurisdiction of Guamanian courts, staffed by native judges with the exception of the Court of Appeals, the island's highest court, on which sit three American officers and two Guamanians. Congress has passed legislation authorizing the settlement of claims brought by Guam residents and has authorized funds for the rebuilding of public edifices and utilities in towns devastated during the hostilities in 1944. CNO has created a Land and Claims Commission which for more than a year has been appraising property, fixing titles, and receiving claims. Nobody has been paid off yet, but implementing machinery is starting to move and



Official U. S. Navy photograph

NURSING INSTRUCTION for this quintet of native girls is being carried on under supervision of Navy nurse. Guam will have a modern medical center.

action is expected soon. A Land Transfer act provides for the transfer of Federal land to Guamanians dispossessed when their lands were taken over for military use.

Religion—Many churches were destroyed or damaged during the invasion. MG rebuilt some of these and supplied materials and labor for reestablishment of others. The population of Guam is mostly Catholic; there are about 700 Baptists on the island.

Miscellaneous—Eighteen Boy Scout and 12 Girls Scout troops are operating on Guam . . . There is no unemployment, and nobody is on relief . . . Mean temperature is 81 degrees, mean humidity 80 per cent . . . The beaches and the nights are beautiful . . . In one week not long ago 17 American servicemen, including a Marine Corps officer, requested permission to be discharged on Guam . . .

Because of GI dumps and GI generosity the men have plenty of clothes.

The public library has 8000 volumes, the high school library 3000 . . . A City Planning Commission is bent on rebuilding Agana into a modern city . . . To get ideas, the commission conducted an essay contest which 600 sharp young Guamanians entered . . . \$280 went to 10 winners . . . MG built 20 miles of coral-top roads . . . These are in addition to 120 miles of Navy roads.

The last two holdout Japs on Tinian were captured in March . . . Several hundred are believed to be still hiding out on Guam . . . The Wotje (Marshall Islands) baseball club not long ago put \$863.62 in the bank, to be used as a nest-egg for the purchase of a trade store . . . MG arranged for the shipment of 33 head of cattle and 45 hogs to Okinawa in February (two of the cows died) . . . on Kusaie in the Carolines, MG offers prizes to encourage native handicraft, especially weaving.



OLD AND NEW transportation methods exist side by side on Pacific islands. Guam bus lines (left) are supervised by the Navy; buses are driven, repaired, and maintained by natives. Villagers rely on carabao and cart (right).

AIR RESERVE ACTIVATED

The Naval Air Reserve Program which has been under way on a volunteer basis since last December was authorized to activate on 1 July by Secretary of the Navy Forrester. Plans are to have 1,600 planes at 21 bases to be used for training an Organized Reserve force of 6,000 Navy and Marine aviators and 19,700 enlisted men, a force large enough to provide airgroups for 73 carriers of various classes and 24 multi-engine squadrons.

Bases have combat planes of the latest types which will be used to help veteran combat fliers retain their peak efficiency and maintenance crews to maintain their skill and efficiency in repairs of aircraft. Aviators and aircrewmen alike will be permitted to fly approximately six hours per month in addition to an annual two week tour of duty at sea. This tour of duty will include carrier takeoffs and landings, flight time to be about 30 hours.

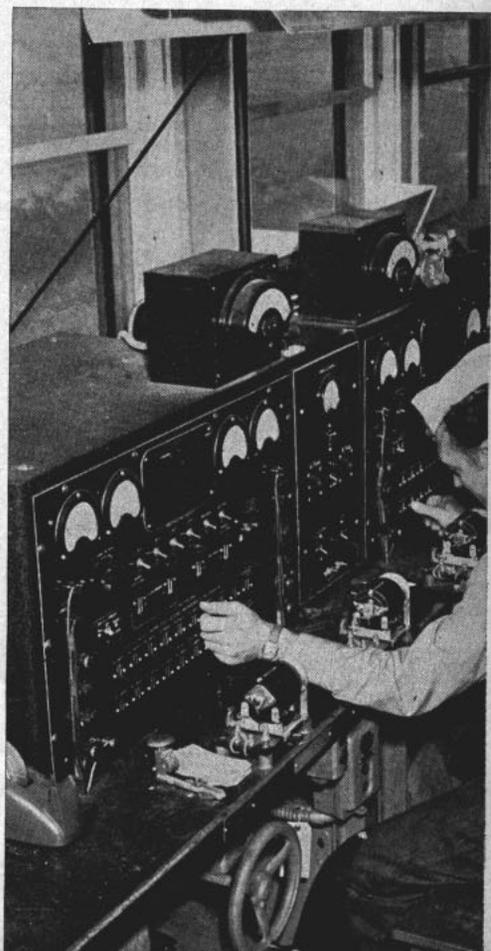
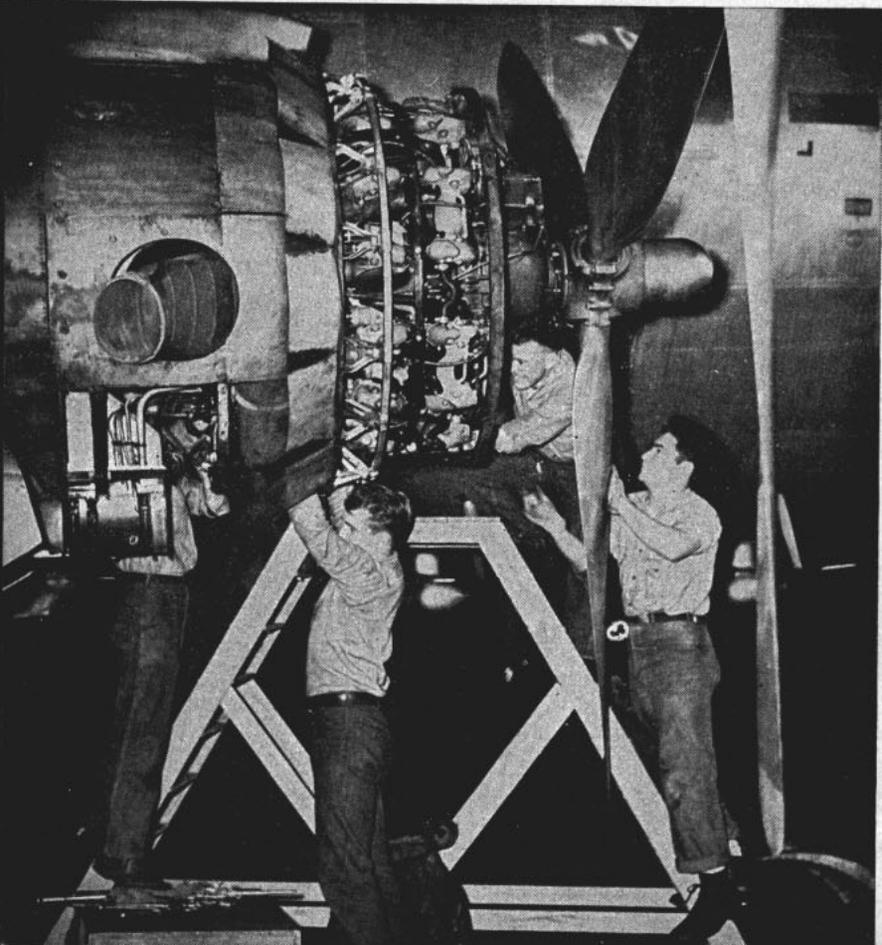
Under present regulations personnel will average four drills per month and will receive pay for one day for each drill at the rate of one-thirtieth of monthly base pay. Pay for the annual cruise will be one-thirtieth of monthly base pay for each day of the cruise.

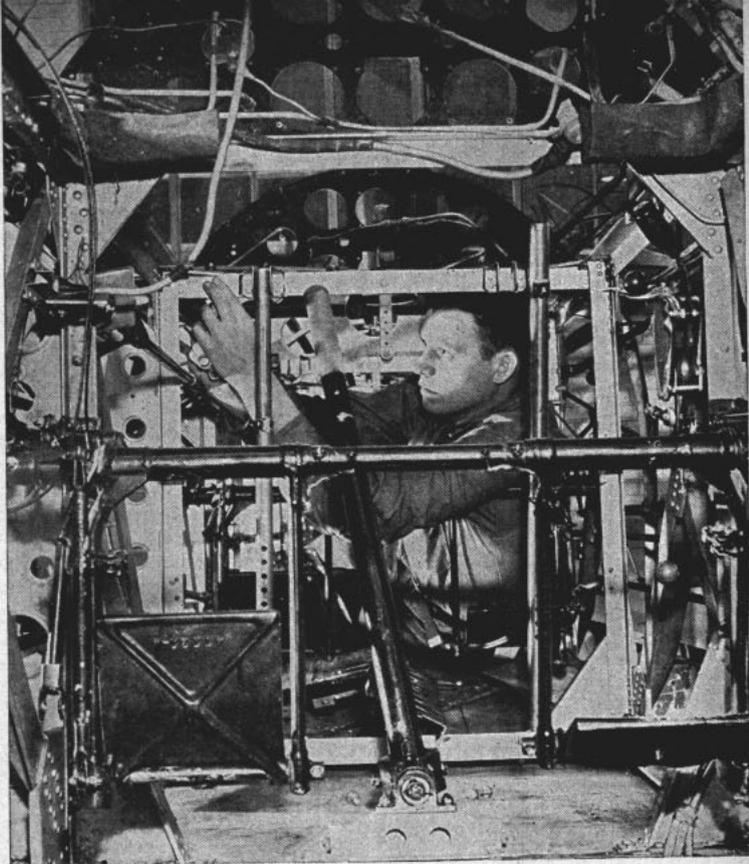


WAVES (above) will have a part in new Air Reserve, if Congress approves Navy's postwar WR proposal.

AVIATION MECHS (below) strip the engine of an R5D in the repair hangar at Olathe's air reserve station.

AVIATION RADIO TECHNICIANS (below) expertly test a line of diminutive generators at NAS, Olathe, Kans.



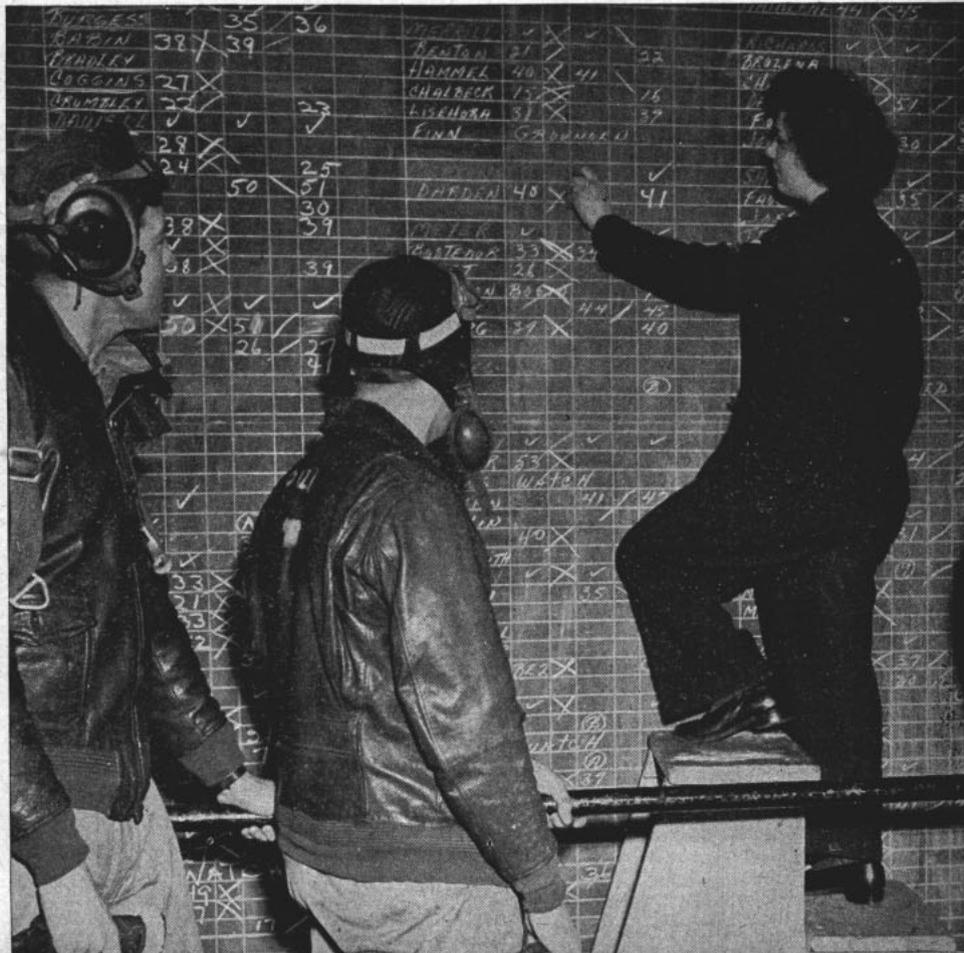
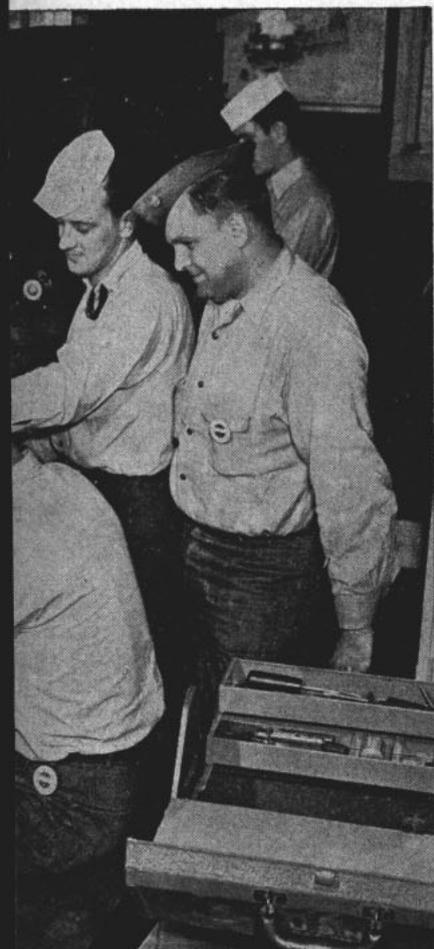


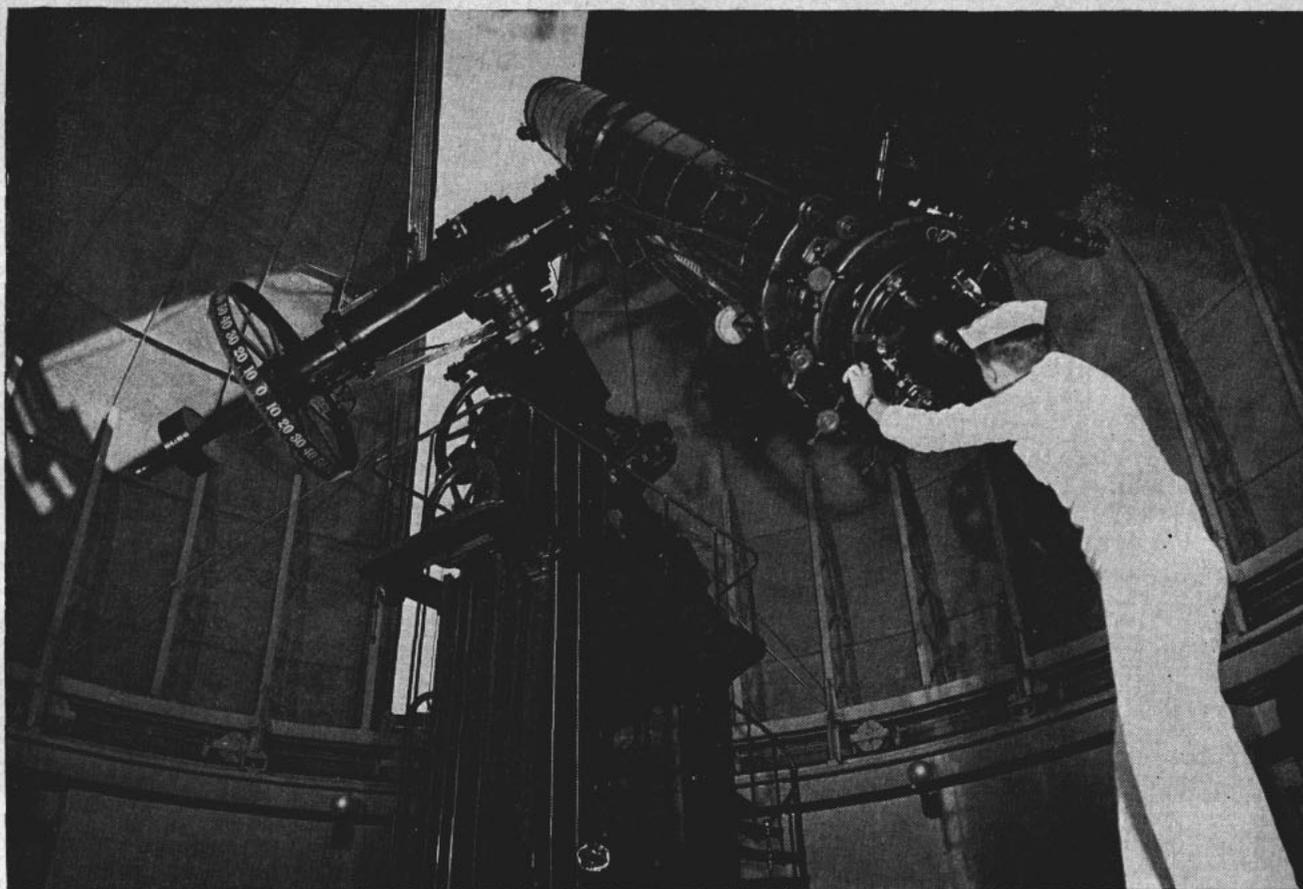
Official U. S. Navy photographs

CONTROL TOWER volunteer operators (above) will operate control towers of 22 reserve stations after 1 July.

PILOTS WATCH schedule board for plane assignments (below) in operations office of NAS, Glenview, Ill.

CAMOUFLAGED (above) in the structural maze of a plane, an Air Reserve mechanic traces his wiring.





ASTRONOMERS at the U. S. Naval Observatory check lunar tables with this 26-inch equatorial refracting telescope.

WORLD'S TIMEKEEPER

A CANNIBAL may figure time by the intervals between bellysfull; a sky-happy window-washer may know it is noon because he has swabbed his way to the 45th floor. But for modern industry, geared to the clock, and for a modern navy of intricate global operations the most precise measurements of time are essential.

Determining time for the setting of America's clocks and chronometers is one of the functions of the century-old U. S. Naval Observatory in Washington, D. C., whose far-ranging activities run from observing sun spots to supplying such publications as the Nautical Almanacs for navigators of the country's ships and aircraft.

From the Observatory each hour during the day, time ticks are sent to the Navy Department in the downtown area of the nation's capital. Navy Radio NSS, at Annapolis, Md., receives these signals four times daily and broadcasts them to the Fleet and our far-spread shore bases.

The ticks, automatically sounded by an electric quartz-crystal clock are furnished free to all firms and individuals who provide wires to the Observatory's transmitting room for this purpose. These signals are received by the American Telephone and Telegraph Company and the Western Union Telegraph Company and re-

Here Is the Story of the U. S. Navy's Star Gazers Who Deal in Light Years But Never Neglect the Thousandths of Seconds

layed by them or various radio broadcasting stations to every city in the nation.

Computation of correct time astronomically was one of the reasons for establishing the present Observatory, which had its beginning in 1830 as the Depot of Charts and Instruments. The Observatory's time service, created as a means of correcting errors in Navy chronometers, has developed into an elaborate system of continuous observations of the "clock stars" and the broadcasting of regular time signals.

In order to determine time with high precision, it is necessary to observe stars or other celestial objects with a telescope. The fine points of measuring time as practiced by the Naval Observatory are quite technical. However, the basic principle is fairly simple.

The earth rotates on its axis. This rotation causes the sun and the stars to appear to cross the sky from east

to west. If a person located on the earth's equator measured the time interval between two successive passages overhead of a very distant star, he would have the length of time it takes the earth to make one complete turn, or one sidereal day.

Most commonly used instruments for measuring this interval accurately for time determination are called meridian transit telescopes. However, in recent years a new type of telescope has been put into service for time work at the Observatory. It is called a photographic zenith tube. Rigidly fixed in a vertical position, it takes photos of stars whose paths cross the instrument's line of sight.

After the light of a star strikes the edge of the zenith tube it continues through the lens to a mercury-filled basin at the lower end of the instrument. The mercury surface reflects the light and it comes to focus on a small photographic plate located just under the lens.

This photographic observation method, which determines time to within several thousandths of a second, has not been installed at any other observatory but several institutions, including the Greenwich Observatory, are planning to install similar equipment.

A number of quartz-crystal and

pendulum-type clocks are used as standard clocks to measure the time between star sights. All of them are maintained under constant temperature and air pressure. Visitors may view the vault-enclosed pendulum clocks through a specially built periscope. Each night the clocks are checked with each other, with the time indicated by star observations and with crystal-controlled time signal transmitting devices. Since the Clock House is the center of the Observatory Circle, which comprises 72 acres and has a diameter of 2,000 feet, the standard clocks are safeguarded against street traffic vibrations and other external disturbances.

The automatic time broadcasting service has now been in continuous operation 12 years. Time signals were first sent out so that navigators might check their chronometers before leaving port. Today, in addition to setting time for the nation and generally for navigators at sea, many special uses have arisen.

These include longitude determinations for precise surveying and map making and gravity determinations for locating minerals and oil. Radio monitoring stations employ the signals in checking the frequencies of transmitting stations. Seismologists use them in coordinating earthquake data. Watchmakers use them for checking the accuracy of their watches before selling them to the public.

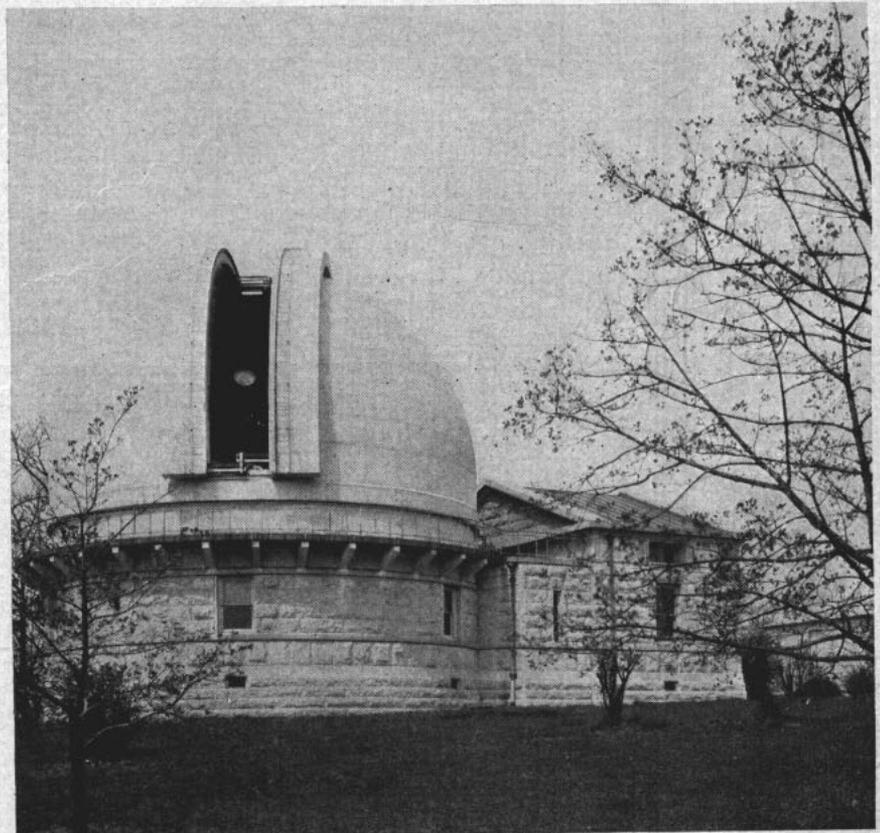
One of the major activities at the Naval Observatory is conducted by its Nautical Almanac Office. This office is a navigator's right hand, so to speak. It prepares and publishes the figures necessary in computing a ship's location at sea from the position of heavenly bodies in the sky.

These figures come in three convenient packages. The first and most comprehensive is the American Ephemeris and Nautical Almanac. (The word "ephemeris" means literally: a publication giving the computed places of the celestial bodies for each day of the year, or for other regular intervals with other data, for the astronomer and navigator.) The second, the American Nautical Almanac, is an abridgement which satisfies requirements of surface navigation. The third, a relative newcomer, is the American Air Almanac. Introduced primarily for aerial navigators, the first edition appeared in 1941. It is quicker to use but less accurate than the others. It filled the bill for the flyers who, flying perhaps 200-300 miles an hour and working under especially difficult conditions upstairs, needed a short cut to finding their way around. Many surface ships also favor the Air Almanac. It is published in three volumes per year, the others in one each. Since 1942 it has been printed by lithography from copy prepared automatically on electrical punch card machines, thus eliminating typesetting and typographical errors.

In addition to the almanacs, this branch of the Observatory compiles special publications upon occasion. Last year, for instance, the Nautical Almanac Office turned out a handy volume of tables. From them the time of sunrise, time of sunset, the length

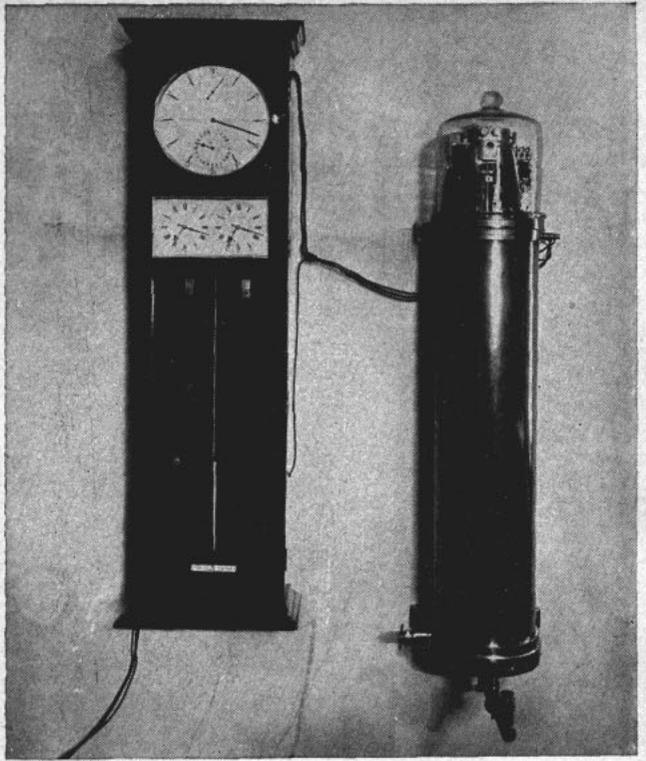


COMPLICATED VERSION of the old-fashioned sundial is explained by sailor. 'Solar work' has gained greatly in importance with Navy men in recent times.



Official U. S. Navy photographs

SATELLITES of Mars were discovered in 1877 by Professor Asaph Hall with a 26-inch equatorial refractor. The refractor housed in dome is shown above.



BASIC SIDEREAL Clock (right) measures time between star sights. **Punctual Wave** at left needn't be more than a few thousandths of a second late after checking her watch with the Observatory's super-accurate transmitting clock.

of day and the duration of twilight may be quickly and accurately found for any place in the world and for any day in the 20th Century—all this plus special data for more than 500 North American cities.

One of the Observatory's departments refutes the erroneous impression of many people that an observatory is a place which houses long-bearded star gazers, ponderous tomes and lofty theories. This is the Material Department.

Production figures, heretofore confidential, from this department show that during crucial war months the Observatory served the Navy by de-

signing, developing and producing thousands of dollars worth of precision instruments that could not be obtained elsewhere.

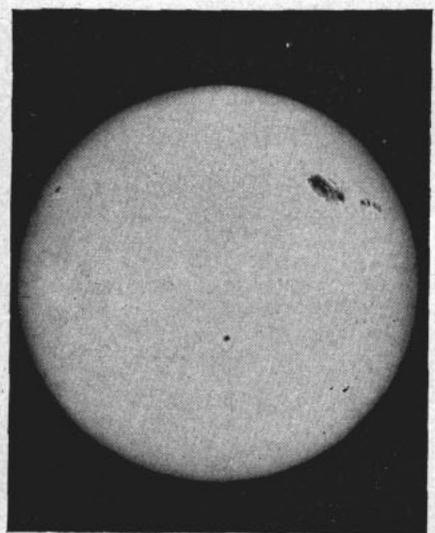
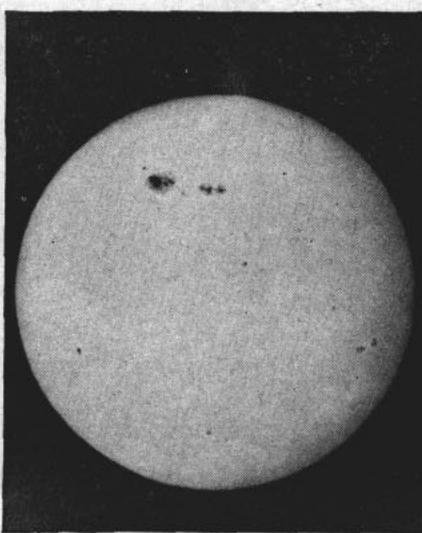
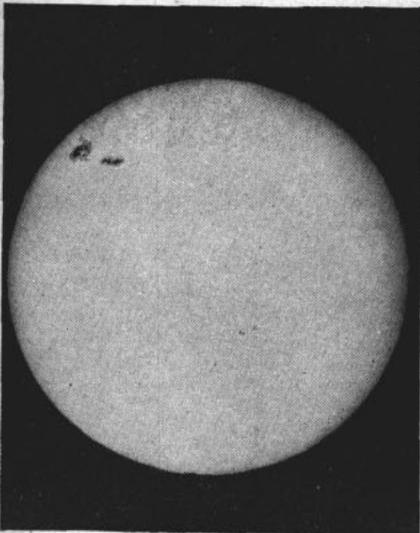
The Observatory's craftsmen worked quickly, testing, repairing, re-checking and filling in production gaps whenever they become evident. When it became known that a thin chemical coating on glass would reduce reflected light, the Observatory initiated work to make practical use of this for military optics. A satisfactory magnesium-fluoride coating for optical glass was developed.

Applied to the surfaces of lenses and prisms of binoculars and other

searching equipment, it increased light transmission and reduced reflection losses. Next, the Observatory then developed a high-vacuum technique for applying the coating.

Step by step important discoveries made in this field were turned over to naval activities, governmental agencies and commercial firms to be employed to advantage on a large scale.

The Observatory also performed some pioneering work in plastics. Its shop turned out a plastic fixed-focus binocular at a time when there was a critical shortage of the aluminum alloy used in the fabrication of binocular bodies. Samples were built and



ENORMOUS SUN SPOTS photographed as they moved across sun last February. Pictures show one week's travel.

Official U. S. Navy photographs

tested for the Navy, the Maritime Commission and the Army.

At one time during the war, the Navy found itself dangerously short of chronometers. The Observatory's Material Department was called in to join forces with commercial firms to initiate domestic production and bolster the output so that a reserve of these instruments was built up. Although emergency projects of this type were common, the department is primarily an inspection point and repair facility for navigational and aerological equipment.

For instance, during the fiscal year ended 30 June 1945, 13,178 new sextants, produced by commercial firms for the Navy, were inspected and collimated at the Observatory. A total of 684 old sextants were repaired. The repair section also doctored 341 mercurial barometers, 583 aneroid barometers, 353 stadimeters and 557 compasses. During the peak years of the war about 15,000 chronometers, watches, stop-timers and ship's clocks were inspected monthly.

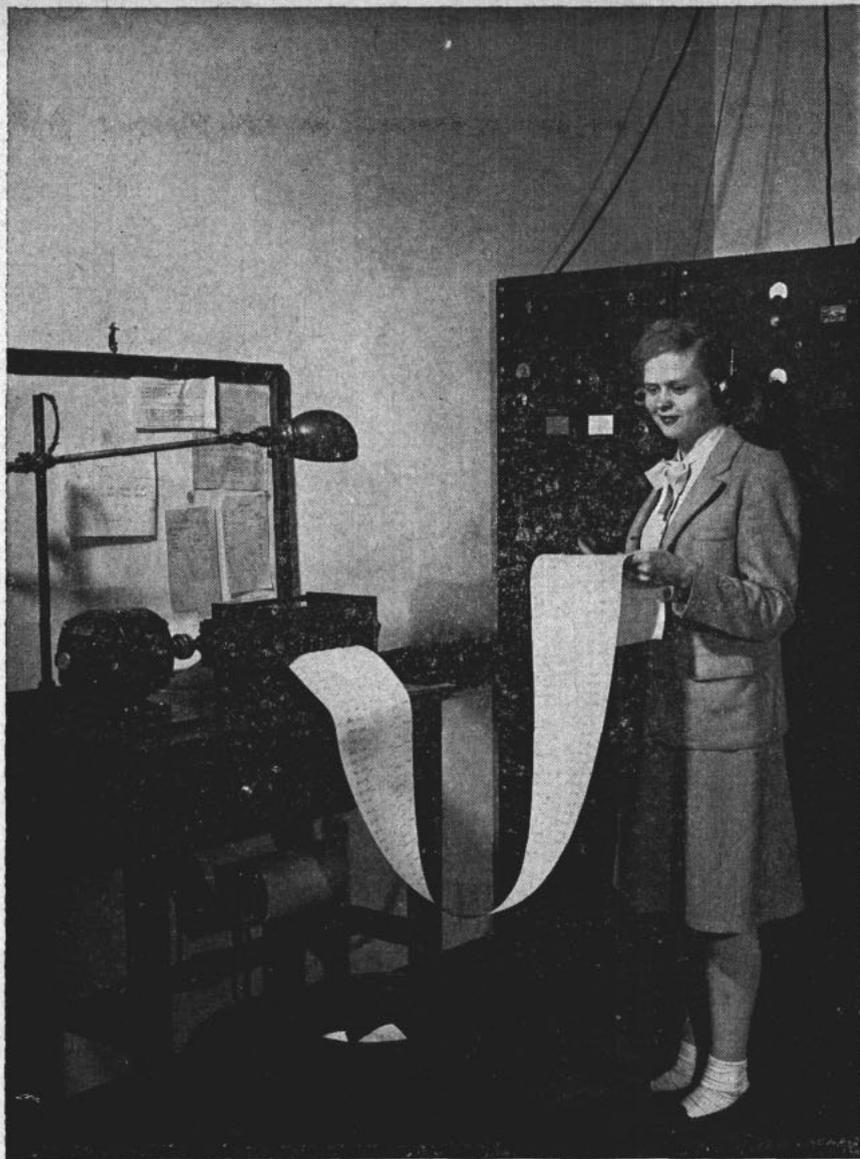
Custom building is a specialty at the shop. In collaboration with the National Bureau of Standards, the Observatory carried to completion the manufacture of an experimental direct fire sighting system in 1944 for use with anti-aircraft batteries. Working with the Borg-Gibbs Laboratories, an electronic chronometer was developed the same year.

From time to time the Hydrographic Office has need of gauges for measuring tide. These are produced at the Observatory because the demand is so limited that a private manufacturer would not build them. This is quite often the case with specialty items made at the Observatory.

Additional developments include an automatic position plotter for airplanes, a ballistics camera to measure the speed of a bullet and a mercury and mirror type astrolabe for determining position when the horizon is not discernable. The last named instrument was invented by an astronomer attached to the Observatory.

Throughout the war many pilot models of navigational and aerological gear were made at the shop. Often inventors submitted their projects to BuShips who in turn would direct the Observatory to produce models of the inventions. A few devices for which pilot models were made at the shop include an optical range finder, a compass reader attachment that magnifies cardinal points on a compass card, a fuel endurance computer, a ball recording and a bubble sextant. Unusual fixtures were developed for the production of chronometer spring detents and escape wheels and American chronometer manufacturers were informed of these developments for use in fulfilling Navy contracts.

Shortly after we entered the war, the late Frank Knox, Secretary of the Navy, made a country-wide appeal for binoculars. About 10,000 were loaned to the government. In return each donor received a check for \$1, plus the promise that his instrument would be returned to him in good condition at the end of the war if it had not been lost in action. There were about 135



'TIME TICKS', vital to navigation, are sent daily by radio to ships at sea. An observatory employee (above) is shown operating a 'time' transmitter.

losses. The rest of the binoculars are being brought in from the fleet, cleaned and repaired at the Observatory, and returned to the donors in first class condition. About one half of them already are in the hands of the donors. Others are being repaired at the rate of about 60 per week.

In addition to all these functions and activities, the Observatory well lives up to its name with its Observation Department. During the war, the business of looking at the stars became more and more important at the Observatory. As other nations were gradually forced to stop their astronomical work they naturally turned to the United States to carry on for them. The workload thrown on the Naval Observatory was heavy. Before the war each large observatory furnished information required by all. The office of the German *Berliner Jahrbuch* supplied data concerning Saturn's rings and satellites. The French office of the *Connaissance des Temps* furnished pertinent informa-

tion on the planet Jupiter. The Naval Observatory had to keep up the long-time astronomical records, taking over most foreign contributions and carrying on with its own.

Fundamental observations of the sun, moon and planets are made regularly by the Observing Department to provide data for future revisions of the tables representing the motions of these bodies. Similar observations of the stars are made and published as star catalogues for astronomers. A total of 2,789 star observations were made on 213 nights using the photographic zenith tube in connection with time calculations during the fiscal year ended 30 June 1945.

Most of the department's tasks are confining and arduous. Some are too expensive to be undertaken by private observatories. But the results are invaluable to the world of scientific research. The telescopes and other gear used by the department have answered many astronomical questions. Now completely modernized and up to date,

some of the instruments have been in use for many years. The six-inch Transit Circle was completed in 1897. The 40-inch Ritchey-Chretien Aplanatic Reflector was completed in 1934 and is the largest telescope of its kind in existence. It has been employed chiefly for photographic observations of comets and satellites. The Department's 26-inch Equatorial Refracting telescope is used to observe occultations of stars by the moon to improve the lunar tables of the American Ephemeris. Professor Asaph Hall discovered the satellites of Mars with this instrument in 1877.

A 12-inch Equatorial Refractor is used mainly for showing celestial bodies to visitors. The Observatory was closed to the public from 7 Sept 1939 until 1 Nov 1945. Conducted tours now are held daily at 1000 and 1400 on working days. Visitors by prior arrangement may look through the 12-inch telescope on Thursday evenings.

The lens of the department's 10-inch Photographic Equatorial telescope was ground at the Observatory. This telescope is used for the most part in photographing star fields for the positions of stars, comets or asteroids.

Observations of the sun, or solar work, have been steadily gaining in importance. A five-inch photoheliograph takes daily shots of the sun. The negatives are checked for the positions and areas of sun spots. The data obtained are employed in a study

of the relationship between solar conditions and magnetic storms on the earth. Reports are sent out daily and monthly.

The largest sun spot group ever photographed here was seen on 7 February of this year. The date represented the peak day of a group of spots which made their first appearance on 29 January and were last seen on 12 February. Extensive sun spot activity causes magnetic storms on the earth. These storms sharply increase the voltage of land wires and cause radio fade-outs. They also apparently inspire more rainfall. A check of tree rings in old redwood forests show greater growth and therefore greater distances between rings during past years of considerable sun spot activity than in other periods.

Innumerable things are attributed to sun spots by persons less informed on the subject. Currently it is popular to blame many unfortunate occurrences on these huge volcanic eruptions of gas and fire from the face of Old Sol. One reason the sun spot is the target of complaints is the fact that activity of this nature on the sun, noted here since 1897 when the Observatory started taking photos, runs in cycles of about 11 to 12 years as do so many other widely-felt phenomena, including sociological occurrences, with which we are more closely associated. Jupiter might be behind the whole thing because this largest of all planets has a year which is 12 of our

years long. In other words it takes Jupiter 12 years to go around the sun. But we cannot predict when spots will occur.

Sun spots cause enormous aurora borealis displays. The biggest northern lights show in the Washington area in recent years appeared on 17 Sept 1941. One of history's greatest magnetic storms occurred on Easter Sunday of 1940.

The Naval Observatory dates back to an 1830 order of the Secretary of the Navy directing the establishment of a depot of charts and instruments to assemble and care for the nautical instruments to be issued to Naval vessels. Observations of heavenly bodies began in 1842. However, the first time the designation "Naval Observatory" was used in a legislative measure was in an act of Congress on 3 Aug 1848. Superintendent of the Observatory throughout the war period was Commodore J. F. Hellweg, USN, who had served in the position since 1930. He was recently succeeded by Capt. R. S. Wentworth, USN.

As one of the oldest U. S. astronomical centers, the Naval Observatory many years ago attained a rank equal to that of England Observatory and Pulkowa Russia, and today, because of the excellence of its Nautical Almanac Office publications, the accuracy of its time signals, and the quality and accuracy of its positional astronomical work, it continues to be one of the world's foremost observatories.



NO SHIP WOULD SAIL without Observatory publications, thousands of which are filed in the library shown above.

Official U. S. Navy photograph



CORAL BEACH of Ulithi provides a good spot for a navigational beacon which men from USS Sumner are erecting.

CHARTING THE SEA LANES

SSOME OF THE best yarns related to the old lore of seafaring will continue to be told by men of the Navy survey ships. They had their day in battle, and often under fire they drew the charts which took our fighting ships deeper into enemy-held waters. And all the while they rediscovered the little-known map places of the world and their people.

Amid the thousands of charts accumulated by several generations of Navy men, the men who sailed aboard the survey ships tell their stories of how these graphic records of nautical information were collected. Aboard their ships—among them USS *Sumner*, USS *Bowditch*, USS *Pathfinder*, USS *Oceanographer* and USS *Hydrographer*—they painstakingly collected the data which today take our vessels safely over the oceans and into the most distant ports of the world. All of the innumerable soundings and wire-draggings, the multitude of triangulations spell adventure because the ceaseless job of plotting and sounding and placing of beacons in position have also meant strange meetings with curious peoples.

Sometimes those persons spoke through the media of long-forgotten logs and charts. Charting the seldom-visited island waters of the Southwest

Men of the Survey Ships Braved Battles to Chart The Places of the World So That Man May Safely Sail on the Vast Oceans

Pacific often meant re-examination of observations made by those intrepid skippers of old, Cook and Marshall and D'Entrecasteaux and Wilkes. Sometimes our hydrographers learned new facts from island natives. There's the example of Nukufetau atoll, or Depeyster's Island, part of the Ellice group near Funafuti.

When USS *Sumner* set out to survey that atoll in July, 1943, the Hydrographic Office knew that the last survey had been made by Lieut. Charles Wilkes, USN, on the U. S. Exploring Expedition from 1838 to 1842. But they didn't know that a 10-year-old native boy, educated at the Catholic mission on Nukufetau, would prove an invaluable source of cartographic information by helping Navy hydrographers name the islands of the atoll. Using a stick, he traced out the island names on the sand. His spelling, checked with Naval Intelligence later, proved to be entirely in agreement with previous spelling, and was incor-

porated into the Hydrographic Office's latest charts.

The *Sumner* men were well-entertained by the friendly Polynesians of Nukufetau. These islanders were an extraordinary and handsome people—in robust health, entirely free from venereal and pulmonary diseases, and with the most perfect sets of teeth ever seen by the ship's dentist. The visiting hydrographers were feted at a great native dance, and some of the men became friendly enough with certain families to be adopted as “brothers.” Free meals, the story goes, were included with this filial relationship. There were deep regrets when the *Sumner* left in August, even though it meant leaving waters not far distant from the Japanese.

Not every job was as idyllic as Nukufetau.

At Tarawa, the *Sumner* was under Japanese air attack for 26 out of 30 nights. There was plenty of work to be done at that island, as the only charts we had were nearly 100 years old. It wasn't until we won Kwajalein that the Navy got a real “haul” of recent Jap charts of these areas. These proved invaluable in the final phases of the Southwest Pacific campaign. Captured aboard a Jap warship, they were rushed by plane to Washington and used in drafting the

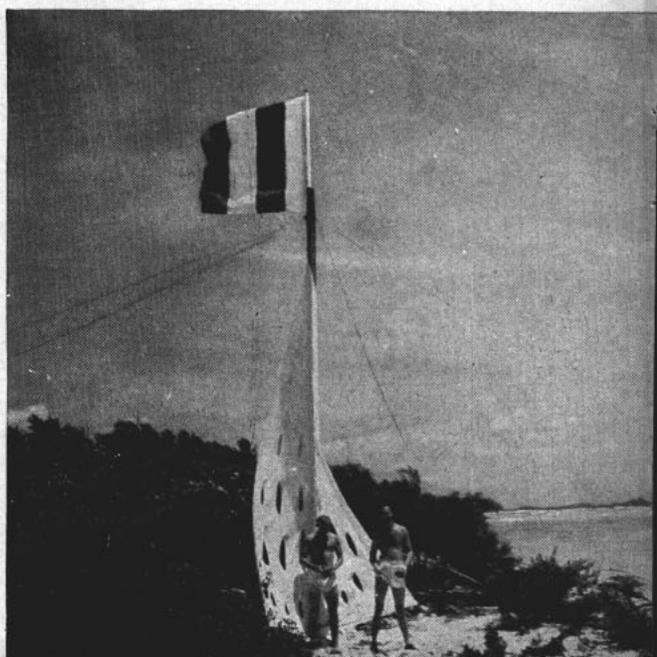
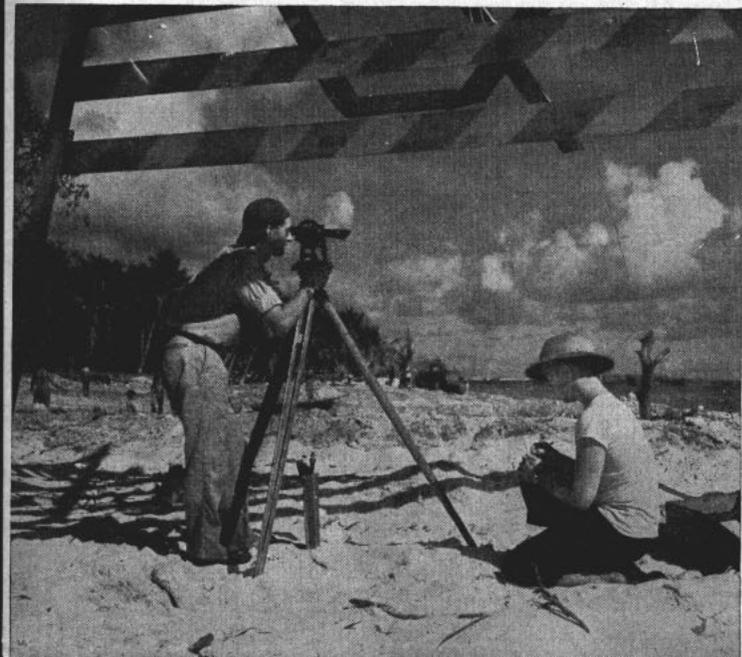


Official U. S. Navy photographs

USS JOHN BLISH, survey ship, (above) passes the oldest pagoda in China as she patrols the Yangtze River. Mobile unit (below) erects a tide gauge.



HYDROGRAPHERS (below left) take observations of horizon angles on conspicuous landmarks. Shore signal (below right) is secured. Some islands were last surveyed for ocean travelers by Lt. Wilkes' expeditions from 1838 to 1842.



charts which took us up to Tokyo and victory.

At Iwo Jima, the *Sumner* lost one man during an enemy attack. But they added their own hydrographic note to the now famous picture of the Marine flag-raising on Mount Suribachi. With the flag there only three days and the enemy lobbing shells at the *Sumner* anchored about 1,000 yards from the end of the Marines' front line, hydrographers planted their triangulation marker alongside the colors while the fight raged on.

Another survey ship, *USS Pathfinder*, claims a private invasion of Luzon back in March, 1945. In company with *PC1591* and two SCs, the *Pathfinder* departed San Pedro Bay, Leyte, P. I., on 10 March for Casiguran Sound to accomplish a survey of that area. Arriving on the 12th, they recovered the first of three triangulation stations just a few hundred yards down the beach from the spot where a small garrison of Japs was supposed to be.

As their report states at this point: "Due to the fact that personnel of this ship have not been trained for combat operations, the situation proved slightly embarrassing. The reconnaissance, however, was started by an abnormally large armed group for such an operation and the beach was well covered by the group of ships. The triangulation station was recovered in good condition, as were also four Jap machine guns, all well oiled and in working condition. . . . In view of the fact that all operations were being slowed due to the lack of knowledge of Japanese activity it was decided that a large armed party scout the neighborhood in the vicinity of the town of Casiguran. About 1100, the party landed at the old Government Pier and hiked the five miles to the town, investigating the surrounding country on the way. No Japs were found, but the entire town turned out shouting, 'The Americans have come!' 'God Bless America,' etc. The ensign, over a Philippine flag, was raised in front of the municipal building. Contrary



Official U. S. Navy photographs

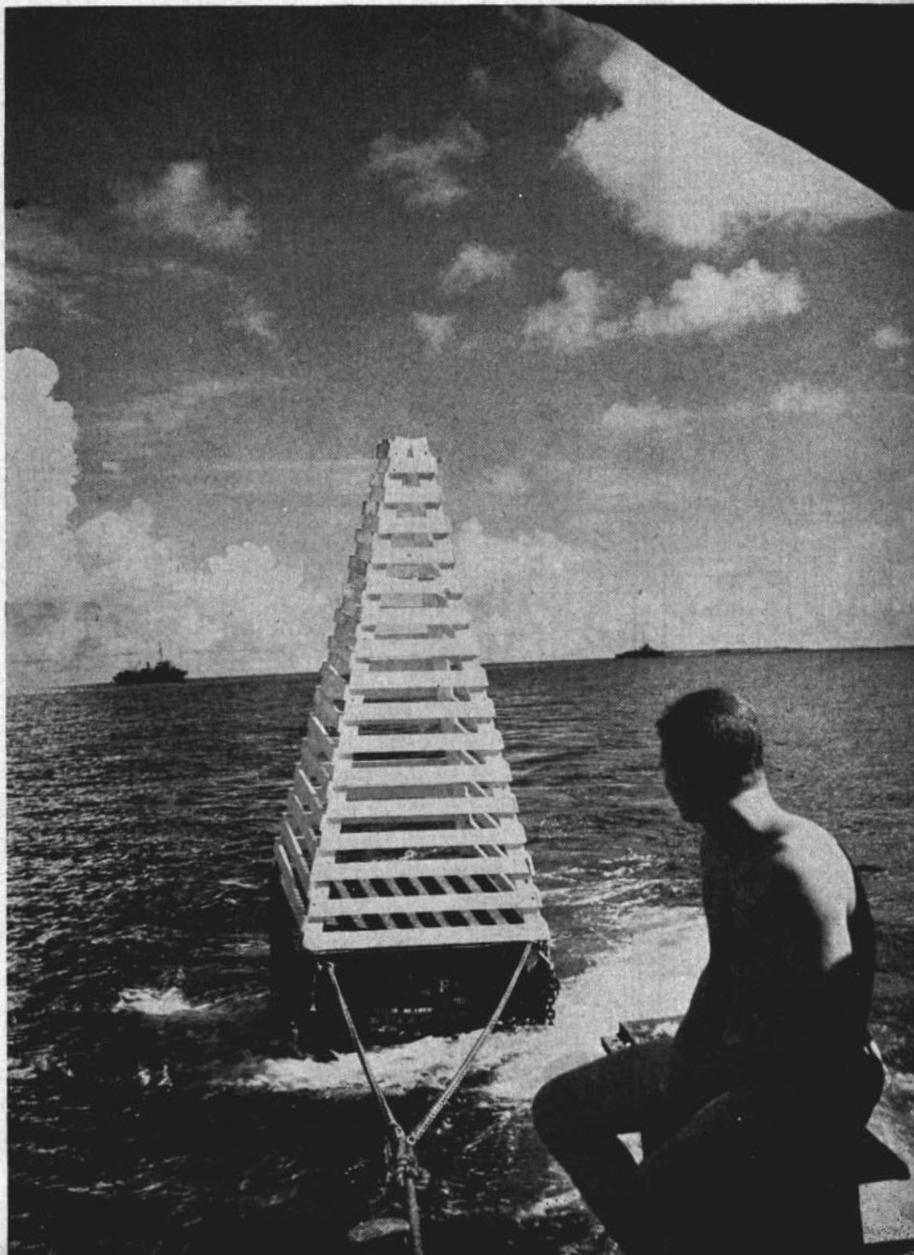
DRAG BUOYS (above left) are welded by Sumner crew members. Negative of chart (above right) is retouched by an expert at the Hydrographic Office, Suitland, Md. A floating beacon (below) is towed on a pontoon barge.

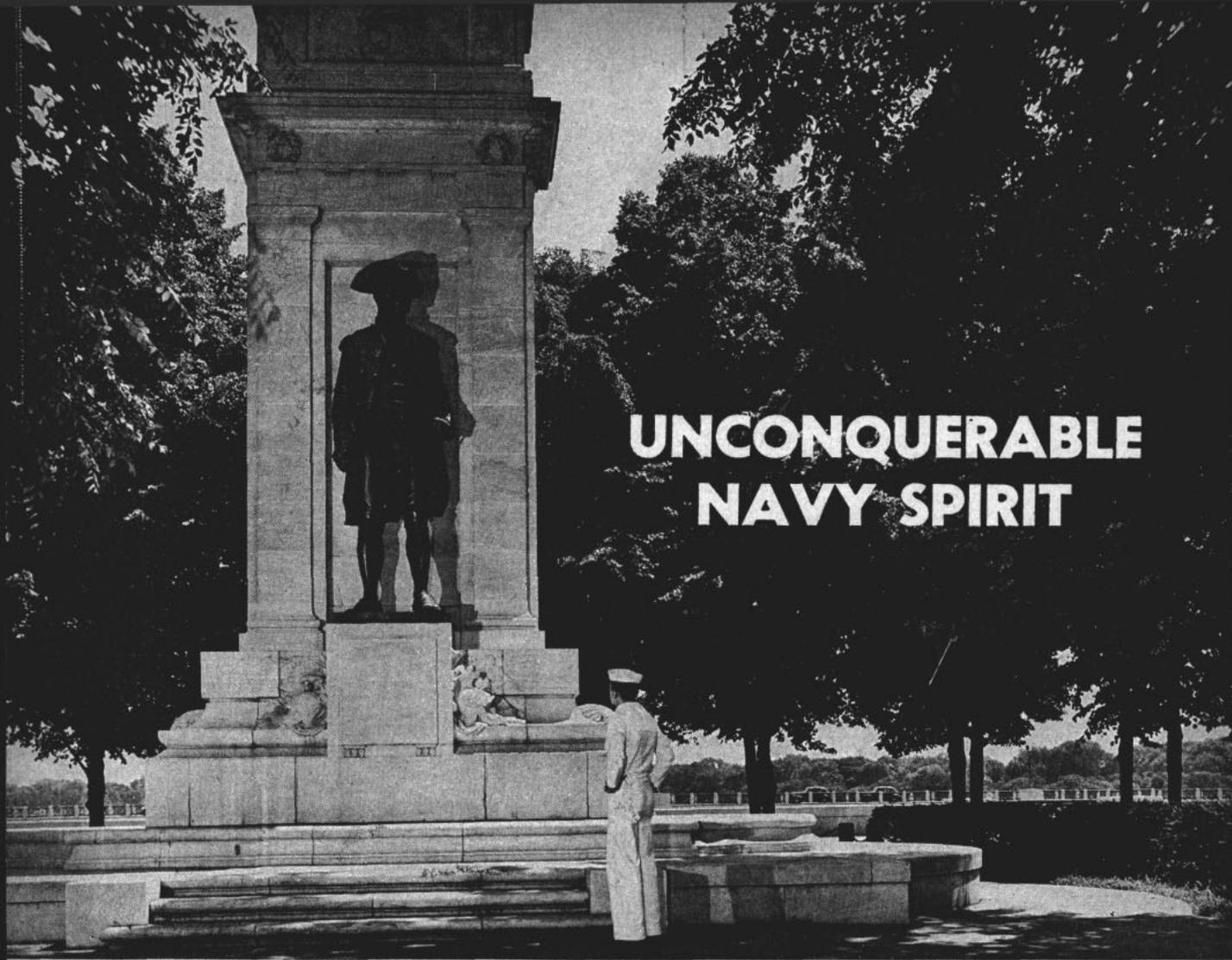
to previous reports, the natives are very happy to see the Americans."

The hydrographic party made its survey without further incident, and while they found two Jap launches, they did not see the former owners.

Now that the hectic wartime phase of chartmaking has passed, the Hydrographic Office finds itself confronted with the manifold problems of coordinating and reissuing information collected during hostilities. At present, however, there is one warlike job remaining: making surveys after Operation CROSSROADS at Bikini atoll. With secrecy surrounding a great part of this operation, little can be said about specific phases of that survey. But it seems clear that complete oceanic soundings and exploration of the sea floor at Bikini will be made.

Hydro also has upset nautical history from time to time. Take the case of the Los Jardines islands, discovered and visited by Alvaro de Saavedra in 1529, seen by Captain Marshall as late as 1788, and since then seen by no reliable navigator. For over 400 years charts of the North Pacific Ocean showed a small island in latitude 21°-40' N, longitude 151°-35' E, with the designation "Los Jardines, (E.D)." The two parenthetical letters meant simply, "Existence Doubtful." In recent years American and Japanese ships had made several determined searches to locate land in that vicinity. They failed to do so, and it remained for USS *Ramapo* to find in 1933 and 1939, by stematic search and survey, Jardines Bank, a double-headed submarine peak rising abruptly 12,000 feet above the ocean floor to within 6,720 feet of the sea's surface. This mountain is comparable in size to Mt. Fuji in Japan or to Mt. Hood in Oregon. What happened to the island—whether it disappeared beneath the sea because of an earthquake, or whether its discoverers made the same error in fix—remains a mystery.





UNCONQUERABLE NAVY SPIRIT

HEROES OF YESTERDAY set traditions for Navy of today. Here, sailor muses before statue of John Paul Jones.

Official U. S. Navy photograph

GITTING THAR fustest with the mostest is reputed to have been a famous Confederate general's formula for success in warfare. The story of John Paul Jones aboard the *Bonhomme Richard* is that of a man who got there lastest with the leastest.

John Paul Jones won anyway. He won despite an unseaworthy ship, a motley crew, and a treacherous ally. He won over superior forces capably handled by a courageous adversary. He won despite the fact that his own ship sank while his defeated opponent remained afloat.

Altogether, the encounter of the *Bonhomme Richard* and the British frigate *Serapis* in September 1779 was a remarkable one; but then, John Paul Jones—the Father of the American Navy—was a remarkable man . . .

Born the son of a humble Scotch landscape gardener, his youth included apprenticeship to a merchant in the American trade, a period of service in the British navy, and a term as an actor in a Jamaica company. In those days he was known as John Paul, adding "Jones" around the close of 1773—according to tradition in gratitude for favors bestowed on him by Willie and Allen Jones of North Caro-

John Paul Jones, Father Of American Navy, Drove Battered Ship, Ragged Crew to Uphill Victory In Spite of Heavy Odds

lina. In 1775 he was commissioned a "first lieutenant" in the Continental Navy, and subsequently as commanding officer of the *Providence* and the *Ranger* he acquired a considerable reputation as a raiding sea-captain from the viewpoint of the Colonies, and as a pirate in the eyes of the English.

Following his capture of the British *Drake*, Jones relinquished command of the *Ranger* and set about assembling a squadron at L'Orient in France. After exasperating delays he sallied forth in June 1779, and with somewhat less than complete cooperation from his subordinate commanders, whose orders appear to have read that they would obey Jones under all circumstances unless they chose to do otherwise, the ships took many prizes.

It was early in September that Commodore Jones' ships—whose number had dwindled to four, the *Richard*, *Alliance*, *Pallas*, and *Vengeance*—sailed southward between the Orkney and Shetlands Islands into the North Sea, and toward the battle that was to give the American Navy one of its great traditions.

Early on the afternoon of 23 September, Jones' lookouts sighted a fleet of 41 sail, convoyed by the 50-gun *Serapis*, and 20-gun *Countess of Scarborough*—merchantmen and naval escort of the richly laden Baltic fleet, transporting vast and valuable amounts of war materiel to the British coast. Jones rushed to the attack.

Perhaps *rushed* is not the proper word. The *Bonhomme Richard* was no swift sailer, and caution was too constant a consideration of Jones' captains to permit their speedier vessels to press the chase too closely. Both the British merchant ships and men-of-war stood in for the coast and the protecting guns of Scarborough Castle, and it was not until dusk that Jones was able to cut them off, and the warships actually made contact. Disregarding the commo-

dore's orders to form line for a coordinated attack, his supporting vessels cut away, cheerfully clearing the arena for Jones and the *Serapis*.

As in many a main event, the gladiators for a time sparred for position. Some of the sparring was verbal. Both vessels were pointing on the same northwesterly tack toward Flamborough Head, the *Richard* slightly in advance of the *Serapis* on the latter's port bow. Jones wished to align himself farther toward the stern of the enemy, and to the first hail of the Briton—"What ship is that?"—he replied, "I can't hear what you say!" To a second hail, Jones—still stalling for time—answered, "The *Princess Royal*." No further deception was possible, and the battle thunder rolled from the flanks of both ships shortly after 1900.

What was the comparative strength of the two forces? The *Serapis*, commanded by Capt. Richard Pearson, able and brave, was a copper-sheathed frigate, four months afloat, incorporating the best principles of British ship design as they were understood in 1779. On her lower and main decks were 20 18-pounders and 20 9-pounders respectively; and on her quarter-deck and fore-castle were 10 6-pounders, giving her a broadside of 300 pounds of metal. The *Richard* seems to have had six 18s, 28 12s, and eight 9s among her haphazardly collected ordnance, enabling her to throw 312 pounds (in less concentrated form) providing all six of her 18-inch museum pieces could be engaged at once. As a maneuvering vessel the *Richard* approached the hopeless; she was a converted East Indiaman, old, rotten—some say previously condemned even as a merchant ship as unseaworthy. But Jones' vessel was in admirable condition compared to his crew. In contrast to Pearson's 320 trained Englishmen, Jones' people were a mixture of more or less united nations. Not more than 50, including officers, were Americans.

Jones' supporting group of ships were unquestionably stronger on paper than the *Countess of Scarborough*, and could have played a decisive part in the fight had they not, for the most part, behaved in the most outrageous manner recorded of allies in the long history of naval warfare.

The broadsides of the principal combatants roared at almost the same instant; a moment later a second thunderclap burst from the *Richard* as her antiquated 18-pounders exploded, killing or maiming nearly their entire crews and blowing a hole in the vessel's side. Jones thus lost his largest guns and a good portion of his crew—and this with infinitely more damage to his own ship than to the enemy; his broadside was reduced to 204 pounds, two-thirds that of the *Serapis*. In the meantime he was taking hits near the stern from the *Countess of Scarborough*, not yet engaged by any vessel.

Jones wisely decided that he "was under the necessity of closing with (the enemy) to prevent the advantage he had . . . in point of manoeuvre." Once indeed he succeeded in running *Richard's* bows into the stern of *Serapis* on her weather quarter, only



NAVY'S LIFETIME is spanned by these plaques on memorial for John Paul Jones erected by World War II men at Jones' place of birth in Scotland.

to have his foe sheer away and continue the unmerciful pounding of the old merchantman. Then Jones had a stroke of badly needed luck, which by able seamanship he was able to turn to his advantage. *Richard* blanketed the sails of *Serapis*, and was thus able to forge ahead of her. The American's sails filled; then, says Midshipman Fanning, "our helm was put hard a weather . . . the main and topsails then braced back, a fresh flaw of wind swelling them at the same instant, which shot our ship quick ahead, and the *Serapis* ran her jibboom between our starboard mizzen shrouds."

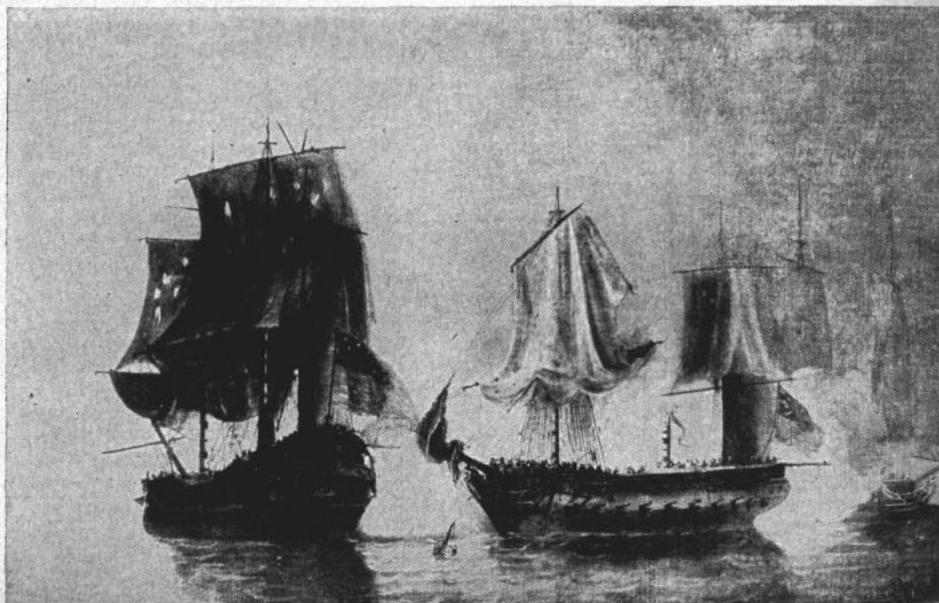
The grappling of *Richard* with her foe should not be likened, as some enthusiastic writers have implied, to a panther springing exultant upon its prey. Rather the act was more that of a groggy, punished fighter falling gratefully into a clinch with a fast-

stepping and powerful opponent who has been beating his head off; and it is doubtful if Jones and his officers, as the ships came together, gave vent to hoarse shouts of triumph so much as gasps of relief.

Pearson, loath to lose his tremendous margin of maneuverability, let go his port anchor, but the ships instead of separating as he had hoped, swung along side each other, lying starboard broadside to starboard broadside, stern to bow—yards completely entangled and the muzzles of their guns clanging metallically together as the vessels rolled. *Serapis* had undoubtedly lost some advantage, but she welcomed the American to her hug like a grizzly bear, her 18-pounders ripping through *Richard's* hull. . . .

Now out of the night came a ship of Jones' squadron—the *Alliance*, sleek new American frigate, perhaps the finest ship in the little Continental

OIL PAINTING by William Elliott shows high-built Bonhomme *Richard* at left, relatively streamlined *Serapis* at right with other ships in background.



THE BATTLE

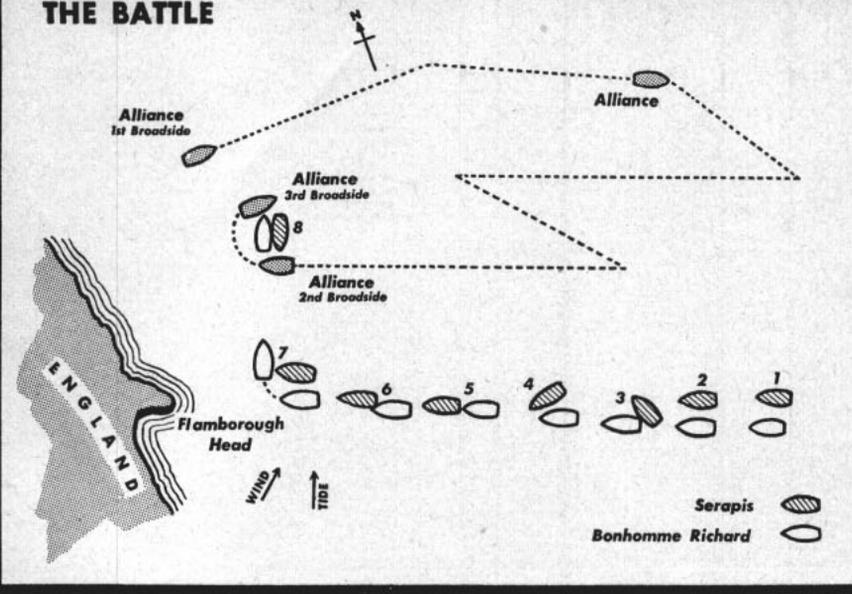


Diagram from de Koven's Life and Letters of Jones

BLOW BY BLOW account of struggle shows consecutive positions of two ships. Most of the fighting took place at position 8 with the ships interlocked.

Navy, commanded by that fantastic figure, the French sea captain Pierre Landais. The character of Landais, previously cashiered from the French navy, appears to have been compounded of equal parts of arrogance, egotism, cowardice, and treachery with an overall cast of insanity—he was relatively free from blemishes otherwise—and he proceeded, with an impartiality which might have been admirable under somewhat different circumstances, to fire upon both ships, spraying them liberally with crossbar and grape shot. Later he characteristically explained that he used grape because he knew it would scatter. Under conditions which despite darkness and smoke would seem to have made mistaken identity impossible, Landais three times closed with the combatants—always keeping clear of the unengaged side of the *Serapis*—and repeated the performance, each time damaging the *Richard* more than the Englishman. (Of Jones' other two ships, the *Pallas* under Captain Cottineau finally attacked and captured the *Countess of Scarborough*; the *Vengeance* spent the night on a moonlight cruise.)

By this time, under the ceaseless pounding of her doughty opponent, *Richard's* timbers had been blasted so that both sides of the ship were shot away, and some of *Serapis'* fire, insufficiently depressed, swept clear through the American's hull without hitting anything in particular. One cannon ball, careening through the ship, carried away one of the pumps which were being mightily plied to keep it afloat. This was the last straw for the ship's carpenter, who was a reasonable man and knew when he was licked. The carpenter told the master gunner that the ship was sinking, which was true, though she was settling but slowly. The two informed

the master-at-arms, and just then scuttlebutt reached them that Jones and Lt. Dale—the commodore's best subordinate—had been killed. The gunner, concluding that he was now SOP, lost no time clambering topside to surrender the ship, but found himself frustrated in his aim to haul down the flag, for a British ball had already shot it down. Accordingly—in the words of Navy Regs—he pusillanimously cried for quarter.

Pearson's own ship had taken plenty of punishment by now, and his ear was keen to hear such a request. "Do you ask for quarters?" he bawled hopefully. It was to this query that Jones made reply with the phrase familiar to American school children of the past 167 years: "I have not yet begun to fight!"

—At least Jones said something like that. His later recollection differed in wording, and there have been several versions of exactly what he did say. At least one source informs us that he added "a great oath." This last seems eminently possible. Jones, you recall, wrote upon the value of foreign language to the prospective naval officer; on this occasion he very likely made highly selective use of sea captain's French. To those who object that the words have a false theatrical ring, it may be retorted that Jones had been an actor, and was a theatrical person anyhow. At any rate he clearly conveyed to Pearson the idea that he wasn't having any, thanks, and turned his attention to the gunner, throwing two pistols at his head and knocking him studs over stern post at the foot of the gangway ladder, where he doubtless bemoaned the fate of a man literally caught between the devil and the deep blue sea.

Nonetheless, the ship was settling. Dozens of fires were breaking out.

Richard's 18-pounders had been abandoned after the first tragic blast; now her entire battery of 12 and 9-pounders on the main deck had been laid waste, and at the time Jones shouted defiance the only guns in action were three 9-pounders on the quarterdeck under the direction of the commodore himself. Most of the red-clad Marines were slain. An easily discouraged British boarding party was driven off, despite the fact the *Richard's* casualties now had neared 300—an unimaginably high figure, but one upon which both American and British reports agree. The *Richard* was unequivocally a beaten ship, and except for one circumstance the fight was hopeless.

That one circumstance was this: in the tops of the American vessel was a group of musketeers who could shoot. With their whistling musketballs they offset to a degree the crashing artillery of the *Serapis*; they drove the British marksmen from the tops and, strafing the decks, chased the crew below—like a squadron of fighters from the *Bon Homme Richard* of World War II they had achieved local command of the air. These sharpshooters having accomplished their mission, the way was cleared—in modern parlance—for attack by divebombers, which consisted of a number of hardy souls who crawled over on the rigging of the enemy and chose appropriate spots to drop grenades. One sailor, probably a Scot named William Hamilton, "had the presence of mind also to throw several down the hatchways, and one of them set afire a cartridge of an 18-pounder. . ." The flames ran aft; cartridge after cartridge exploded, with five guns going out of action and many men perishing in the blasts.

Capt. Pearson observed the damage wrought and the effect of the blow on the morale of his whole crew; he turned his sweaty, powder-stained face and eyed the tottering mainmast; astern he caught a glimpse of the *Alliance*, approaching for the fourth time. He had no way of knowing that this last constituted a greater threat for the *Richard* than for his own ship. . . .

At 2230 he hewed his colors from the mast with his own hand.

Long after the fighting had ceased, both victor and vanquished struggled to put out fires on both ships. Those on the *Richard* were finally subdued by 1000 the following morning, but by that time water was six to seven feet deep in the hold. For 24 hours, details from all ships fought to raise the water-line. It was a vain effort. Jones, the second day after the fight, wrote, "A little after ten I saw with inexpressible grief the last glimpse of the *Bonhomme Richard*." The gallant old merchantman went down with stern and mizzenmast uppermost and her colors flying. . . .

As Americans, French, and English watched the waters of the North Sea close over the battered wreck, some must have wondered how a man could fight such a ship to such a victory. But they knew the answer—or should have known. It was simply this: men meant more than ships, and mettle meant more than metal, then as now.

HOBBY LOBBY

TOPS! SHOULD be one at every station."—ACMM, USN.

"Would like to spend all my spare time there"—S1c, USN.

"Best thing the Navy's done for personnel"—Ens., USNR.

These comments illustrate the reception received by a full-grown hobby shop program at one naval station, NAS Alameda, Calif., which was installed and operates along lines suggested by BuPers. Many other stations have such shops and more are being added to the list every month, taking advantage of plans and directions for hobby shops offered by the Bureau to any command, ship or station, interested.

The CO of NAS Alameda lists the following advantages of a hobby program:

- Provides personnel worthwhile, on-station recreation.
- Teaches increased dexterity with tools and use of new tools and equipment.
- May lead to discovery of an aptitude, which in turn might lead to a change in vocation. It has aided adjustment to civilian life and occupation.

• Diverts casual spending money to worthwhile causes. Many articles made are expensive on the outside market, or unobtainable at any price. Personnel using a large hobby shop save up to 20 percent on materials, and they are given the facilities for making the article themselves.

Floor plans, equipment lists and installation hints, material lists and tools lists are offered by the Bureau



HOBBY SHOP program at NAS Alameda has enjoyed enthusiastic reception. In electronics shop above, personnel build and repair radio sets.

to commands. The Bureau will even lay out a floor plan tailored to the individual command's needs, provided a comprehensive blank plan of the space available for the shop is submitted. The lists and details cover more than 30 hobbies offering recreation to a wide variety of individual tastes.

Setting up a hobby program is not difficult. COs interested (ship or station) may take the following steps (see BuPers Circ. Ltr. 88-46; NDB, 15 April):

• Request BuPers (Attn: Pers 514) to place the command on the hobby craft mailing list, to receive general hobby shop plans and details for each specific hobby.

• Appoint an officer or petty officer with technical and practical background to head the craft program.

• Set aside a building or area within a building for the shop, taking into consideration personnel aboard, space available and number of individual crafts to be included in the program (a chart is available for determining accurately the space required by stations of various sizes for each hobby).

• If desired, send to the Bureau a floor plan of the space available, and a recommended layout will be suggested.

• Apply to BuPers (Attn: Pers 514) for two copies of the shop equipment list and suggested estimates. When the lists arrive, check off all items available locally, and return one copy to BuPers showing items required from the Bureau or other outside sources. Check available sources of surplus equipment to ensure that maximum equipment is obtained locally.

• Check budget estimates against the command's recreation (welfare) fund and estimate the amount needed to be supplemented by BuPers central funds. The needed supplementary funds may be loaned from BuPers funds upon justifiable request.

Shop layout—Aisles 48 inches wide are recommended to keep non-workers out of work area. Metal and woodwork shops should be located in proximity, to use a common tool crib

and materials room (but lumber should be given separate storage). Provide community tool crib for such things as leather craft, models, radio, printing, photography, art, weaving, lapidary (stone cutting and polishing), ceramics, fly tying and other "small" hobbies, to keep tools separate from the metal hobbies.

Services—For electric power, a four-wire circuit for three-phase, 208-220 volt, 60-cycle or single phase 220-volt with ground wire to allow for 110-volt, single phase current. Use double plug and three-wire outlets for light machine tool service. For lighting, 35 foot-candles at 35 inches off the deck is advisable.

Safety—Provide and post fire bills, keep five-gallon water tanks available in wood shops, and provide CO₂ for all shops. Safeguard machines by painting red lines on the deck around hazardous machines, and provide goggles at grinders, lathes and drills. Provide complete operating instructions for all machines, prominently tagged to each piece of machinery.

Warm color schemes, deemphasizing "navy gray" are recommended, and to top off the whole layout, a neon "Hobby Lobby" sign should hang at the main entrance.

Sources of supply may be as follows:

Navy excess and salvage—Local supply office; assembly and repair departments at air stations; salvage areas and pools; local public works departments.

Local contractors and wholesalers—Many government contractors have scrap and salvage which may be purchased reasonably.

BuPers aid—Some items are hard to get, such as gem cutting and polishing equipment, pottery wheels, woodwork lathes, wood planers, grinders. The Bureau has accumulated a small stock of surplus shop materials and equipment, which will be shipped to any activity needing them for a hobby program.



Official U. S. Navy photographs
GEM CUTTING and pottery are among dozens of hobbies which may be pursued at NAS Alameda shop.



Official U. S. Navy photographs

POSITION OF SURVIVORS 2,000 miles at sea can be located by shore stations using the new SOFAR equipment.

UNDERWATER TELEGRAPH

DISCOVERY THAT sound will travel through a certain depth zone in the ocean with so great an intensity that it can be heard as much as 3,100 miles away has led to the development of a system whereby air and ship survivors can be located far at sea.

In utilizing this new "underwater telegraph," called SOFAR from the phrase Sound Fixing and Ranging, survivors would drop TNT charges whose sound waves would be picked up by shore stations and plotted on charts to determine the position of the explosion.

The system has been developed by the Navy in cooperation with the

Through Use of TNT Navy's SOFAR System Locates Survivors, Aids in Navigation And Spots Volcanoes

Woods Hole Oceanographic Institution, Woods Hole, Mass., and it is planned to install the first network within the next year to cover the general area between the west coast of the United States and the Hawaiian Islands.

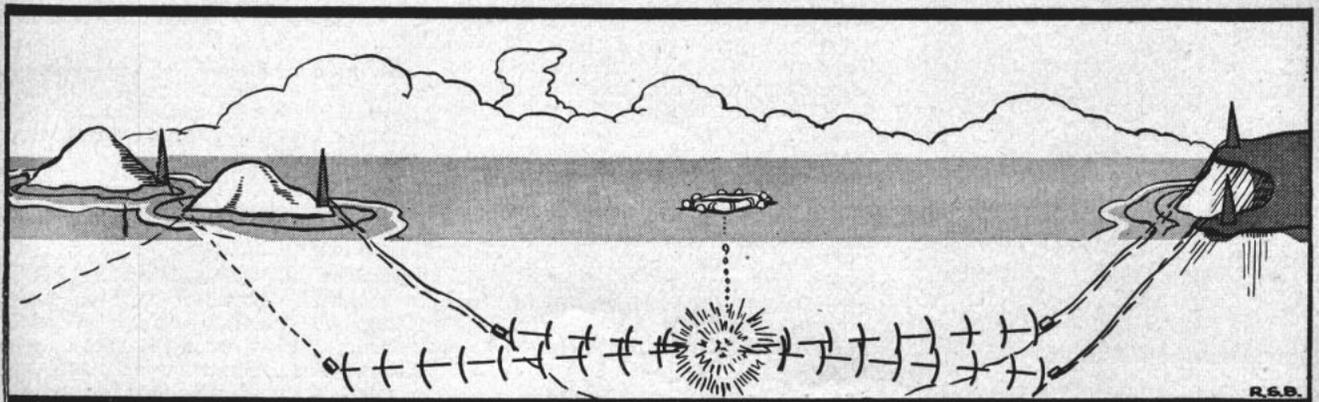
SOFAR enables shore stations to locate survivors within a square-mile area, up to 2,000 miles at sea, shortly

after receipt of the signal sent out by the exploding TNT charge.

The underwater bombs, now being designed by BuOrd for installation on aircraft, life boats and rafts would be constructed to explode by the effect of pressure at a depth of 3,000 to 4,000 feet. Hydrophones are to be placed at the same depth and connected to shore stations by underwater cables.

Operators at three widely-spaced stations ashore would plot the position of survivors by comparing the times they received the signal and referring the differences to hyperbolic charts.

The relationship of distance to the



SOUND WAVES of TNT exploded 3,000 feet below surface are picked up by scattered SOFAR shore stations.

time differentials will be expressed by curves on these charts.

SOFAR was made possible after the discovery that sound will travel tremendous distances through the ocean depths zone ranging from 2,000 to 6,000 feet. In one test, signals were transmitted 3,100 miles from Dakar, French West Africa, to the Bahama Islands.

The properties of this zone were determined in connection with war-time submarine detection studies carried on for BuShips by Dr. Maurice Ewing, then director of research in physics for the Woods Hole Institution and now on the faculty of Columbia University.

In addition to its value in rescue operations, the system also may become a navigational aid for ships and of use in locating underwater volcanic explosions and shoals. It is probably too slow for air navigation, however, since as much as 40 minutes may elapse between dropping the bomb and obtaining a fix.

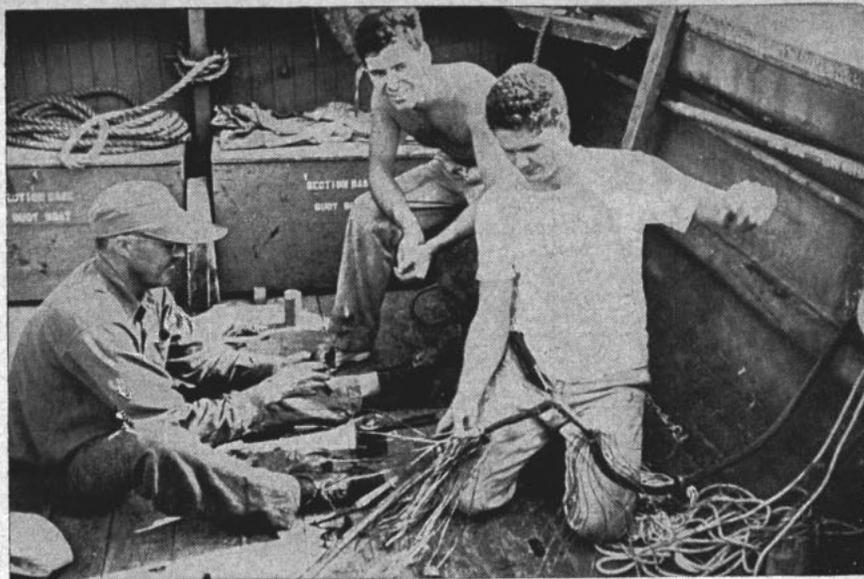
SOFAR is expected to be most useful in the Pacific where great distances make air and sea rescue a serious problem. The steep underwater slope of volcanic islands in the Pacific will facilitate the placing of hydrophones at the proper depth with short runs of cable.

The system will be valuable in air crashes at sea in which there was insufficient time to send other types of SOS messages, as the depth bombs will sink with the plane and explode at the proper depth.

Traveling Sound Waves

The great distances which sound can travel through the depth zone are attributed to the joint action of temperature and pressure on the sound waves. When the bomb explodes well within the zone, much of the sound is confined there by the bending of these sound waves at the top and bottom of the channel, causing their transmittal by action similar to that of a speaking tube.

Although the sound lasts less than a second at the point of explosion, it is heard for 24 seconds 2,000 miles away, building up in a kettle-drum effect at the receiving end. The first



CREW MEMBERS splice cable connecting a SOFAR station with hydrophones 3,000-4,000 feet below surface at about the depth TNT charge explodes.

sounds received are those which have traveled back and forth across the zone because of the bending effect of pressure and temperature. A sharp concluding sound, which has traveled a more direct route but slower, makes possible time measurement within one-tenth of a second.

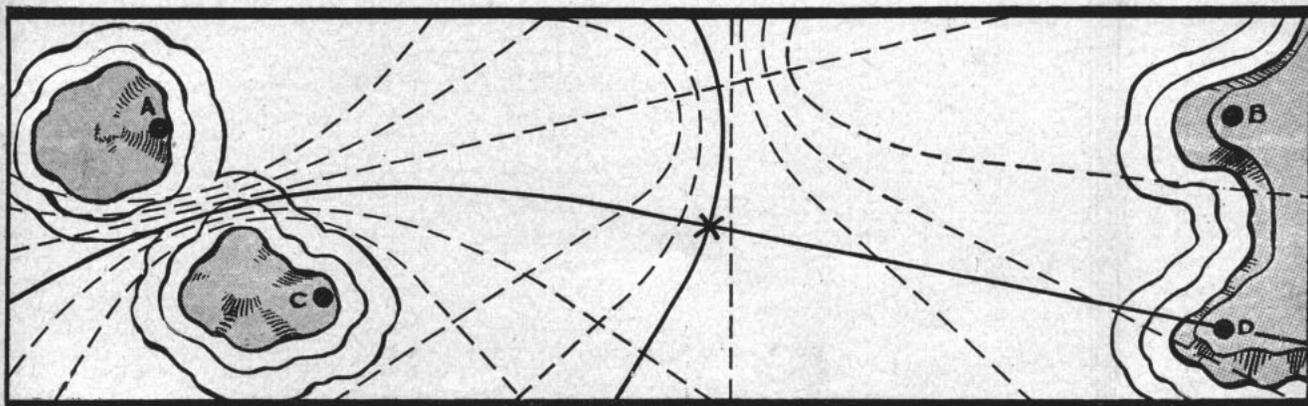
That portion of the sound which travels the shortest distance arrives at the receiving station last because it is transmitted through the center of the zone where the speed of sound is less than anywhere in the ocean.

It will be possible to distinguish the SOFAR sound waves from other underwater noises because of their long duration and sharp cut-off at the end.

Tentative plans call for the installation of the first four test stations at Kaneohe Bay and Hilo in the Hawaiian Islands and at Point Arena and Monterey in California. The project will be under supervision of the U. S. Navy Electronics Laboratory at San Diego, Calif., with Capt. P. W. Hord, USN, as director. The Coast Guard is expected to operate the new equipment.



SOUND LASTS less than a second at explosion, but is heard for 24 seconds 2,000 miles away like a kettle-drum.



TIME DIFFERENTIALS are compared by different shore stations and point of origin of the explosion is "fixed".

BATTIN' THE BREEZE

Plane Salty

He was one of those fellows aboard ship who always talked about food, never came down with seasickness, and loved to chatter about victuals when the weather took a turn for the worse.

If his line of gab didn't affect newer men in the radio shack, his sure-fire method of making them miserable was to smoke a fat, black cigar.

When his ship dropped the hook in Leyte Gulf, it happened that this salty bird was on a draft of men ordered to a ship in Manila.

"You fellows will be flown in a Navy Liberator," the transportation officer on the beach told them.

"How's the chow on those crates?" the radioman asked, following his favorite line of conversation.

"Nothing but the best," was the reply.

So the draft boarded the plane, and the gourmet continued his discussion of the promised steak and eggs—real

old-fashioned hen fruit that didn't come from a can and meat that had once trod the plains of Wyoming.

Then the plane hit rough weather, with plenty of rain, and the whole draft bounced around the fuselage. When chow time came, it was the boots who stuffed the steak and eggs with relish.

You guessed it. The salty radioman was flat on his back in the tail of the plane, as far as he could get from the aroma of hot food. His face, a delightful airsick green. His reputation, a thing of the past.

Shoe Laced

A couple of bluejackets from the USS *Avery Island* (AG 76) set out to lose their sea legs in Yokosuka. And, when a doll-like Japanese girl peeped out from behind a bamboo door to wave invitingly to them, they were game to accept the informal invitation.

Before they reached the door, the girl stopped and motioned them to take off their shoes. Not being ones to break foreign customs, they obliged before entering.

Inside all was black. Their diminutive friend slipped away, leaving the sailors to anticipate all sorts of adventures. But after minutes had passed and still nothing happened, they lost their tempers and then their nerve.

Fearing a plot or at least an ambush, they dashed out the way they'd come without further formality. In the open they sighed with relief; they'd used their heads and probably saved their lives.

Bending over to put on their brand new liberty shoes, they found—nothing to pick up.

Fowl-ed Up

In testing effects of atom bombs on enemy weapons, Navy scientists might do well to put the finger on the "collaborationist seagull." A strange bird, given to protecting ill-fated Jap merchant ships from American undersea raiders.

Its existence first became known 31

Aug 1944 when a U. S. submarine was making an approach on a small enemy freighter escorted by one or two sub chasers. As the skipper reported the incident:

"1730—At this time . . . we encountered the latest fiendish antisubmarine weapon of the Japs: a bird which patrols between 3-4,000 yards off the bow of the ship.

"As soon as he or she spotted the periscope, he or she perched on top and draped his or her tail feathers over the exit windows. This proved extremely confusing for the approach officer. . . He banged on the scope, shook it, raised and lowered it desperately, but the bird clung on tenaciously, hovering over the scope while it ducked, then hopping back on it when it was raised.

"As a last resort, both scopes were raised for observation, one a few seconds ahead of the other as a feint. . . This completely baffled the bird, and he was last noted peering venomously down the other periscope, and his language was unrepeatable. . . We photographed the bird for anti-submarine files and continued the approach."

Despite this deliberate interference, however, the submarine scored a hit on the target and sent it to the bottom.

Nothing But the Truth

Through the dark pre-dawn of 8 Nov 1942, date of Allied landings in North Africa, the USS *Lyon* (APA 71) steamed toward the enemy-held shore. Navy crewmen and soldier passengers were tense with anticipation.

On the bridge the captain and CO of troops held a last-minute conference, when the messenger came out of the charthouse on an errand. Unable to see, he tapped the first person he came to on the shoulder, asking: "Are you the boatswain's mate of the watch, buddy?"

He'd taken a poke at the captain, as it turned out. But the skipper was calm enough—and honest enough—to answer: "No, mate, I'm not. But right now I sure wish I were."



ON THE 7 SEAS

Service Deluxe

These days you can rarely pick up a newspaper without reading of someone who's decided to try the Navy after serving in some other branch of the armed forces. But Ian MacGregor, who recently was on the taking end of recruit training at San Diego, has staked his claim to the title for trying almost everything once.

This 27 year-old bluejacket's entry to the title stakes is substantiated by hitches in the French Foreign Legion, Norwegian Marines, Australian Army, the U.S. Army, a fling at the Spanish Civil War and assorted cruises on merchant ships.

MacGregor's saga started 11 years ago when he left home. He signed on a merchant ship that took him from his native Australia smack into the Foreign Legion.

Duty in North Africa provided some narrow escapes and, after sizing up the situation in war-torn Spain, he set out for Norway and their royal leathernecks. Following that relatively quiet interlude, MacGregor went back to sea on merchantmen and later wound up in Palestine.

His next hitch was in the Australian Army; he came out in 1942 an acting major. Later, while aboard a merchant ship off the Normandy coast, he survived a torpedoing.

MacGregor tried the American Army after that, serving for six months before receiving a medical discharge. Finally, following a short civilian interlude during which he became an American citizen, he joined the Navy. According to MacGregor, it tops all the services he's been in.

But even with this record of trial and error behind him, MacGregor has a long way to go. His uncle, it's believed, wore the uncontested crown before his death. He'd been in ten different services.

Getting the Gate

At one of the Navy's continental bases where liberty parties go ashore and a bulkhead is hardly ever a wall, the officer of the deck was standing an

especially taut watch one night. The commanding officer had been away for a week, and, while there were no grass blades adrift to disturb the skipper, the OD wanted to be on hand to greet him. So he ordered the seaman guard at the main gate to phone as soon as the captain's gig rolled into view.

Hours later the OD lifted the phone expectantly to hear: "Sir, the commanding officer is entering the gate."

After a period of silence, a crash. Then in the same solemn tone came the second report: "Sir, the commanding officer is bringing the gate with him."

His Yank Buck is Bad Luck

Time was when the Yankee Dollar was highly prized by all the young girls in Old Trinidad, to say nothing of those in a few other parts of the world. But it seems that in at least one Pacific port American coins have suffered a loss of prestige. In fact, a nameless Australian sailor is reported to have returned one to its donor.

An American seaman met this chap on his home ground down under and they became pals. Just for luck the Aussie wanted a silver dollar to jingle in his jeans, so the Yank obliged by digging one up.

They parted company but on a recent trip to Brisbane they ran into each other again. The Aussie seemed glad of the encounter and the first thing he did was hand back the lucky piece. In answer to the Yank's questions he explained that he and the coin returned from duty one night to find his wife, whose sense of timing left something to be desired, kissing another man. Whereupon the Aussie pasted the Lothario, who fell and dented his skull, which left the American's pal faced with an assault rap.

Before trial, he explained his aversion to the charm: "Y'know, old chap, I rather think that silver dollar's not so lucky, as you might say. Thanks just the same, but you'd best take it back before the trial. It's got me into the jam; I doubt it could get me out."



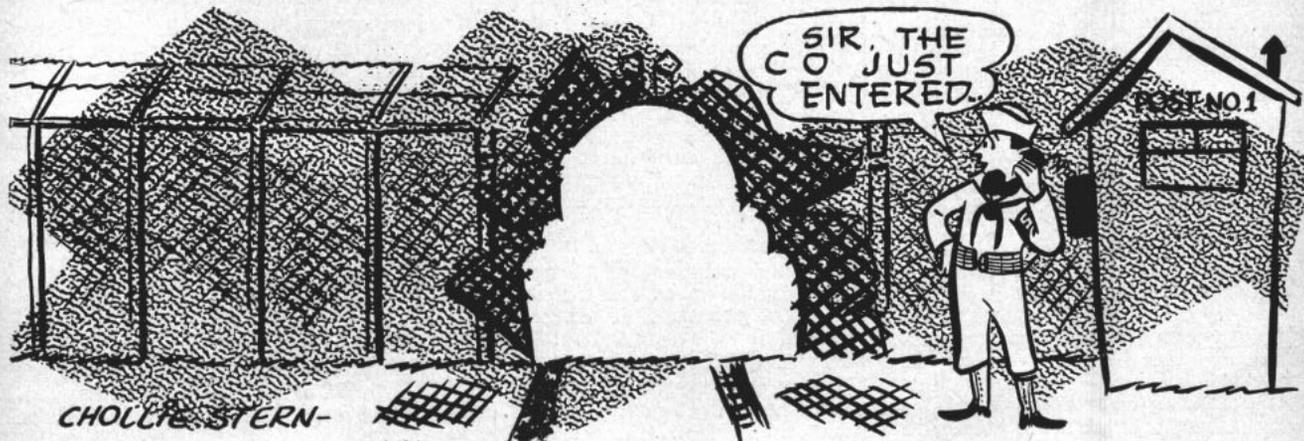
Starry Eyed

Men aren't the only ones who occasionally delight in Navy formality, as is attested to by the yarn of the Wave ensign who longed to meet an admiral. Her days in San Francisco had been darkened because she'd missed the opportunity to snap a flag officer one of Northampton's sharpest salutes. Except from distances that made an exchange of military courtesies impractical, she'd never even seen a two-inch stripe.

Then one day she splurged at the Alameda ship's service and strolled out, arms loaded with purchases. There, walking toward her, was her heart's desire: a four star admiral—and she couldn't salute.

The Wave stood at embarrassed attention. But the admiral was a kindly man and glanced aside to save her further chagrin.

Later, she mentioned to friends her sorrow at not being able to greet him properly. As it will, scuttlebutt gets around, and the admiral heard of it. Said he: "If I'd known how much it meant, I'd have been glad to have held her packages a minute."



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

● **STATION KEEPERS** now are being recruited from the ranks of V-6 (Reserve) enlisted personnel and assigned to active duty at armories, aboard Naval Reserve ships, and at Naval Air Reserve fields. Eligible are reserve enlisted personnel on inactive duty, who enlisted in V-6 upon or subsequent to their discharge from active duty in the Navy. Active duty pay and allowances are paid personnel while serving as station keepers. All assignments as shipkeepers are on a *voluntary* basis.

Persons interested in duty as station keepers at armories and aboard Naval Reserve vessels may apply to the commandant of any naval district within the continental U.S. and Hawaii, and the Potomac River Naval Command. Persons desiring station-keeper duty at Naval Air Reserve fields may apply to the COs of the fields.

Personnel allowances for ships and armories were tentatively established as follows by Naval Reserve Multiple Address Letter 4-46, 7 June:

● **Armories**—Large (14,000 square feet and over) 5 persons, 2 in pay grade 1, 1 in grade 2 and 2 in grade 3; small (less than 14,000 square feet) 3 persons, 1 in grade 1, 1 in grade 2 and 1 in grade 3. Rates shall be in accordance with the major rating groups to be trained in each armory and include one yeoman or storekeeper.

● **Ships**—SS, 10 persons, 4 in grade 1, 2 in grade 2, 4 in grade 3, to include 1 FC, 1 GM, 1 SM or QM, 1 TM, 2 MoMM, 2 EM, 1 RM, 1 Y or SK; DD and DE, 10 persons, 4 in grade 1, 2 in grade 2, 4 in grade 3, to include 2 BM, 1 GM, 1 FC, 1 SF, 2 MM or MoMM, 1 WT or MoMM, 1 EM, 1 Y or SK; LST, 10 persons, 4 in grade 1, 2 in grade 2, 4 in grade 3, to include 3 BM, 1 GM, 1 SM or QM, 2 MoMM, 1 EM, 1 SF, 1 Y or SK; YMS, SC, AM, PC, LCI, LSM, 5 persons, 2 in grade 1, 1 in grade 2, 2 in grade 3, to include 1 BM, 1 GM, 1 QM, 1 MoMM, 1 EM.

Ship and armory duty will be available in about 250 cities in all continental naval districts and Hawaii. Such personnel will subsist and be quartered at the nearest naval facility, if practicable, or will be paid quarters and/or subsistence allowances.

● **Promotions** in enlisted ratings and to commissioned grades in the postwar Navy depend more than ever on the ability of the individual to make good. With the needs of the Navy limited due to the reduction in size it is only natural that the overall number of commissioned officers, commissioned warrant and warrant officers will be smaller. The Navy, in keeping with the policy of continuing in the postwar Navy what is applicable and what has proved to be a good

thing during the war, will continue so far as possible the schooling and training which ultimately lead to a commission.

During the period of July 1943 through September 1945, approximately 24,304 enlisted men were transferred from duty with the fleet to the Navy V-12 program. This number does not include personnel transferred to the V-12 program who were slated for aviation training. About 115,500 men have been assigned to the Navy V-12 since that program was initiated in July 1943.

On completion of V-5 training approximately 48,800 men received Naval Reserve commissions and about 10,300 men received Marine Corps Reserve commissions.

Of the 1,914 men remaining after June graduation at the Naval Academy, approximately 50 percent of them are former enlisted men of the Navy and in addition, about 13 percent are former enlisted men of the Marine Corps, Coast Guard and the Army.

Qualifications for entry into any of the above programs are available at any personnel office.

Many temporary USN officers, that is, officers who had a permanent status as an enlisted man in the regular Navy, have been accepted for permanent commissions, warrant commissions, and appointment as warrant officers in the postwar Navy.

● **Specialist duty only** officers, reserve and temporary USN, who are performing duties in their specialty are eligible for transfer to the regular Navy, but are being transferred as line officers with duties limited to their specialty. This procedure will be followed until pending legislation is enacted to make certain specialty officer branches a permanent part of the

Navy. Engineering duty only and aviation engineering duty only officers are being appointed in their specialty on transfer to the regular Navy.

The 17 specialties listed in the February 1946 edition of ALL HANDS, p. 37, have been broadened and are now broken down into three classes.

Engineering duty only (EDO) officers will include chemical engineering, diesel engineering, electronic engineering, electrical engineering, industrial and management engineering, mechanical engineering, metallurgical engineering, naval architecture, ordnance engineering and petroleum engineering.

Aviation engineering duty only (AEDO) officers will include aerological engineering, aeronautical engineering and industrial and management engineering.

Under the classification of specialist duty only (SDO) officers will be naval intelligence, which will include communications intelligence, communications security and communications engineering, and law specialist, photographer, public information, psychologist allied to medicine, and psychologist associated with education or personnel.

The above specialties were announced in BuPers Circ. Ltr. 303-45 (Revised—including changes 1 to 7) (NDB, 1 July) which outlined educational requirements of all specialty officers. In that letter it was announced that AEDOs, EDOs and SDOs would not compete with unrestricted line officers for promotions but would be assigned extra numbers and would be considered for promotions by a special selection board.

All specialist officers will be eligible for any shore duty assignable to other line officers of the same rank and can succeed to shore command. In pursuit of their specialty they may be assigned to sea duty but will not be eligible for command duty afloat. Physical fitness for sea duty will continue to be a general requirement.

Transferred officers will be eligible to apply for postgraduate courses in their specialties or for flight training as appropriate on the same basis as officers already in the regular Navy.

LEGISLATIVE ROUNDUP

Navy Appropriations—(HR 6496)—Passed House asking appropriations of \$4,639,718,000 for fiscal year 1947; reported out of Senate Appropriations Committee asking \$4,600,009,000.

Fiances and Fiances—(S 2122)—Would facilitate the admission into the U. S. of the alien fiances or fiances of members of the armed forces of the U. S.; favorably reported out of Senate Committee on Immigration 5 June.

Promotion of POWs—(S 1805)—Authorizes promotion of personnel of Navy, Marine Corps, and Coast Guard who were prisoners of war; vetoed 14 June.

Uniform Gratuity—(Public Law 405)—Authorizes \$50 uniform gratuity to reserve officers, commissioned from status of aviation cadets, who

have served four years in reserve; signed by President 11 June.

Holloway Plan—(HR 5426)—Program of postwar training of naval officers (see page 35); favorably reported out by House Naval Affairs Committee.

Research—(HR 5911)—Bill to establish an Office of Research in the Navy Department; passed House; now in Senate Naval Affairs Committee.

Lands on Guam—(S 2246)—Would authorize Navy to acquire certain lands and rights in land on Guam to implement maintenance of the island as a full-scale naval activity; favorably reported out by the Senate Naval Affairs Committee. A companion bill (HR 6547) has been favorably reported out by the House Naval Affairs Committee.

● **OFFICER TRAINING** in the postwar Navy under the Holloway Plan (see ALL HANDS, December 1945, p. 30) has been approved by the House Naval Affairs Committee and is scheduled to go before the House for action. A companion bill is being considered by the Senate Naval Affairs Committee. The bill provides that future officer candidates for the Navy and Marine Corps be trained at various educational institutions in addition to Annapolis.

The Holloway report recognized that the future Navy and Marine Corps will need more officers than can be trained at the Naval Academy. It proposes additional training at NROTC units in various universities with financial support from the Navy.

The Holloway Plan has five primary objectives:

- To secure a continuing supply of fully qualified officers for the Navy from sources sufficiently varied to insure flexibility adequate to meet any emergency and sufficiently broad to insure that all young men of ability who desire a naval career may have the opportunity to qualify for such a career.

- To provide a constantly replenished reservoir of young vigorous reserve officers.

- To provide a large number of qualified junior officers for short-term service and thus obtain a distribution of officers by rank consistent with the needs of the service.

- To provide education and training for all officers of the regular Navy which will insure that they be brought to a high level of competence and military character.

- To provide for continuing education at each level of a naval officer's career.

As recommended by the Holloway board, there will be four sources of officer candidates who will be educated and trained to serve in the peacetime Navy; the Naval Academy, the Naval Reserve Officer's Training Corps, Aviation Candidate Selection Boards and graduates of Accredited Colleges.

Fleet Admiral Chester W. Nimitz stated before the Senate Naval Affairs Committee, "If the fleet is to be manned, it is necessary to supplement the output of the Naval Academy from other sources. It is also, in my opinion, desirable. . . . It was my privilege to command one of the six original units of the NROTC established in 1926 and I have been proud of their records in the Naval Reserve during the war". The Admiral also stated, "The (Holloway) plan achieves this result without introducing any untested innovations. It continues the four-year course at the Naval Academy with midshipmen selected by the time-honored custom of Congressional appointments. It continues the NROTC, with candidates chosen by the war-tested process of selection by nationwide examinations and approval of regional boards. It gives aviation candidates the type of education and flight training discovered to be most effective during the war, and puts them into each stage of training at

the proper age to gain the greatest benefits.

"This bill has been characterized as one of the most important presented to the Congress by the Navy Department in recent years. Its passage will certainly have significant and far-reaching effects."

A provision of the Holloway Plan concerning in-service education for commissioned officers which does not await Congressional legislation is going forward. This provision will send reserve officer transferees who have not completed five terms of college to Naval ROTC colleges to complete a maximum five terms of academic work in order to prepare them for professional education at the naval General Line School.

The Navy announced that presidents of 52 NROTC colleges have been queried by the Chief of Naval Personnel to determine willingness and ability of their schools to participate in this postwar Navy training program, and announced favorable replies are being received.

● **Army of Occupation Medal** has not been authorized for naval personnel for duty with naval units. The only naval personnel authorized to wear the medal are those who have specific authority from a commanding general of the Army of Occupation in the zone in which they served on permanent duty under Army command. Since the Army of Occupation Medal is a War Department decoration, the Navy Department is not authorized to award it.

The Medal, for service with the Army of Occupation in Germany or Japan subsequent to 8 May and 2 Sept 1945, respectively, has been authorized by the War Department. The Medal will be awarded by the War Department to Army personnel meeting the requirements and to Navy personnel attached to and actually serving with the Army within the confines of the areas outlined below:

- With the Army of Occupation between the inclusive dates 9 May to 8 Nov 1945, in Germany, Austria and/or Italy, service counted only if the European-African-Middle Eastern Campaign Medal has been awarded prior to 9 May 1945.

Only duty in the Compartment of Venezia Giulia E Zara and the province of Udine, Compartment of Veneto, will be counted for service in Italy.

- With the Army of Occupation between the inclusive dates 3 Sept 1945 to 2 March 1946, in Japan and/or Korea, service counted only if the Asiatic-Pacific Campaign Medal has been awarded for service prior to 3 Sept 1945.

Duty in Hokkaido, Honshu, Shikoku, Kyushu in the home islands of Japan and other surrounding home islands plus the Ryukyu and Bonin Islands will be counted for eligibility.

To be eligible for the Medal, naval personnel must serve at a normal post of duty with the Army within the

zones of occupation. Temporary duty in a passenger status or as an observer, visitor, courier, escort or inspector will not be counted in determining eligibility.

Thirty consecutive days of service are required in any one or combination of any of the areas in the same theatre mentioned above to be eligible for the Medal.

Appropriate clasps marked Germany and Japan have been authorized to be attached to the ribbon of the medal to denote service in Europe and the Far East. Not more than one medal will be awarded to any individual regardless of whether service has been performed with more than one Army of Occupation.

The design of the bronze medal has not been selected but it has been decided that the medal will be suspended from a ribbon to be one and three-eighths inches, with vertical stripes in colors as follows, left to right: White, three-sixteenths of an inch; black, one-half inch; red, one-half inch; and white, three-sixteenths of an inch.

When worn, the service ribbon will take precedence immediately after the World War II Victory Medal service ribbon.



QUESTION:

★ Do you think the discharge point system is fair?

As the Navy winds up the last few months of demobilization (which will be complete before 1 September), the above question was asked of a representative group of men in a spot check in one area. The answer: most sailors think the point system is fair and that it is being carried out the way it was set up and intended to operate.

The Army, several months after its discharge plan was in operation (also based on points) took a poll of soldier opinion and found that service, too, generally in approval of the plan's fairness.

Two questions were asked in the Navy poll. The first: "Do you think the point system for discharging men is fair?"

Opinion	
Fair to everyone or to most men	57%
About 50/50	25%
Unfair to everyone or to most men	18%

The second question: "Regardless of whether you think the point system is fair or unfair, do you think it is being carried out the way it was set up?"

Opinion	
Yes	57%
Yes (with reservations)	38%
No	5%

BOOKS: SOME OF THE YEAR'S BEST IN THE SPORTING FIELDS

INVARIABLY when a Navy man gets together with his mates to shoot the breeze in engine room, mess space or hangar, the conversation will touch, sooner or later, on sports. It may be his own participation as quarterback for old Slippery Rock High or as a "spiker" in the big volleyball tourney at Eniwetok. It may be Ted Williams' game-busting homer at Yankee Stadium, or a tough fight with a gallant trout in a Colorado stream, or a fast shot at a low-flying quail among Mississippi conifers. Whatever the sport discussed, the Navy man knows there will be a common denominator of interest.

In these four volumes, the authors and editors have assembled some of the best sports dope of the year; the books are being forwarded by BuPers to ship and station libraries.

Heroes of Fact and Fancy

• "Best Sports Stories of 1945"

edited by Irving T. Marsh and Edward Ehre, E. P. Dutton & Company, Inc., \$3.

This anthology, the second of a series published annually, presents three prize-winning stories of the past year, and some 45 more good ones from papers and periodicals all over the country. As might be supposed, the Detroit Tigers and Army's bone-crushing football team get a prominent play; their triumphs are dealt with in two of the three prize-winners as well as several other tales. The third prize-winner is remarkable in two respects: it concerns a man who couldn't make the grade in big league baseball, and it is written by a woman. The man is one-armed Pete

Gray, erstwhile St. Louis Brownie; the author is Carol Hughes, in *Coronet*; the story is "Heart of a Ballplayer."

The comeback of some GI vets is an interesting and timely section. Then there's material "for the record," giving data for the year which ought to be useful in settling some of the bets you made.

• "Esquire's Second Sports Reader" edited by Arnold Gingrich, A. S. Barnes and Company, \$2.75.

The editors of this collection set out to emphasize the gruesome in the first half of the volume, which deals principally with hunting, prize-fighting, and flying. One tale, "Rose into Cauliflower," with a new angle, stands out from the rest. The second part of the book, not so grisly, presents stories of sports for sports' sake including work by such well known writers as Ernest Hemingway, Paul Gallico, Conrad Aiken, and Scott Fitzgerald.

With Rod and Reel

• "North American Game Fishes" by Francesca LaMonte, Doubleday, Doran and Company, Inc., \$3.

"What angler of any considerable experience," asks Philip Wylie in his foreword to this excellent book, "has not encountered that circumstance, always exciting, frequently disappointing, which he expresses in the words: 'I caught it! But what is it?'"

If every fisherman in American waters had a copy of Miss LaMonte's book, this question would be asked less frequently, no matter what strange

and as yet unknown creatures the waters may bring forth, for she has compiled a non-technical guide completely identifying and describing all fresh and salt water game fishes in North American rivers, lakes, brooks, bordering seas, and oceans. Each fish is characterized according to marks, living habits, food, and special traits. The book's data is authoritative, for the author is assistant curator of fishes at the American Museum of Natural History; and Janet Roemhild's illustrations are beautiful, no less, and scientifically accurate.

To this are added charts of record rod-and-reel catches—among which one is interested to find the names of Wallace Beery and Zane Grey as holders of the black sea bass and silver marlin records, respectively—and a complete and workable index.

Fighting Ambassador

• "Joe Louis, American" by Margery Miller, Current Books, \$2.

Joe Louis Barrow was born 32 years ago on a small farm in the Buchalew Mountains of Alabama, the seventh child of Munroe Barrow and Lillie Reese Barrow. His father was a cottonpicker. Joe's youth in Alabama and Michigan was not remarkable until it was discovered that in his capable left and right hands was the power to turn the manly art of self-defense into something approaching mayhem. From then on the basic pattern of his life has been that of a typical success story.

Yet Joe Louis' success has been something far more than "typical" and Miss Miller in her account of his life has had the good judgment to see and treat Louis as more than the greatest fighter of all time which he very well may be. As the title implies, she sees in him an ambassador of his race (he is part white and part Cherokee, by the way) to his own country and to the rest of the world.

Not that Louis' fistic accomplishments are slighted. His fights against Schmeling are accorded more space than any others of his brilliant career. In the first of these, you recall, Louis was knocked out in the twelfth round—his only loss in 11 years. Subsequently Germany saw fit to make of this another page in the document of "Aryan supremacy," and Schmeling was indiscreet enough to give forth some remarks along the same line. In the return bout, the Nazi met destruction as complete (and much more quick—in two minutes and four seconds of the first round) as that which his country encountered in 1945.

Louis, simple and sincere, sometimes says simple, wise things . . .

Shortly before his induction into the Army—which incidentally he made no effort to delay, though he might have done so and picked up a couple of hundred thousand dollars—he fought Buddy Baer, with the champion's purse marked for a Navy fund.

"Hey, Joe, how does it feel to be fighting for nothing?" somebody shouted from the ringside.

Without benefit of advice from ghostwriter or press agent, Joe Louis answered gravely, "I'm fighting for my country."



Official U. S. Navy photograph

NAVY MEN play volleyball on the deck of an aircraft carrier. Whatever the sport there is a common denominator of interest in the game.

WARHEAD LABORATORY

A MINIATURE scientific laboratory, equipped to broadcast its findings, was scheduled to be projected 100 miles into the ionosphere late in June. The Navy provided the flying laboratory which was fitted into the nose of a German V-2 rocket, and fired into space at the White Sands Proving Ground, Las Cruces, N. M., by Army ordnance engineers.

V-2s, fired by the Army at intervals during the past weeks, have achieved the greatest known penetration of space. Several recent V-2 flights have soared to a height of nearly 75 miles. By way of comparison, the highest that man has been able to soar is the 13.7 miles scored by two army captains in a balloon in 1935. Highest airplane record is 10.6 miles, set by an Italian colonel in 1938.

The V-2 which carries the laboratory into space will do much to enhance man's knowledge of the outer limits of the earth's unknown upper atmosphere. Data is expected to be obtained which will have applications in astronomy, nuclear physics, the study of cosmic rays and many related fields. Army ordnance men have learned by experiment to control the flight of the V-2, and have even improved upon it, and it is expected one of these rockets will transport a robot laboratory into space about once each week or two this summer.

Elaborate preparations have been taken to record the data radioed back from the rocket in its six-minute flight. Scientists stationed at many observation posts will operate tracking and recording equipment.

In the rocket's warhead lab will be a variety of instruments. At the tip will be sensitive devices for measuring the temperature and pressure of the rarified gases which form the upper atmosphere. Pressures at these heights exist on earth only in highly evacuated containers, such as radio tubes. A small spectrograph will be located just aft of the tip. This instrument can analyze the sun's rays and record them on photographic film. In a later experiment, it is planned to rig a V-2 to eject these film containers in flight, and they will be parachuted to earth.

The V-2 will carry a cosmic ray telescope consisting of heavy lead blocks to sort out the cosmic particles and sensitive counters to detect them. Each time a particle is detected the event will be flashed by radio to receivers far below on the desert.

The V-2 also will explore the lower layers of the Ionosphere, which have an apparently whimsical effect on short wave radio transmissions, holding them down to line-of-sight range some days, letting them skip thousands of miles on others.

Harvard University biologists, interested in the effect of outer space radiation on organic life, have arranged to send aloft in the V-2 special containers filled with carefully selected seeds, which will be tossed out at

Navy Develops Miniature Scientific Unit Fitted in Nose of V-2 Rocket Set For 100-Mile-High Flight Beyond the Atmosphere

great heights and recovered for later analysis.

Scientists hope to find answers to some of the most baffling problems of the universe. Cosmic rays have been, since their discovery in 1911, one of the most important mysteries of science. The rays are actually particles which are found in the atom, electrons and protons. Manmade atom smashers, the cyclotron and betatron, project these particles at high speed to bombard the atom nucleus. Cosmic rays are a hundred times more powerful

than the best atom smasher. Coming in from outer space they drive through the atmosphere to penetrate deep into the earth. Their presence has been detected deep in copper mines and far underseas. These particles which bombard the earth are now believed to be created in our own atmosphere by still more powerful particles called "primaries." Origin and nature of the primary particles is a prime question, which may someday be answered by high-altitude research.

V-2, by testing the atmosphere at high altitudes, will do a service for the astronomers who must look through this barrier to observe the stars. Astronomers spend long hours calculating what the atmosphere does to their stellar observations. More knowledge of the atmosphere is needed to allow more accurate correction for its disturbance.



Official U. S. Navy photograph
MINIATURE LABORATORY, constructed in the warhead of a V-2 rocket, gets a final checkup before the rocket is fired into the air at Las Cruces, N. M.

LETTERS TO THE EDITOR

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

Rate Changes

SIR: Is it possible for me to change my rate from PhM2c to Y2c?—W.C.O., PhM2c, USN.

SIR: I enlisted in USNR as an HA2c, and have transferred to USN. Is it possible for me to change my rate to seaman, yeoman striker?—R.D.A., HA2c, USN.

SIR: I am a dental technician (general) and would like to have this technical specialty removed from my service record. What is the official dope on this?—R.R.G., PhM1c, USN.

• Such changes are possible under current regulations. However, each case must be considered individually. Requests should be submitted through the CO to BuPers. In the case of medical rates, the request should be submitted via BuMed.—ED.

Cards for Dischargees

SIR: I noted on page 75 of the February 1946 issue of ALL HANDS that cards, resembling ID cards, were being issued to dischargees. Is it possible for men who were discharged prior to their issuance to receive them?—W. G. P., ex-Y1c.

• Yes. They are called wallet-size certificates of satisfactory service. If you will write the Records Division, Pers 824, Bureau of Naval Personnel, Washington, 25, D. C., a card will be forwarded to you. When you sign it, send it back to the Records Division. They will laminate it and return it to you.—ED.

Don't Keep V-Discs

SIR: I would like to know what is being done with all of the V-discs the decommissioned ships get rid of, and whether it would be possible for me to obtain these records.—W.J.P., S1c, USNR.

• Agreements with commercial companies, networks, unions, agencies, and talent provide that V-discs cannot be made available as surplus property, retained by private agencies, private individuals, or governmental agencies other than those specifically authorized by the War and Navy Departments. All V-discs no longer needed by a military organization must be transferred to another such group or destroyed.—ED.

Souvenir Books

SIR: Can you tell me how I may obtain a copy of the history of the Naval Base at Espiritu Santo in the New Hebrides?—S.R.E., S1c, USN.

• Sorry, the only information on souvenir books available to ALL HANDS is that supplied by the commands which publish them. As these notices are received, via official channels, the information is printed in the space on these pages under the heading "Souvenir Books"—ED.

Problems of POWs

SIR: What's the word on advancement in rating for ex-POWs?—Ex-POW, J.W.R., SM1c, USN.

• After return to naval jurisdiction a liberated POW receives an initial advancement of one pay grade. Upon completion of hospitalization and rehabilitation leave and after reporting for duty, he is entitled to further advancements (one rate at a time) when considered qualified by the CO. Such advancements are made retroactive for seniority purposes only.—ED.

SIR: (1) Has legislation been passed authorizing payment of ration allowance to POWs for their period of internment,

and (2) can POWs from Corregidor and Bataan wear the Navy Unit Citation Ribbon?—Ex-POW, P.K., CRM, USN.

• (1) A bill authorizing payment of ration allowance at the rate of 70 cents per day has passed the senate and been favorably reported on by the House Naval Affairs Committee. If enlisted men were drawing quarters or ration allowance as a cash allowance at the time of their capture, they are entitled to such payment for the entire period of their confinement. (2) No POWs from Corregidor and Bataan are authorized to wear the Army Distinguished Unit Badge with one Oak Leaf Cluster.—ED.

SIR: (1) Having five months credited sea duty as ACMM(AA), will I have to finish seven months sea duty for appointment to ACMM(PA), and (2) am I granted a minimum of two years shore duty on my first assignment after my return to the states?—Ex-POW, M.G., ACMM, USN.

• (1) No. You may be promoted regardless of sea duty under authority of BuPers Circ. Ltr. 101-46 (NDB, 30 April). (2) There is no guarantee that you will receive two years shore duty. Policy is to make the first assignment a shore assignment.—ED.

Transfer Services

SIR: I am a lieutenant commander in the Naval Reserve, and have requested transfer to the regular Navy. In the event that I am not selected will it be possible to transfer either to the Marine Corps or the Coast Guard service?—D.A.C., Lt. Comdr., USNR.

• No. Public Law 347 which authorizes permanent appointments in the regular Navy and Marine Corps provides that Reserve and Temporary officers of the Navy and Marine Corps may transfer to the regular Navy and regular Marine Corps respectively.—ED.

Souvenir Books

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

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

• USS Velocity (AM 128). Address: Commanding Officer, USS Velocity (AM 128), U. S. Naval Repair Base, San Diego, 36 Calif. One copy will be mailed free on request to former crew members.

• USS Intrepid (CV 11). Address: The Treasurer, Ship's Book, USS Intrepid (CV 11), c/o FPO, San Francisco. Copies \$3 each.

• USS Saufley (DD 465). Address: Commanding Officer, USS Dyson (DD 572), Shipyard Branch, Charleston, S. C. Distribution expected soon. Former personnel not receiving copy should write above address. One copy free.

• USS Shea (DM 30). Address: Communications Officer, USS Shea (DM 30), c/o FPO, New York, N. Y. Now being distributed at \$2 per copy.

Allowance Information

SIR: According to your issue of March, 1946, I will receive MAQ for six months after official declaration of the war's end if I ship over at expiration of my enlistment. Will MAQ be abolished at that time?—F.H.L., CPHM, USN.

• No, it will not. You have confused MAQ with family allowance. MAQ (granted by the Pay Readjustment Act, 16 June 1942) is distinguished from FA in that MAQ is paid at a daily rate (credited on pay record of individual) and must be supported by an allotment, on behalf of the dependent, in an amount equal to 30 times the daily MAQ rate. FA (granted by the Servicemen's Dependents Allowance Act of 1942, as a wartime measure) is composed of the enlisted man's contribution (checked on individual's pay record) and the government's contribution, the total sum of which is mailed as a Treasury check to the dependent. Only PO2c and above are eligible for MAQ, while all enlisted men are eligible for FA. FA, currently, is slated to expire six months from the date Congress or the President declares the war is over, but will continue for the duration of enlistments, reenlistments and extensions contracted prior to 1 July 1946. The Navy is recommending legislation to continue FA until 1 July 1952. (See ALL HANDS, June 1946, p. 32).—ED.

Left Hand Salute

SIR: While Navy Regs provides that "the right hand shall be used for saluting whenever possible," I maintain that the only person authorized to salute with the left hand is a boatswain's mate when piping rank over the side. Am I right or wrong?—J.J.S., Lt. (jg), USNR.

• Wrong. Navy Regs (Art 266), ordering the right hand salute "when possible," does not restrict saluting with the left hand to boatswain's mates. Naval custom permits saluting with the left hand when a salute cannot be rendered readily with the right hand. (See ALL HANDS, Jan. 1944, p. 48).—ED.

No Extra Pay

SIR: The crew of the ammunition lighter, YF-881, would like to know if the Navy still pays an extra 50 percent of base pay to personnel aboard ships that haul ammunition. If so, what are the qualifications?—J. A. P., GM3c, USNR.

• The Navy has never paid an additional 50 percent of base pay to crew members of ships that carry ammunition. The only men who receive the 50 percent additional compensation are those on duty on submarines and aviators and their flight crews.—ED.

Promotion to Chief Pilot

SIR: Having completed flight school in 1944 as an enlisted pilot, I should like to know (1) the qualifications for promotion to CAP from AP1c and (2) if credit is given for time spent as petty officer, first class (aviation machinist's mate) prior to flight school—J.E.P., AP1c, USN.

• (1) The qualifications are set forth in Part D, Chapter 5, Art D-5208.01, BuPers Manual. (2) Yes; note that by BuPers circ. ltr. 72-46 you must have spent 36 months service in pay grade 2 before advancement to pay grade 1A.—ED.

LSTs Hurt Rommel?

SIR: On p. 16 of your December 1945 issue is a picture captioned, "Beginning of end for Hitler was Allied African invasion that doomed Rommel's famed Afrika Korps." An LST appears in the photo. The African invasion occurred 8 Nov 1942, and I believe LSTs were just coming down the launching ways at that time. How about it?—E.B.D., SM2c, USN.

• Right you are. First LST was launched 7 Dec 1942, commissioned 14 December. LSTs first saw action in the European-African Theater when the Allies invaded Sicily 10 July 1943, had earlier been used in invasions of Rendova in the Solomons and Attu in the Aleutians. The photo which appeared in ALL HANDS was taken on maneuvers en route to North African ports from which the invasions of southern Europe were staged.—ED.

Wants Clarification

SIR: I read that the Navy had put out a letter to commanding officers stating that Negroes in uniform are not to be discriminated against in mess halls and other facilities. (1) What letter was it, and (2) did it include ship's services, movies and CPO quarters?—G.F., CCK, USN.

• (1) You apparently are referring to BuPers Circ. Ltr. 48-46 (NDB, 28 February). Purpose of this letter was abolishment of restrictions governing types of assignments for which Negro Navy personnel are eligible. The letter, para. 2, states: "Effective immediately all restrictions governing the types of assignments for which Negro naval personnel are eligible are lifted. Henceforth they shall be eligible for all types of assignments in all ratings in all activities and all ships of the naval service." (2) The letter, para. 4, further states: "In the utilization of housing, messing and other facilities, no special or unusual provisions will be made for the accommodation of Negroes." It may be pointed out that members of the cooks and stewards branch in all pay grades, while receiving the pay of those grades, are not petty officers; CCKs and CSTs are not CPOs.—Ed.

Correct Pay Scale

SIR: In reference to the April 1946 ALL HANDS, "Is Higher Pay On Its Way?", the enlisted scale showing the proposed pay under the new bill seems to be slightly out of order. If you'll check BuPers Circ. Ltr. 205-43 (corrected) (NDB, cum. ed.), you'll see that a few changes were made in the rating structure, i.e. Fic to pay grade 5 instead of 4, etc.—T.L.L., CY, USN.

• ALL HANDS was in error. The table of proposed pay increases should read:

Classification	Present Base Pay	Proposed Base Pay
CPO	\$138	\$165
CPO(AA)	126	150
PO1c, St1c, Ck1c	114	135
PO2c, St2c, Ck2c	96	115
PO3c, St3c, Ck3c	78	100
S1c, Fic, Bugler 1c, HA1c, STM1c	66	90
S2c, F2c, Bugler 2c, HA2c, STM2c	54	80
AS, STM3c	50	75

(Figures in above table are based on the pay bill passed by the House and currently awaiting Senate action).—Ed.

Time Waivers For Rates

SIR: (1) Who has the authority to waive time in regard to advancement in rating. (2) What is the length of time that can be waived—B.W., SKD2c.

• (1) Only BuPers can waive time requirements for advancement in rate. (2) The present policy of BuPers is not to authorize any requests for time waivers. You must serve the full time specified in BuPers Circular Letter 72-46 (NDB, 31 March; see p. 68) before you can be advanced in rate.—Ed.



Admiral (then Lt. Cdr.) Mitscher



Admiral (then Lt. Cdr.) Read

Read Piloted NC-4

SIR: In ALL HANDS, February 1946, appeared the article "Organizing For Peace." The statement was made that Admiral Marc A. Mitscher, USN was an "airman since 1915, pilot of the NC-4 on the first Navy transatlantic flight." I have always understood that Rear Admiral A. C. Read, USN, was the pilot of the NC-4 in that flight. Could you verify this for me?—L. H. C., USNR, inactive.

• You're right. Admiral Mitscher flew the NC-1, which was one of four planes scheduled to start the flight. The NC-1, flown by Admiral Read, was the only plane to reach its destination, the Azores. The NC-1 was forced down 100 miles from the islands, and the crew was picked up by a Greek fishing vessel. The NC-2 was scrapped before the flight and parts used to repair two of the other three, which had been damaged by fire at Rockaway. The NC-3 was forced down 45 miles from its destination, and sailed in to the beach by Admiral Towers. (See p. 54).—Ed.

Future Draft Status

SIR: When I am discharged from the Navy, am I apt to be drafted into the Army?—J.G.A., S2c, USNR.

• Officers and enlisted men who are not "discharged" but retained in the naval service on inactive duty are not required to register with their draft boards when they go on inactive duty. In the case of those who actually are discharged (and this applies to most enlisted men) procedure is as follows: Men registered with draft boards, before going into service, when called to active duty, automatically were placed in class 1-C. When discharged they must report to their local boards, but will be retained in 1-C and not subject to further service unless a most unusual circumstance, such as a new national emergency, arises. Men not registered with draft boards before entering service must register immediately upon discharge, and also will be placed in 1-C. A Selective Service bill, under study in Congress states no person who has served six months or more on active duty, or served overseas, shall be liable to reinduction into the armed forces (except in event of a new emergency).—Ed.

On the New Uniform

SIR: Why try to make sailors look like soldiers? The present uniform is as cute and cocky as the word "sailor." Keep the uniform as it is.—Miss W.C.F.

SIR: The present uniform can't be beat. My blues come out better and take up less locker space than any other suit of clothes I've had. I will always be proud to say I pulled duty in the "bell-bottom" Navy and not in the "peg-leg" Navy.—F.E.E., S1c, USNR.

SIR: If they are trying so hard to modernize the Navy, why don't they give us the right to go on liberty in tailor-mades? There is no uniform in the world that looks as nice as a set of tailor-made blues or whites on a sailor.—F.J.R., S1c, USN.

SIR: We came across a letter in the February issue of ALL HANDS written by a QM1c in which he blames his childish actions on the present uniform. Clothes don't make the man! We think the present uniform is a man's uniform and it should stay as it is. There is also a TM3c who thinks the uniform is old-fashioned. This uniform has been going as long as the outfit behind it. If you want to do away with the tradition of the Navy, do away with the Navy itself.—46 crew members of the USS Columbia (CL 54).

SIR: In "Letters to the Editor" I read for and against the change of uniform for enlisted men. Well, no matter what they do in making a change, a large percentage will always try to improve the uniform.

Here's a cartoon from our club bulletin board which tells part of the story. Give a sailor a small hat and he'll make it larger. Give him a nice fitting suit, and he will tighten it with zippers so tight he will not be able to bend over. Tie the neckerchief high, and he'll make it low, etc. Some say they look like "monkeys." Well, it's mostly their own fault for going to shore tailors.

Give the enlisted man a good dress blue and whites to go ashore in and let him wear dungarees aboard at all times, except for Captain's inspection.—J.M.H., CBM, (Ret).

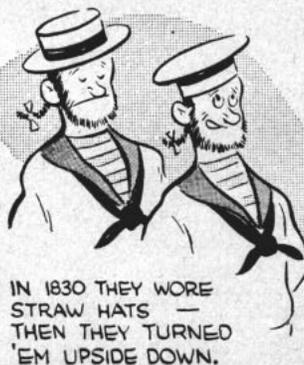
• See cartoon on this page.—Ed.

Lost Vessels

SIR: With reference to your list of U. S. naval vessels lost during the war in the December, 1945 issue of ALL HANDS, I know of two that were lost but were not included. They are the LST 555, which was grounded at Wakagama, Japan, and the YMS 478.—E. L. W.

• The list you refer to included only ships lost prior to the cessation of hostilities, 14 Aug 1945. The YMS 478 went aground at Wakanaura, Japan 8 October, was cannibalized for parts, and was destroyed by a demolition charge 24 October. The LST 555 has been listed by BuShips as destroyed.—Ed.

NO MATTER HOW OFTEN YOU CHANGE IT, THEY'LL WANT IT A LITTLE DIFFERENT



IN 1830 THEY WORE STRAW HATS — THEN THEY TURNED 'EM UPSIDE DOWN.



THE WIDER THE SALTIER — IN TAILORMADE TOPPERS OF 1900 VINTAGE.

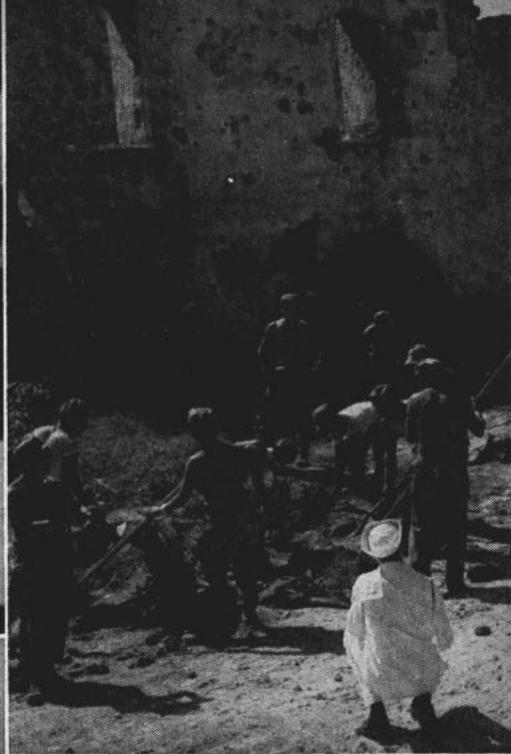


STITCHING THE BRIMS OF G.I. SKIMMERS, 1910 MODEL, WAS STRICTLY UNOFFICIAL.

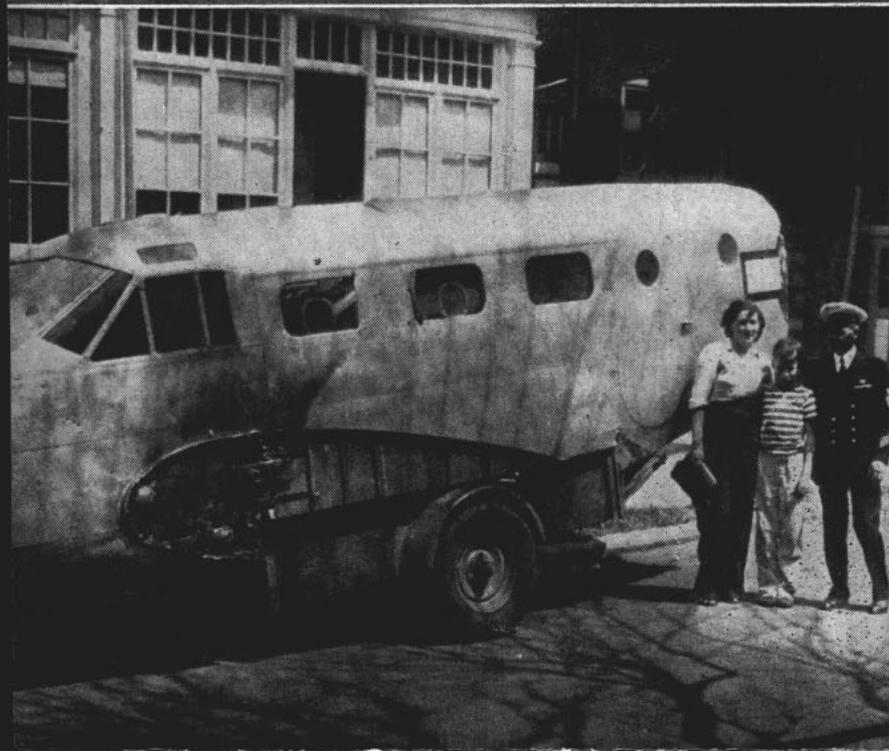


1946: STILL NOT SATISFIED....

Jim Greenwood
FROM AN IDEA CONTRIBUTED
BY JOHN M. HOPE CBM(RET)



"TYPICAL AMERICAN GIRL", Mrs. H...
by Capt. W. Rodee, CO of USS Puget...
husband looks on. Upper right: U. S. se...
on Corregidor, P. I. Left center: Lifeb...
tomac River from a PBY-6A in a Navy A...
from surplus property sale is home for...
Lower right: Ens. E. J. McCormick rec...
Emily Ruplis after the Naval Academy c...



THE MONTH'S NEWS

GI TERMINAL LEAVE BILL PASSES HOUSE, 379 TO 0 GOES TO SENATE

PERIOD 21 MAY THROUGH 20 JUNE

Provides Cash Payment

By a topheavy roll call vote of 379 to 0, the House last month voted to give an estimated average of \$250 to every honorably discharged enlisted service man and woman. The "GI terminal leave" bill (HR 4051) passed the House and was sent to the Senate, where it was assigned to the Military Affairs Committee.

The bill provides for a cash lump sum payment upon discharge. Personnel would be considered entitled to 30 days of leave or furlough time for each year of active service and payments would be made to compensate for whatever portion was not taken. A limit of 120 days accrued is provided.

Payments would be computed on the rate of base and longevity pay which the individual was receiving at the time of discharge, plus 70 cents a day for subsistence and quarters, or the actual amount of allowances he was receiving for them, whichever is greater. Persons discharged before enactment of the bill would be entitled to payments by making application within a year after such enactment.

Payments would be for leave accrued while on active service during the "war service period" in the Army, Navy, Marine Corps, Coast Guard or any of their components. Active service is defined as any active duty between 8 Sept 1939 and six months after the end of the war emergency. All payments would be exempt from taxation and from the claims of creditors.

Building Plan

The Navy has decided to complete work on 14 warships previously set aside to help meet trimmed-down budget requirements for fiscal 1947. Seven of the ships will be assigned to

active fleets, the other seven to inactive groups.

Vessels scheduled for active status are the heavy cruiser *Salem*, light cruisers *Manchester* and *Roanoke*, and the destroyers *Henley*, *William C. Lawe*, *Lloyd Thomas* and *Keppler*. Those slated to go to inactive fleets are the large cruiser *Hawaii*, the battleship *Kentucky*, the small carrier *Wright*, the light cruiser *Galveston*, the destroyer escorts *Wagner* and *Vandivier* and the submarine *Lancetfish*.

The *Hawaii* and the *Galveston* have been assigned to the 16th Fleet. Work has been suspended on the *Kentucky* and canceled on the *Illinois*.

The Draft Problem

With argument centering on the induction of youths 18 and 19 years old, a conference of Senate and House members was deadlocked last month over differing versions of a bill to extend the draft. The Senate version, Navy men noted, carried a pay raise for enlisted personnel.

The two measures differed considerably:

- The Senate version would continue the draft to 15 May 1947, the House to 15 Feb 1947.
- The Senate approved continued induction of 18 and 19-year-olds, the House would stop them.
- The Senate voted for pay raises to enlisted men only; the House version doesn't mention pay.
- The Senate turned down a House plan to stop all inductions until next 15 October.

Both bills bar further induction of fathers, regardless of age, put a limit of 18 months on all inducted service, and continue reemployment benefits contained in the war draft law.

About that pay raise (the House bill reported in ALL HANDS in May,



h Morrow (upper left), is crowned
ound, ship that voted her title, as
ors watch Jap POWs clean debris
t and men were dropped into Po-
show. Lower left: Plane fuselage
MCM Paul Reiboldt and family.
ves congratulatory kiss from Miss
duation ceremonies at Annapolis.



LAST AUGUST



We split the atom and unleashed the world's most terrifying weapon in leveling Hiroshima and Nagasaki. Russia drives into Manchuria after declaring war upon Japan. The Nipponese accept the Potsdam ultimatum, bringing history's most costly war to an end.

AUGUST 1946

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



Official U. S. Navy photograph

NAVY NEPTUNE BOMBER landed at Burbank, Calif., 9 hours, 23 minutes and 2 seconds after it left New York. Flight beat all previous east-west records.

p. 41, went to the Senate and is still on the calendar awaiting action); Under the measure sent to conference, increases would be granted as follows—CPO (PA), up to \$140; CPO (AA), to \$132; PO1c, to \$118; PO2c, to \$106; PO3c, to \$100; S1c, to \$90; S2c, to \$80; AS, to \$75.

Both Army and Navy have felt the effects of Congressional stop-gap action last May extending the draft law until 1 July, but providing that no 'teen-agers be called. Navy voluntary first enlistments on 1 June had dropped 25 percent for a month, though this was not entirely attributable to the draft surcease. The War department disclosed that enlistments dropped to a new low the third week in May, the period immediately after the stop-gap action was taken.

The Army said that a large percentage of enlistments in the first three weeks in May were by the last 'teen-agers to be drafted who enlisted after induction to fix their term of service. Other 'teen-agers volunteered just before induction for a similar reason. These considerations swell to some extent the ranks of Navy volunteers.

Army enlistments for the first three weeks in May totaled 32,750, compared to 63,867 for the entire month of April (figures not available for last week of May). Navy first enlistments dropped from 16,000 in April to 12,000 in May and stood at 5,295 for the first 10 days of June.

One Housing Answer

This may not be the answer to the housing problem but it's a good idea.

BuDocks has developed a new type of building construction combining low cost, speed, fire proofing and permanency. The design has been tested successfully at two Navy warehouses and bureau engineers already are tackling the problem of adapting the

plan to construction of small homes.

The warehouses at a naval supply depot at Mechanicsburg, Pa., were built of precast, reinforced concrete elements assembled by a combination of bolting, welding and cementing to form a rigid frame of light, hollow members. First of the two Mechanicsburg warehouses, 600 feet long, 200 wide and 24 feet high, was completed in 40 days.

Sullivan UnderSecNav

John L. Sullivan became Undersecretary of the Navy last month, sworn in



UnderSecNav
Sullivan

after his nomination by President Truman was confirmed by the Senate. Mr. Sullivan left vacant the post of Assistant Secretary of the Navy for Air, which he had filled since 2 July 1945, when he was sworn into that office aboard USS *Shangri-la* (CV 38). The ship was stalking Japs at the time, off the shores of the Japanese mainland.

Mr. Sullivan, a Dartmouth graduate in 1921, is from Manchester, N. H. He had served at one time as counsel for the newspapers owned by the late Secretary of the Navy Frank Knox. Mr. Sullivan served the Navy in the first World War, enlisting as an apprentice seaman. He is a partner in two law firms, but has withdrawn from both of them during his naval service.

Mr. Sullivan has had wide previous experience in official positions. In 1939 he was appointed assistant to the Commissioner of Internal Revenue, and served as Assistant Secretary of the Treasury from January of 1940 until November, 1944.

Record Breaking Flight

The Navy rang up a new record late in May when a Lockheed Neptune patrol bomber flew nonstop from New York to Burbank, Calif., in 9 hours, 23 minutes, 2 seconds, chopping 39 minutes, 53.7 seconds off the old mark. Alexander P. de Seversky had previously flown the distance in 10 hours, 2 minutes, 55.7 seconds.

The plane, designated as P2V, was forced 150 miles off its course. It is powered by two Wright R-3350 double cyclone engines of the same type that powered the B-29, at 2,300 horsepower each. The average speed was reported as 263 miles per hour, much slower than the west-east mark because of poor flying conditions and the lack of tail winds which planes on the west-east run have.

The new patrol plane, capable of cruising at about 300 miles per hour, has a range of 5,000 miles and can fly from Pearl Harbor to New York, nonstop. It can carry a bomb load of 8,000 pounds and 16 five-inch rockets under its wings, has six 20-millimeter cannons in its nose and twin .50 caliber machine gun turrets on its back and in its tail, according to the first Navy information given out on the plane.

The pilot and co-pilot on the record-breaking flight were Comdr. Thomas D. Davies and Comdr. Eugene P. Rankin.

Pearl Report Due

The Congressional Pearl Harbor Investigating Committee had until 10 July to submit its report to Congress, and the expectation last month was that the deadline would be met. Senator Scott Lucas (D., Ill.) headed a five-man subcommittee which was to prepare the report.



Photograph from Press Association, Inc. **AUDREY YOUNG**, Los Angeles girl, had to go to Broadway and appear in a musical to gain Hollywood recognition. She is now a Paramount starlet.

Body Armor

Body armor for foot soldiers, combining flexibility and lightness for a rifleman's mobility and sufficiently resistant to stop low-velocity shell fragments, is the goal of research technicians of Army Ordnance, the War Department disclosed. (See *ALL HANDS*, June 1946, p. 56.)

This armor would be similar to that used by Air Force combat crews during the war from 1943 on. Of the total number of AAF personnel wearing body armor who were hit, 18 percent were killed and 13 percent wounded. Among personnel not so equipped, 36 percent of those hit were killed and 64 percent wounded.

NavGun Superintendent

Rear Admiral Theodore D. Ruddock, USN, the man who crossed the "T" at Surigao, has assumed duties as superintendent of the Naval Gun Factory in Washington, D. C. Admiral Ruddock relieved Rear Admiral Glenn B. Davis, USN, commandant of the Potomac River Naval Command, who had held the gun factory post as additional duty.

The new superintendent holds the Navy Cross with Gold Star and the Legion of Merit with four Gold Stars. He won his first Navy Cross for leading the historic annihilation of a Jap battleship force in the



northern neck of Surigao Strait during the Second Battle of the Philippine Sea. The Gold Star in lieu of a second award was awarded him for participation in covering the Mindoro amphibious operation.



Official U. S. Navy photograph

FOURTH ESTATE of Navy—Some 250 enlisted reporters in training at Fleet Home Town News Center in Chicago get typing instruction from Waves.

Public Relations Program

Public Information was characterized by the Navy Department last month as "meeting the Navy's responsibility to the public."

Continuance of public relations as an essential peacetime naval activity was assured (see *ALL HANDS*, June 1946, p. 69) by SecNav directives, and BuPers is considering a rating and warrant rank for personnel in the field of writing and editing in the postwar Navy (see p. 67). Provisions also have been made to secure officers as public information specialists.

Rear Admiral H. B. Miller, director of Public Information, said, "During

the war, press releases and radio announcements were received eagerly by the public which was deeply concerned about the Navy and the service their kin and friends were rendering. That interest still exists, complicated by the uneasiness of the world and our international obligations.

"To meet this responsibility, it is necessary for the Navy to conduct an all-inclusive public information program, that the Navy's mission and objectives, tasks or functions, and all of its activities, within the limits of military security, may be made available to the public as official information, to balance information and opinion coming from other sources."

The Admiral concluded, "Public relations has become one of the great influences on American life. It does not imply mere press handouts and advertising. It includes every possible means of transmitting information, such as news releases, photographs, radio, moving pictures, personal contacts, displays, demonstrations, magazine articles, books, pamphlets, reports, speeches, paintings, posters, music, syndication and word-of-mouth. Keeping the public informed," he emphasized, "creates satisfaction and tends to dispel the ignorance, distortions, doubt and distrust which accompany hidden, secret operations; supplanting them with knowledge, understanding and confidence."

Coast Guard War Story

"Coast Guard at War" is now being written at various activities of the Coast Guard and is expected to be ready for publication about 1 July of next year. It will be a series of 31 historical monographs on the Coast Guard on land, at sea and in the air.

Currently the monographs are being distributed, as they are written, to cognizant Coast Guard officers for corrections and comments. Assembled, they will be published in one volume with appropriate photos and charts.



Official U. S. Navy photograph

NEW TURN TO NAVIGATION—LSM swings around, and in its own length, by a secret Kirsten cycloidal propeller which eliminates the use of a rudder.



'FLYING STOVEPIPE', Navy's working model of ram jet propulsion, streaks from its platform in test hop which may usher in era of 1,500 mph flight.

Official U. S. Navy photograph

'Flying Stovepipe'

The "flying stovepipe", a ram jet for propelling guided missiles at supersonic speeds, is now in the successful working model stage, according to the Navy.

The "stovepipe", so labeled because of its form and lack of moving parts, is the first step beyond the turbo-jet, which is now used to propel high-speed aircraft. It consists essentially of an open pipe with oxygen being scooped into the front opening from the air during flight and compressed by the speed of the jet; fuel is injected and burned, and the exhaust streams out the rear opening.

Operating under special research contracts with the Bureau of Ordnance, the Applied Physics Laboratory of Johns Hopkins University and 20 associated industrial organizations and universities have proved conclusively during the past year that the ram jet is a practical method of achieving high-speed flight at high altitudes.

One disadvantage of the ram jet, however, is that it must be brought up to a high speed before it can operate efficiently. This is done by catapults or auxiliary rockets. It is possible that ram jets may be used in the future on high-speed cruising aircraft equipped with other forms of propulsion for launching to a speed at which the jets would be operable.

Synthetic Fuels Studied

The Navy, world's largest consumer of oil, plans a long-term study of synthetic fuels in cooperation with the oil industry and engine manufacturers. These studies will be conducted under the direction of the Bureau of Ships.

In recent demonstrations at the Naval Engineering Experiment Station, Annapolis, Md., the Navy operated landing craft, amphibious tanks, an experimental gas turbine and a

turbo-jet engine on synthetic fuels manufactured from natural gas, coal and shale.

A shortage of high-grade (50 cetane) diesel fuels in 1944 impelled a study of synthetics, which indicated a high cetane diesel fuel could be developed from natural gas, and that by blending the synthetic with low grade diesel fuel the quality of the natural fuels could be raised to meet Navy specifications. Although the fuel shortage was solved by other means, the problem of finding ample supplies of high grade diesel fuel still exists.

Results of synthetic fuel studies may bring about a redesign of engines to effect the most efficient utilization of the new fuels.

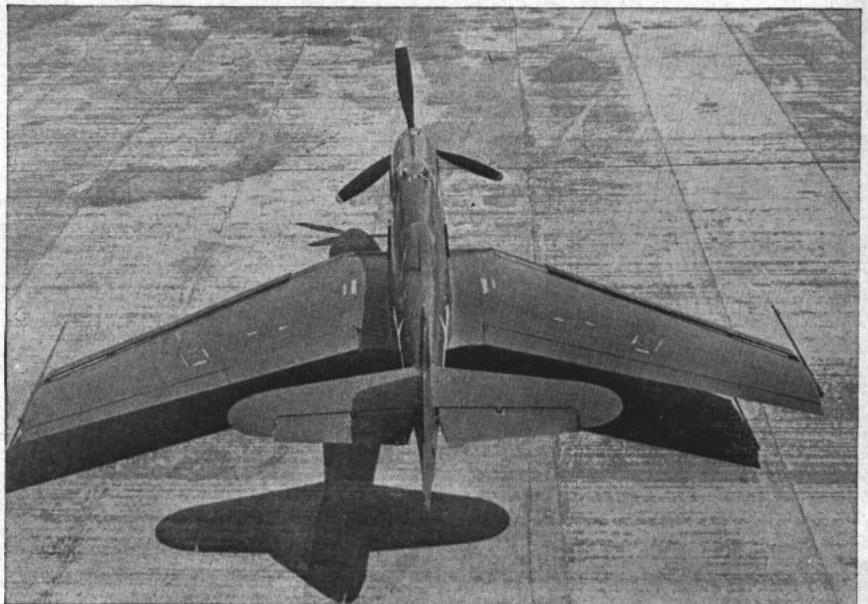
Military Cooperation

The House measure to further inter-American military cooperation cleared the lower chamber's Foreign Affairs Committee last month and was placed on the House calendar.

This measure (HR 6326), sponsored jointly by the State, War and Navy departments, is called by CNO Fleet Admiral Chester W. Nimitz "an important step in the implementation of obligations assumed by the United States" under the Act of Chapultepec (which recognized the need of the western powers for a mutual defense arrangement).

If the legislation is enacted, the U. S. proposes, Admiral Nimitz said, to assist the other American countries by transferring vessels to give each country a small, balanced navy. The U. S. also would help in training men to handle these ships, CNO said, "so that in the event of another war we will be able to effect the maximum coordination of effort." One of the principal objectives of the bill, Admiral Nimitz told the committee, would be to effect a gradual standardization of the military organization and equipment of the American States. CNO made it clear that the naval aid given to American countries would be in excess of the naval needs of the U. S. He said the program was not to be interpreted as an armament race, but as a means of protecting the coastal line of the Americas and of promoting friendly relations.

General of the Army Dwight D. Eisenhower, also appearing before the committee, said U. S. military authorities had often discussed with Canada the desirability of standardized weapons. (Canada is not included in the present measure, but could be brought within its scope if she so chose.) "Soldiers on both sides of the border," he said, "understand that if we could have the same equipment, organization and training we would increase our own joint security."



MODIFIED P-63 (Bell Kingcobra) designed to attain supersonic speeds, has sweptback wings to decrease plane's air resistance and thus increase speed.

Official U. S. Navy photograph

New Merger Plan Announced

President Truman drew up a new plan for unification of the armed forces last month, after a series of Army-Navy conferences had resulted in some progress toward compromise on the issue. In a detailed blueprint submitted to the chairmen of the House and Senate Military and Naval Affairs Committees, the President outlined a 12-point program on which he said he hoped Congress would base "merger" legislation.

At the same time, the President re-released a joint report in which the Secretaries of War and the Navy had announced agreement on eight basic elements of unification and disagreement on the four remaining.

The President's 12 principles, the first four of which were not agreed upon, provide for:

- A single Department of National Defense under a civilian of Cabinet rank, each service to be headed by a civilian with the title of "secretary."

- Three coordinated services—Army, Navy and Air Force—operating under the control and supervision of the Secretary of National Defense.

- An Air Force charged with the development, procurement, maintenance and operation of the military air resources of the United States. Under this provision the Navy would be responsible for ship, carrier and water-based planes; for land-based aircraft necessary to internal administration and air transport; and for land-based planes necessary for the training of personnel for the above functions. The provision also states that land-based planes for naval reconnaissance, anti-submarine warfare and protection of shipping should be manned by Air Force personnel.

- A balanced Fleet Marine Force including its supporting air component.

- A Council of National Defense to integrate our foreign and military policies.

- A National Security Resources



Photograph from Press Association, Inc.

WAR'S AFTERMATH holds threat for this Navy bomb disposal crew handling Jap torpedo which washed ashore in San Francisco's Golden Gate.

Board to establish policies for the maximum use of the nation's resources in support of our national security.

- Joint Chiefs of Staff to formulate strategic plans, assign logistic responsibilities in support thereof, integrate the military programs, and provide for the strategic direction of the U. S. military forces.

- No single military Chief of Staff. The Army acceded to the opposing wishes of the Navy in eliminating this post.

- A Central Intelligence Agency to compile, analyze and evaluate information gathered by various Government agencies and to furnish such informa-

tion to the Council of National Defense and other agencies entitled thereto.

- An agency to prevent wasteful competition in the field of military supply and procurement through joint planning and coordination of procurement, production and distribution.

- An agency to coordinate the scientific research and development of the military services.

- An agency to review periodically the several systems of education and training of personnel of the military services.

Surplus Aluminum Drive

Parts of aircraft that once carried Navy men on combat and training missions are now being fed back into commercial channels to become window frames, linoleum stripping, ornamental fixtures and alloys for the steel or chemical industries. Under a Navy program for recovery of aluminum scrap from surplus Navy aircraft, 35,000,000 pounds of secondary aluminum ingot is expected to be produced.

Standard sloping hearth reverberatory furnaces have been installed at Jacksonville, Alameda and San Diego, while open pot furnaces are in operation at Miami, Norfolk, and Corpus Christi.

One SB2C Helldiver can be melted down to 127 20-pound ingots.

Flag Promotions

The following nominations to flag rank have been confirmed by the Senate:

To be admiral in the Civil Engineer Corps, U. S. Navy:

Ben Moreell, (CEC), USN, for temporary service to rank from 11 June 1946 (see p. 53).

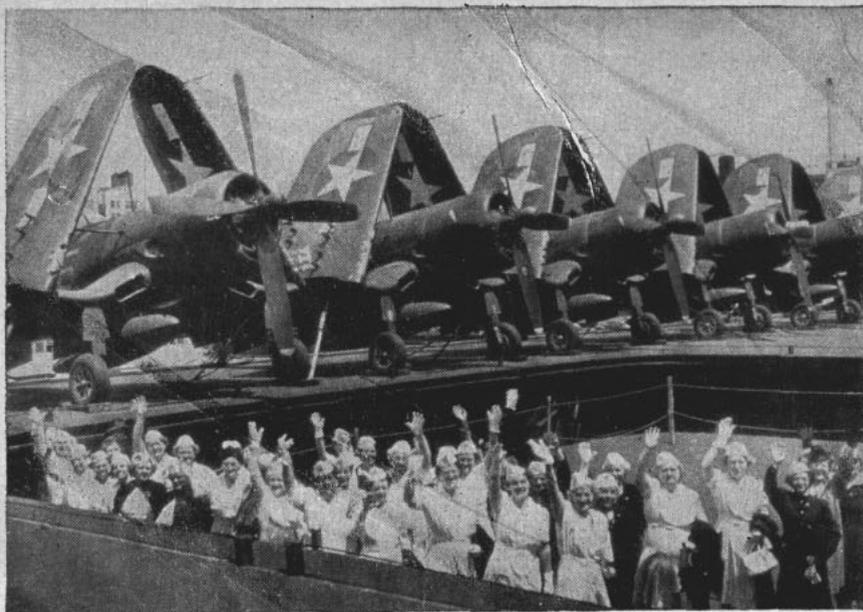
To be vice-admiral in the U. S. Navy:

Robert B. Carney, USN, for temporary service to rank from 5 June 1946.



Official U. S. Navy photograph

SCRAP UNTO SCRAP—aircraft parts are scrapped to be used in making civilian goods in Navy's program for disposal of surplus aircraft aluminum.



Photograph from Press Association, Inc.

SOME OF THE 48 Gold Star Mothers are lifted to flight deck of the FDR during their visit aboard the carrier on Memorial Day in New York harbor.

New Insurance Bill

A bill (HR 6371) to broaden and enhance the benefits of National Service Life Insurance was under study last month in the Senate Finance Committee. The measure, already passed by the House, would amend the National Service Life Insurance Act of 1940 as follows, to provide:

Lump sum payment to beneficiaries—Under the present law, payment is made in small monthly amounts over an extended period. Amendment provides that beneficiary may receive full amount in one payment, but this method of payment must be specified by the insured.

Permission to designate anyone as beneficiary—Law now limits beneficiaries to wife, child, parents, brother, sister. Any person or organization can be named under the amendment.

Retroactive coverage—Some men in service applied for insurance and were turned down but were retained in service and subsequently killed or disabled. The amendment would provide insurance coverage for these men.

Automatic coverage—This is provided for men whose insurance lapsed because of administrative technicalities. Some men, because of being AWOL, lost their insurance without being aware of it.

Increase for POWs—Prisoners of war automatically would get \$10,000 of free insurance under the new bill, instead of the previous figure of \$5,000. Same applies to any person who died in service between 8 Oct 1940 and 20 Apr 1942.

Disability coverage—Upon payment of extra premiums, the man who becomes totally disabled is entitled, after six months' disability, to a monthly cash benefit of \$5 for each \$1,000 of insurance.

More flexible conversion—New bill would include conversion to 20-year endowment, endowment at age 60 and endowment at age 65, in addition to

present methods: ordinary life, 20-payment life, 30-payment life.

Review by courts—Under new bill, if a veteran files a claim and is turned down by the Veterans Administration he may appeal to courts. He has no appeal from VA decision under present law.

Reserve Day

Approximately 9,000 Naval Reservists and their guests renewed acquaintances with old shipmates and with wartime posts as they boarded ships of the Eighth Fleet tied up in New York Harbor, on the special invitation of Admiral Marc A. Mitscher,

Com 8th Fleet, and his commanding officers.

Naval officers estimated that 1,500 persons visited USS *Missouri* (BB63) and 2,500 visited the aircraft carriers *Midway* (CVB41) and *Princeton* (CV37) and smaller ships from landings at 72nd St. and 125th St.

Most popular of the ships was USS *Franklin D. Roosevelt* (CVB42), with 5,000 former Navy men and guests boarding the ship. The *Roosevelt* also played host to 250 members of the New York Navy Mother's Club and a group of Gold Star mothers.

Admiral Mitscher gave a luncheon aboard the *Roosevelt* for former staff officers of his famous Task Force 58.

Here's Where It Went

Approximately 28,500,000 rounds of ammunition were fired from ships and planes of the Navy during the war. A total of 332,276 tons of ammunition was expended between 7 Dec 1941 and 15 Aug 1945.

Ammunition expenditure charts of BuOrd show 16-, 14-, and 12-inch main batteries of battleships fired 110,000 tons of high explosives. In the Marianas campaign BBs fired 14,638 tons of 16- and 14-inch shells into Japanese defenses on Saipan, Tinian and Guam. A total of 2,606,222 projectiles were fired from five-inch guns of battleships, carriers, cruisers and destroyers.

Twenty mm and 40 mm antiaircraft guns used 28,193 tons of ammunition. Forties fired 5,500,000 shells while the 20 mm expenditure of 15,000,000 rounds was the highest total of any gun.

Submarines and naval aircraft launched 19,667 torpedoes at enemy targets. A total of 42,567 mines of all types were laid by surface vessels, submarines and aircraft. Depth charges, projector charges and launcher rockets totaling 57,099 were expended in antisubmarine warfare.



Official U. S. Navy photograph

PROUD RESERVIST introduces his family to the intricacies of the USS FDR. About 9,000 reservists and their guests visited ship in New York on 31 May.

Navy Museum

Battle trophies, historical exhibits, and ships depicting the Navy's role in war and peace from the Revolution to World War II will be placed permanently on display in Washington, D. C., if plans are approved for the erection of a Naval Museum along the Potomac River. First advanced in 1932 by the Navy Historical Foundation, the proposal is now before a committee of the House of Representatives for approval.

Fronting the museum, according to plans, will be a basin for the exhibition of representative ships from each war, possibly including the *Constellation*, used in the quasi-war with France in 1798; the *Hartford*, Farragut's flagship in the Civil War; the *Olympia*, Dewey's Spanish-American War flagship; and a World War I destroyer.

The project, previously approved by the House committee, was abandoned because of the war. The late President Roosevelt, a member of the Foundation, approved the Museum and suggested that it be located near the Titanic Memorial along the Potomac. It now has a high priority with the Public Works Agency as part of the general postwar federal building program.

To augment material already on hand, Commodore D. W. Knox, curator of the Naval Historical Foundation, is collecting for exhibit items illustrating Navy History dating back to 1775. Among things sought are prints, paintings, relics of ships and personnel, old uniforms, weapons, flags, navigating instruments, models, log books, and letters from men and officers describing actions or ship-board life.

The design for the Museum includes a central hall with two wings.

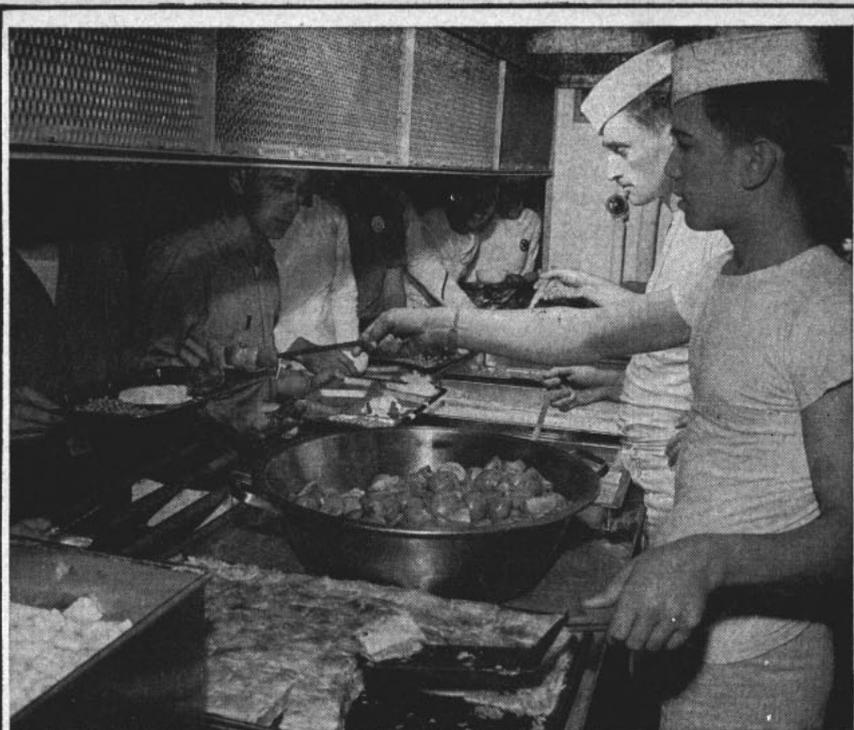
Conservation of Food

The Navy is in the midst of a campaign to conserve food, that more may be sent to hungry millions in nations around the world. By directives to commanding officers and by voluntary mess-hall programs asking men to limit their selections and to eat all they take, the Navy is saving food.

Where is this food going, who gets it, and how badly is it needed?

It is going all over the world, to Europe, North Africa, the Middle East, to the many nations of Asia and the Western Pacific from India to the Philippines, Japan and China, nations where, Herbert Hoover said, hunger hangs over the homes of 800,000,000 people. In fact, only a few nations have escaped the famine, only a few have surplus food supplies with which to feed the hungry. They include the United States and Canada, some Latin American nations, Britain and Russia, and a few smaller, isolated countries such as Sweden, Denmark, some of the Balkans, Egypt, Iraq and Siam. Mass starvation on a world-wide scale, Mr. Hoover warned, would mean mass chaos; the peace might be set back immeasurably. That, in addition to humanitarian reasons, is why the nations which have are trying to feed those which have not.

When Mr. Hoover returned to the



Official U. S. Navy photograph
CHOW-LINE—Proper menu selection and co-operation by individuals in accepting only the amount they can eat help save much-needed food.

FOOD CONSERVATION PLAN OFFERED

A program which can save up to one-third of food prepared at naval activities has been submitted to the Navy Department.

Particularly designed for ships of destroyer-size and larger, this plan lists five principal factors responsible for waste: improper preparation of food, careless handling, indifferent inspection, poor menu selection and poor cooperation by individuals in accepting food they don't expect to eat.

The plan, as sanctioned by the Navy Department:

- Post a memo to all hands stressing the necessity for waste prevention and ways to do it; invite complaints and suggestions.
- Set up watch list of senior officers in the mess hall. These officers should inspect the food at each meal, enter remarks in a complaint book and receive suggestions from any member of the crew, putting these

also in the complaint book along with the officer's opinion of the value of the complaint or suggestion.

- Set up watch list of junior officers at garbage cans. Have these officers take notes on principal items thrown away by the men, asking the men why they throw certain foods away. Do not report men except in especially aggravated cases of repeated violations.

- Require the Medical Officer to initial weekly mess menu before submission to Captain.

- Have Medical Officer prepare sanitary order for operation of galley, bakeshop, butcher shop and cafeteria.

- Captain or executive officer should make inspection of commissary department during preparation and service of at least one meal a day.

The program was put into practice aboard USS *Richmond* (CL-9).

U. S. from his world tour to investigate famine conditions, he found a definite shortage existing, but not such a shortage that the combined efforts of the "have" nations couldn't do something about it. At one time, it had been believed the world grain shortage might approach 11 million tons. Review by the Hoover world food tour scaled down some nations' minimum requirements and disclosed new sources of grain, and eventually pared down the overall world grain shortage to 3,600,000 tons.

Mr. Hoover said, "I can illustrate how tragic that gap still is. It equals the whole amount necessary to save

40,000,000 people. We would, of course, not concentrate the shortage on one nation, but if we spread it over all, the results are about the same."

Mr. Hoover listed as the principal means remaining to bridge the gap that means starvation to 40,000,000: More intensive conservation of bread and fats in North America (and this is what the Navy is seeking to accomplish in its current campaign).

Mr. Hoover concluded: "... we can pull the world through this most dangerous crisis. The saving of these human lives is . . . the only path to order, to stability and to peace. . . ."

Veterans' Job Ruling

The Supreme Court has ruled that a veteran is entitled by law to return to his prewar job or a job just as good; that he may not be discharged for a year, although layoffs do not count as discharge; that his time in the armed forces will count as time worked for seniority purposes. But the veteran is not entitled to seniority over non-veterans whose actual seniority is greater; he may not "bump" a worker of greater seniority off the job.

The Court thus upheld an earlier ruling of the U. S. Circuit Court of Appeals in New York (ALL HANDS, April 1946, p. 46) interpreting subdivisions (b) and (c) of paragraph 8 of the Selective Service Act, which provide that a veteran who was permanently employed before induction is entitled to reemployment for one year provided he applies for reemployment within 90 days of discharge.

Justice William O. Douglas of the Supreme Court said in the majority

opinion that a veteran returning to his job could step on "the seniority escalator" at the precise point he would have occupied had he not been called into the armed forces. The law entitles him to no more, the Court added, despite an interpretation to the contrary voiced by the Selective Service Director in 1944.

Books for Veterans

More than a million surplus textbooks once used in Army and Navy college training programs will be distributed to U. S. schools for use by student-veterans according to the Veterans Administration. The Library of Congress will handle the distribution.

The books will be distributed to schools and not to individuals. VA has asked veterans not to apply for the books. It was estimated use of the surplus textbooks will save VA \$3,000,000.

Meantime, VA warned that veterans hoping to attend schools this fall should apply immediately for certificates of eligibility. The VA foresaw possible delays if too many applications swamp VA offices at the last minute. Application for education under the GI Bill of Rights may be obtained at the VA regional or sub-regional office nearest the veteran's home. For more on GI education, see ALL HANDS, June 1946, p. 44.

Move by Air

The Veterans Administration Seattle office was transferred to Juneau, capital of Alaska, in a special flight by the Naval Air Transport Service, according to Rear Admiral J. W. Reeves, Jr., USN, Commander, NATS. The flight was made by Comdr. R. C. Knowles, Assistant Operations Officer for ComNATS, in a C-54.

Since the Alkan highway bypasses the city, there is no way of reaching Juneau via the ground, and a water voyage takes three full days and nights through Canada's fog-infested waters. The flight, however, took only six hours for the 12 passengers and 3,500 pounds of office supplies and luggage.

After completing the 1,000-odd mile trip and unloading the VA staff and office personnel, the plane proceeded to Kodiak and from there on its regular route. NATS maintains a regular schedule of seven planes weekly flying between Oakland and Attu.

RONs President

Former Assistant to the U. S. Attorney for Washington, D. C., Eugene Cassin Carusi has been named president of the newly organized Reserve Officers of the Naval Services, and former Rep. Melvin J. Maas of Minnesota is vice-president. Other vice-presidents are Richard O'Hara, Detroit, and Robert A. Gosling, Chicago.

Carusi, a resident of the District of Columbia, served as a commander in the Navy from 1941 to December of 1945. Actor Douglas Fairbanks, Jr., will serve as a council member with R. R. M. Converse, Detroit; Frederick A. Scott, Los Angeles; John W. Abbott, San Francisco; Robert Reynolds, Seattle; Dr. Winchell McCraig, Ro-



Photograph from Press Association, Inc.

MISS UNITED NATIONS of 1946 is Marjorie Munthe Morgenstjerne, who smiles as she holds trophy presented her at Washington. She is daughter of Norwegian ambassador.

chester, Minn., and Sidney W. Souers, St. Louis.

Carusi is the first elected president of the organization, though Capt. George F. Piper served as interim president since the organization was founded last September.

June Cruises

Training cruises and good-will visits were made by six cruisers and two destroyers of the Atlantic Fleet during June.

Two thousand reserve ensigns, part of the last group to complete V-12 training, were embarked at New York in CruDiv 14, comprised of the light cruisers *Cleveland*, *Columbia*, *Denver* and *Montpelier*, for an 18 day cruise in Canadian waters. Visits were to be made at Quebec and Halifax.

At the other end of the Atlantic, the USS *Portsmouth* paid a good-will call at Capetown and received a hearty welcome from South Africans.

The Twelfth Fleet, operating in European waters, was augmented by the light cruiser *Little Rock* and two destroyers, the *Warrington* and *Perry*, which were to join USS *Houston*, the Twelfth Fleet flagship, and the destroyers *Cone* and *Glennon* for training cruises and good-will visits to northern European ports.

Britain's Battleships

Great Britain has only five battleships fit to fight, it was announced in the new edition of Jane's "Fighting Ships." Britain has 10 serviceable battleships, of which only half are fit for full service.

The Admiralty said the five now in full service are the *King George V*, the *Duke of York*, *Anson*, *Howe* and *Vanguard*. The *Queen Elizabeth*, *Valiant*, *Nelson* and *Rodney* "are too slow and the *Renown* is too lightly armored for modern requirements."

'Halsey, Nimitz and Me'

The enlisted man won the war, and all the admirals did was to make a couple of decisions.

Authority for that is no less than an admiral himself, Fleet Admiral William F. Halsey, USN, who was speaking at the commissioning of a new ship of the Navy Club of the U. S., the USS Capital Ship of Washington, D. C. (For more on the Navy Club, see ALL HANDS, March 1946, p. 73).



Admiral Halsey said, "... there was a popular song entitled 'Halsey, Nimitz and Me.' The lyrics of this indicated there were three guys who won the war—Halsey, Nimitz and especially me; me being the enlisted man who was doing the singing.

"It was meant to be a humorous song. It was; but there was also a great deal of truth in the words. The enlisted man did win the war. Of course, we admirals had our fingers in the pie a little, but, really, all we did was to make a couple of decisions. Decisions like 'shall we enter Tokyo on Monday, or would it be better to wait until Thursday.' It was you men who did the essential things; it was you who made the engines turn over, cooked the food, fired the guns, maintained communications, etc. That's the big stuff."

Admiral Halsey declared the U. S. needs a strong Navy, but this does not mean a huge Navy. It means, rather, he said, a super-modern medium-sized Navy, backed up by an intelligent, patriotic Naval Reserve. "Give us this Naval Reserve and the Navy is made!" he said.

Studying The Pacific

Science will soon be afforded the opportunity to make a further study of the Pacific and unearth its now veiled secrets. It was announced at the Pacific Science Conference that arrangements have been completed for transfer to the French government, Army and Navy surplus buildings in New Caledonia for conversion into a scientific field station. American and scientists from other nations will have free access to the new institute. It will be housed in a former naval hospital and an old Army structure known as "Little Pentagon." Five French zoologists will form the nucleus of the institute's staff.

For more than 30 years American scientists have wondered about changes and developments in plant and animal life, oceanography, land phenomena and medicine in and around the numerous islands mandated or annexed by the Japanese and Germans. Conservation of human, plant, animal and mineral resources is another factor influencing the need of a coordinated scientific expedition, according to Dr. George P. Murdock, chairman of the scientific session's anthropology division.

Dr. Robert C. Murphy of the American Museum of Natural History added that "the Pacific is the last great unexplored part of the world which may be expected to yield a new food supply."

Maritime Chairman

Following his confirmation by the Senate as a member of the Maritime Commission on 25 May 1946, Vice Admiral William Ward Smith, USN, was designated Chairman of the Commission by President Truman and took the oath of office 3 June.



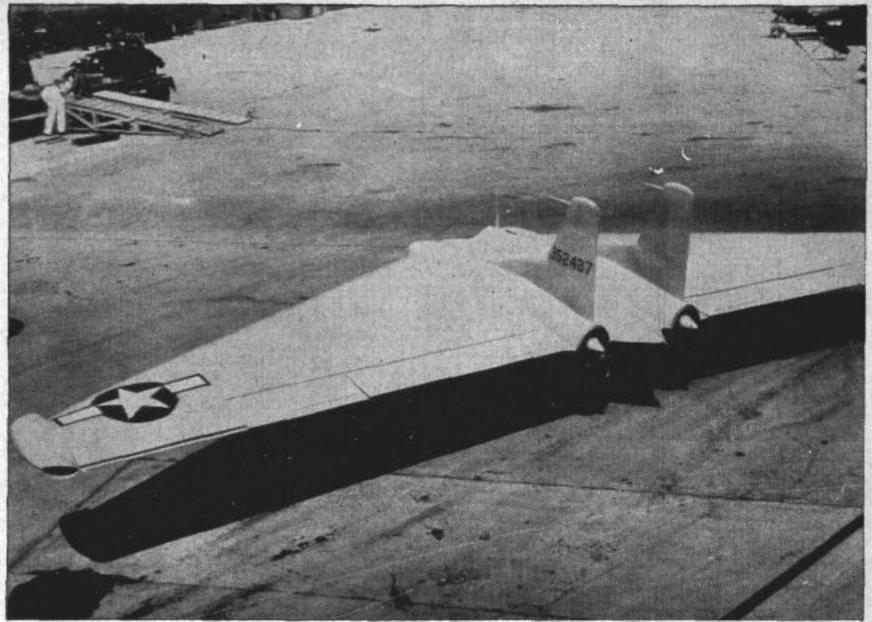
Admiral Smith

Assuming office in the midst of the Merchant Marine labor crisis, Admiral Smith affirmed his belief in the necessity for a strong merchant fleet, saying: "Right now, we have the most modern and efficient Merchant Marine the world has ever known. We must keep it that way."

Admiral Smith was a graduate of the Naval Academy in the class of 1909. After service in the Pacific in 1941 he was successively Director of the Naval Transportation Service, ComServPac and member of the General Board.

Academy Graduation

Of 809 graduates of the Naval Academy, Annapolis, Md., 786 received commissions. Thirty-five were sworn in as second lieutenants in the Marine Corps, 46 as Supply Corps ensigns, and 705 as ensigns of the line. Of 23 graduates who did not receive commissions, four were citizens of Latin American nations, 14



Photograph from Press Association, Inc.

'THERE I WAS, flat on my back at 15,000 feet' may be no gag for pilot of new 'Flying Ram.' Cockpit is horizontal and the pilot is in a prone position.

were honorably discharged, and five were awaiting physical examinations.

In an address to the former midshipmen, Fleet Admiral Chester W. Nimitz, CNO, assured the newly-commissioned ensigns that "so long as our commerce moves on the seas, our Navy will have ships." He added that "ours must be a forward-looking Navy, ever alert to project with maximum effect and at maximum distances from our shores—our sea power."

Also present at the exercises were Fleet Admirals William F. Halsey, William D. Leahy and Ernest J. King and Marine Corps Commandant Gen-

eral A. A. Vandegrift. The oath was administered by Admiral Halsey.

About 50 weddings were held at Annapolis the day of graduation, more than 14 of them in the Academy chapel. With their graduation, the new officers were free of Navy orders until 4 July.

Navy Student Officers

Selected as students in the first class of the National War College, highest postgraduate training for officers of the armed forces, were 23 Navy captains and six Marine Corps colonels, as well as a large number of Army brigadier generals and colonels. Ten high State Department officials also will attend the classes. One more Navy captain will be selected.

The first National War College class will convene 3 September, with a distinguished faculty and a broad list of advanced subjects of study. Many outstanding universities have cooperated to make their professors available for lectures before the college. Aim of the college is to bring together the military and civilian aspects of our government in studies of national defense and world policy. (For more on the War College, see ALL HANDS, May 1946, p. 51; March 1946, p. 53).

Navy captains named to the course were W. B. Ammon, B. L. Austin, W. M. Beakley, L. H. Bibley, R. E. Blick Jr., A. P. Calvert, E. A. Cruise, H. S. Duckworth, H. H. Goodwin, M. E. A. Gouin, H. H. Henderson, K. G. Hensel, Stanley Leith, W. K. Mendenhall Jr., H. E. Orem, S. C. Ring, R. W. Ruble, W. G. Schindler, A. P. Stoors 3d, J. H. Thach Jr., E. M. Thompson, C. W. Wilkins, G. C. Wright. Marine Corps colonels were M. L. Curry, W. I. Jordan, F. H. Lamson-Scribner, K. K. Louther, F. H. Schwable, Alan Shapley.



Photograph from Press Association, Inc.

KING SIZE' class ring, prepared for Academy dance, can't draw eyes of middie and date from each other.

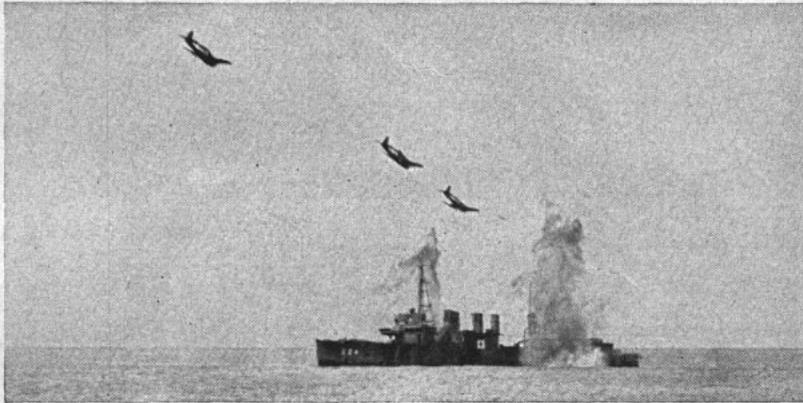
THE END OF A UNIQUE CAREER

The unique career of the USS *Stewart* (DD 224) came to an end off the coast of California when Navy fighter planes flew low over the gallant ship and released their high explosives.

The *Stewart* is one of the many ships from World War II with an unusual story to tell. (See ALL HANDS, April 1946.) Commissioned shortly after World War I, she saw service with the Asiatic fleet until the beginning of World War II. Early in 1942 she was damaged while participating in a Jap shipping attack. While undergoing repairs

from this damage in drydock at Surabaya, the ship slipped off her keel-blocks and crashed over on her side. The remains of the *Stewart* and the dry dock were scuttled, it was believed; however, when the Japs took Surabaya they resurrected the *Stewart*.

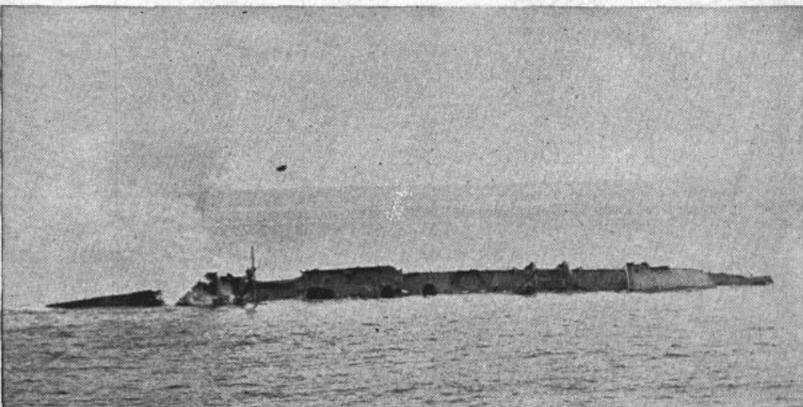
It was not until the U. S. went into Kure Naval Base that the remodeled and very battle-worn *Stewart* was recovered. Recommissioning exercises were held at Hiro Wan in October 1945, and the ship put out for Guam, thence home to San Francisco.



TRIO OF NAVY FIGHTERS lay direct rocket hits on USS *Stewart*.



LISTING TO PORT, old destroyer awaits fire of 40 MM battery.



BRIDGE AFLAME, bow wrecked, USS *Stewart* sinks for the last time.

Official U. S. Navy photographs

Air Defense Analyzed

United States industries cannot be protected from possible enemy air attacks except by prevention of those attacks, according to most recent reports of the U.S. Strategic Bombing Survey's Oil Division.

In analyzing wartime bombing of German industry, particularly the strategic air campaign against oil, chemical, explosives and rubber industries, the division said:

"Air defenses for the United States far superior to those which prevailed in Germany would still leave American industries vulnerable; passive defenses even more extensive than the German could not prevent destruction. To move the American oil and chemical industries underground would be a task of staggering magnitude and would still leave the industries susceptible to strangulation through attacks on transportation."

As far as the atomic bomb and its possible successors is concerned, the use of these weapons would render even more obsolete the "blast walls" and "dog-houses"—reinforced concrete structures the Germans used to protect vital, hard-to-replace equipment—which constituted passive defense against the bomb.

The division said that attacking the oil, chemical, explosives and rubber industries was "like fighting an octopus," owing to the vast interlinking complexity of the enemy's installations. Assaults upon the arms of this industrial creature would not kill it but hitting the central body—gas-generating plants on which the industries depended for their existence—did the job.

Bell Bottoms Included

"If I were going to enlist in one of the armed services, I would join. . ." Over half (56%) of the country's high school senior boys filled in the blank with "Navy" or "Navy Air Force" in a poll conducted by the Institute of Student Opinion sponsored by Scholastic Magazines.

Leading all other branches of service in the three points most students were concerned about—living as well as possible while in the service, having an adventurous service career, and learning something while in service—the Navy polled 38 percent of the total vote. Those who chose the Navy Air Force (18%) did so because of education and training advantages and an interest in aviation. The Navy air arm was chosen over the AAF because the boys felt living conditions were better with the fleet air force.

Showing that relatives have influence, 53 percent of the boys with relatives in the Navy selected the sea service; 16 percent of boys with relatives in the Army chose the army; 41 percent, the Navy Air Force; 34 percent, the Army Air Force; and 30 percent, the Marines. Percentage results of the poll were:

Navy	38%
Navy Air Force	18%
Army Air Force	16%
Army	12%
Marines	11%
No Preference	5%

Sub Policy Explained

Admiral Chester W. Nimitz, USN, CNO, in an affidavit to the International Military Tribunal, defended the U. S. Navy's actions in carrying on unrestricted submarine warfare against Japan. "The unrestricted submarine and air warfare ordered on 7 Dec 1941 resulted from the recognition of Japanese tactics revealed on that date," said Admiral Nimitz in the affidavit which was obtained by Walter Siemers, attorney for Grand Admiral Erich Raeder, who hopes to show that international law was outmoded and that German submarine practices were no worse than those of the United States in the Pacific.

"The unrestricted submarine and air warfare . . . was justified by the Japanese attacks . . . on U. S. bases, and on both armed and unarmed ships and nationals, without warning or declaration of war," explained Admiral Nimitz. Furthermore, he continued, "Japanese merchantmen were usually armed and always attacked submarines by any means feasible."

However, he said that U. S. submarines "on general principles did not rescue enemy survivors if undue hazard to the submarine resulted or the submarine would thereby be prevented from accomplishing its further mission. U. S. submarines were limited in rescue measures by small passenger-carrying facilities combined with the known desperate and suicidal character of the enemy. Therefore it was unsafe to pick up many survivors."

"Frequently survivors were given rubber boats and/or provisions. Almost invariably survivors did not come aboard the submarine voluntarily."

Admiral Nimitz said that certain areas were announced by the U.S. to



Photograph from Press Association, Inc.
500 MPH OR BETTER is top speed of America's first jet propelled bomber, shown leaving ground during recent test take-off at Muroc Army Air Base.

be areas of operation, blockade, danger, restriction and the like and merchantmen were attacked without warning in these areas. Hospital ships and vessels under "safe conduct" did not come under the order.

Other than the orders issued 7 Dec 1941, no further orders were given to U.S. submarines concerning tactics toward Japanese merchantmen based on reprisal, the affidavit said, "although special instances of Japanese submarines' committing atrocities toward U.S. merchant marine survivors became known and would have justified such a course."

How Nazi Navy Died

That skilled men and not necessarily ships may win battles was shown by secret papers of Grand Admiral Erich Raeder, once supreme commander of the German navy. On New Year's Eve of 1942 against German navy units superior in tonnage and firepower, British units routed two of the Nazis finest cruisers in an engagement off the northernmost tip of Norway. One German destroyer was sunk.

As a result of this fiasco, Admiral Raeder was replaced as supreme commander by Admiral Doenitz, the submarine specialist. The Germans' big ships remained inactive during the remainder of the war.

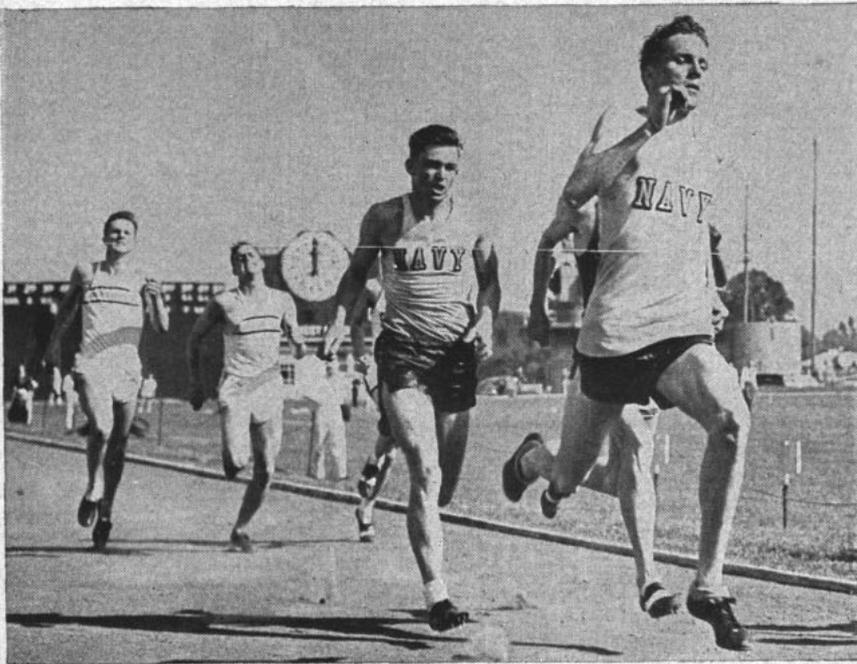
Admiral Raeder recorded in his personal memorandums a severe tongue lashing by the fuhrer himself in which Hitler was quoted as saying: "The navy had no meaning in the wars of 1864, 1866 and 1870. The role of the German high seas fleet in the first World War had no meaning."

Besides admitting the tactical victory of the British the report admitted gunners aboard ships of the Nazi fleet were rank amateurs at fighting under arctic conditions.

Admiral Long Dies

Rear Admiral Andrew Theodore Long, USN, (Ret.), died at the age of 80 at St. Augustine, Fla., 21 May. Burial was in Arlington National Cemetery.

Admiral Long was born in Iredell County, N. C., in 1866. He was graduated from the Naval Academy in 1887 and became a rear admiral in 1918. He was retired in 1930 at 64 with 47 years of service to his credit. He received the Distinguished Service Medal during World War I, and was also presented many foreign awards.



Photograph from Press Association, Inc.
NAVY WINS 440 DASH (and the meet) as Bill Kash (right) records 48.6 for Navy in the IC4A track meet at Annapolis. Art Bigley (left) came in third.



Official U. S. Navy photograph

NATS HELPS with U. S. mails during railroad strikes in May. One hundred and sixty eight planes were mobilized to carry mail, cargo and passengers.

Navy And The Strikes

The Navy was ready with ships, planes, men, power facilities and fuel reserves when three major labor disturbances occurred recently.

An 11th hour decision returned the nation's merchant seamen to work and made timely Navy preparations unnecessary. The Navy had prepared, as a last resort, to keep the ships sailing. Plans had been sent out to the districts to accept volunteer Navy veterans for return to duty, and orders directed full utilization of all Navy resources to keep the ships moving.

Earlier, the day of the railroad strike, 150 plane commanders and co-pilots were recalled to active duty. NATS was instructed to accept commercial revenue passengers holding ODT priorities. All unnecessary flight operations were suspended. All available craft were ordered to continuous three-watch operation and immobilized vessels suitable for harbor and inland waterway use were ordered up to continuous operating level.

All rail loadings of ammunition and explosives were discontinued. Commanding officers were instructed to determine how many persons had had previous experience in the operation of steam, electric or diesel railroads. All personnel (except emergency cases) were restricted to 15 miles of leave travel on public transportation.

Power facilities and fuel reserves were placed at the disposal of the public during the coal crisis. Twenty-five hundred tons of coal were sold to the Virginia Electrical Power Co., of Richmond. A Navy generator, meanwhile, fed power into the lines of the same company, an act of mutual benefit, since the firm's pumps supply water to NOB Norfolk. Rapid checks of coal stocks and emergency generator equipment were made at naval establishments in all districts. Three DEs in the Atlantic area—equipped with turbo-electric drives—were sent

to New York, following a request from the Port Authority there, to provide auxiliary electric power if necessary. The ships were alerted to provide power for ventilation and lighting in the Holland and Lincoln tunnels.

The role of auxiliary power plant, incidentally, was not new for Navy ships. After the Normandy invasion two years ago, the USS *Donnell*, formerly a DE but crippled and reticketed as an "unclassified miscellaneous" ship, provided electric power for the entire city of Cherbourg, France. The needs of the city and its 134,000 persons were met by only one of the main generators of the ship.

Possibly the best remembered instance of a ship's providing power for metropolitan use is the feat of the old *Lexington*, which more than 16 years ago powered Tacoma, Wash., for 30 days. During a drouth-produced water shortage the "*Lex*" moored alongside the dock at Tacoma on 15 Dec 1929 and two days later began delivering power. She continued to do so until 16 Jan 1930.

U. N. Group Visits Academy

About 25 high-ranking officers of the Military Staff Committee of the United Nations Security Council from China, France, Russia, Great Britain and the U. S. visited the Naval Academy 29 May. The visitors were conducted on a brief tour of the Academy and reviewed a parade of the Brigade of Midshipmen at Worden Field.

Arrangements for the visit were made by Admiral Richmond K. Turner, USN, Navy Representative on the Military Staff Committee, and Vice Admiral Aubrey W. Fitch, USN, Academy superintendent, after representatives of the four countries expressed interest in the visit following a previous trip to the U. S. Military Academy at West Point, N. Y.

Chinese Pirates

A party of about 60 unidentified Chinese, presumed to be pirates, were beaten off when they attempted to board the stranded Liberty Ship, *Chief Joseph*, which had gone aground at Shitau Bay on the North China coast.

USS *Cree* (ATF 84) was attempting to float the *Chief Joseph* when the attack occurred. After the raiders were beaten off they set up guns on a nearby beach. Fire from the beach narrowly missed a boat from the *Cree* as it approached the beached ship.

USS *Brinkley Bass* (DD 887) was ordered to the scene to protect American lives, but the show was over before she arrived. Refloated without further opposition, the *Chief Joseph* continued under its own power, and the *Cree* and *Brinkley Bass* returned to Tsingtao.

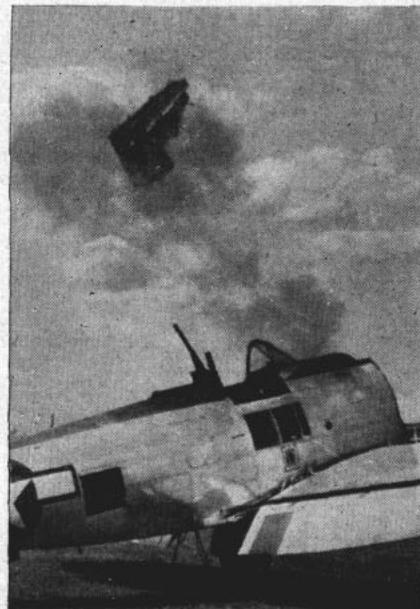
British Admiral Blameless

The Navy Department attaches no blame to the British admiral (Rear Admiral Alexander Crutchley, V. C., D.S.C., R.N.) who commanded a group from which three American and one Australian heavy cruisers were lost in the battle of Savo Island.

In a letter to Senator Brooks (R., Ill.), Secretary of the Navy Forrestal quoted a letter from Admiral King to the late Secretary of the Navy Knox, which acknowledged that "the operation was not well executed," but which "may have been due in part to lack of experience" of the COs involved.

"They simply had not learned how and when to stay on the alert," Admiral King's letter said.

The U.S. lost 76 officers and 876 enlisted men, and the cruisers *Vincennes*, *Quincy* and *Astoria*. The Australian cruiser *Canberra* also was sunk in the fight.



Photograph from Press Association, Inc.

QUICK WAY OUT for pilot of a crippled plane is demonstrated as device propels dummy out of cockpit.

Admiral Moreell Promoted

The Senate last month confirmed the nomination of Vice Admiral Ben Moreell (CEC), USN, to be a four-star admiral. Admiral Moreell is chief of the Material Division, office of the Assistant Secretary of the Navy, OinC of the Naval Petroleum Plants Office and administrator of coal mines under Secretary of the Interior Krug. The appointment marked the first time that a staff corps officer has held four-



Admiral Moreell

star rank and the first time since the inception of the Naval Academy that a non-graduate has become a full admiral.

Admiral Moreell is an old hand at establishing precedents. His colorful naval career began in 1917 when, after graduation as a bachelor of science from Washington University in St. Louis and four years as a civil engineer for the city of St. Louis, he was appointed to the Navy's Civil Engineer Corps.

His early performance as a public works officer and his research in concrete design won the commendation of the Navy Department and international recognition from the engineering profession.

In 1932, Admiral Moreell, then a lieutenant commander, was detailed to a special course of instruction at the Ecole Nationale des Ponts et Chaussées in Paris, where he studied European engineering design and construction practices. Upon his return to the United States, Admiral Moreell served in the design division of the Bureau of Yards and Docks and supervised the design of the David Taylor Model Basin at Carderock, Md.

Admiral Moreell returned from duty at Pearl Harbor in 1937 as a com-

mander and assumed the post of Chief of BuDocks with the temporary rank of rear admiral. He was sworn in for a second term as bureau chief on the eve of Pearl Harbor attack and in 1944 was promoted to vice admiral.



Photograph from Press Association, Inc.

ANOTHER JET WING—the first produced by British—dips gracefully in test hop over English countryside. This one is called the deHavilland 'Swallow.'

mander and assumed the post of Chief of BuDocks with the temporary rank of rear admiral. He was sworn in for a second term as bureau chief on the eve of Pearl Harbor attack and in 1944 was promoted to vice admiral.

The "can do" admiral's wartime leadership included establishment of the Seabees and their vast base construction program, and expediting construction of plants to eliminate the government's critical 100-octane gasoline shortage. His accomplishments won him the Distinguished Service Medal and the Legion of Merit.

His ability at organization has often been put to use by the President in extra-naval activities. As officer in charge of Naval Petroleum Plants Office, Admiral Moreell operates oil plants seized by the government. He is currently in charge of the soft coal industry under the Department of the Interior and he played an important part in the interim settlement of the recent mine strike.

fox holes. The "jungle" is kept fresh by artificial rain and sunlight.

The exhibit ship was designed to show Navy's appreciation to workers in inland cities for war work. The exhibit will visit the following cities: Washington, D. C.; Baltimore, Md.; Wilmington, Del.; Trenton, N. J.; Philadelphia, Penn.; Atlantic City, N. J.; New York, N. Y.; and Bath, Me.

World's Navies

Here's how the world's great navies stacked up the first of this year, as reported by Fleet Admiral Chester W. Nimitz, CNO, in testimony before the House Appropriations Committee considering the Navy's 1947 budget:

Class	U. S.	G. B.	USSR	Italy	France
BB	23	14	4	5	4
CA	26	12	7	1	3
CL	41	50	2	9	6
CV	32	12	0	0	0
CVE	75	29	0	0	0
DD	353	259	51	11	15
SS	206	115	140	21	18

Totals 756 491 204 47 46

The Navy told the committee it planned to retain the following ships: BB—6 active, 2 reserve, 10 inactive but serviceable; CA, CL—29 active, 10 reserve, 30 inactive; CV—12 active, 3 reserve, 21 inactive; CVE—10 active, 56 inactive; DD—126 active, 22 reserve, 205 inactive; DE—30 active, 4 reserve, 204 inactive; SS—80 active, 106 inactive.

The postwar Navy will be split up between the oceans somewhat as follows, the committee was told:

Pacific: 2 BB, 17 CA-CL, 7 CV, 6 CVE, 72 DD, 16 DE, 39 SS, and amphibious forces sufficient to carry one reinforced Marine division.

Atlantic: 2 BB, 12 CA-CL, 5 CV, 4 CVE, 54 DD, 14 DE, 41 SS.



Official U. S. Navy photograph

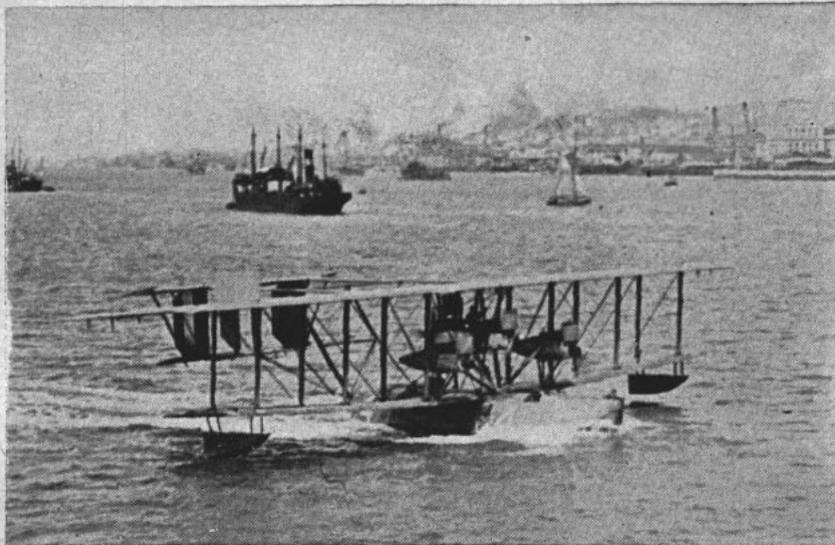
PILOT is lifted by cable from life raft to helicopter in Navy air-sea rescue show on Potomac River (see p. 40).

Invasion Exhibit

LST 512, carrying a Navy invasion exhibit entitled "Hit the Beach" will visit 18 east coast cities from Washington, D.C., to Bath, Me., between 9 June and 4 Oct 1946.

On a recently completed tour the exhibit ship visited 31 inland cities in the midwest and along the Mississippi River. At Milwaukee, Wis., 26,000 persons inspected the ship and its 300 exhibits in a single day.

Exhibits include an F4U, a Jap kamikaze plane, 155 millimeter howitzer, a bulldozer, enemy flags and swords, a searchlight, flame throwers, a General Sherman tank and a seven-man rubber reconnaissance boat. One display represents a patch of South Pacific jungle complete with



Official U. S. Navy photograph

NC-4 CURTISS flying boat is set down in Tagus River off Lisbon, Portugal, at the end of its record-making flight from Newfoundland 27 years ago.

1919 NAVY FLIGHT CELEBRATED

"Flying the Atlantic in 1919, Read brought us close together," reads the inscription of the plaque dedicated at Lisbon, Portugal, 27 May 1946. The occasion was the 27th anniversary of the transatlantic flight of the Navy NC-4, first successful Atlantic crossing by an airplane. The dedicators were Portuguese Naval Aviation officials. The metal plaque is signed by Admiral Gago Coutinho, who flew the South Atlantic from Lisbon to Rio de Janeiro in 1922. The plaque refers to Rear Admiral A. C. Read, USN (Ret.), commanding officer of the NC-4 (see p. 39).

Three planes, the NC-1, NC-3 and NC-4, took off 6 May 1919 from Long Island, New York. Their scheduled route was to Plymouth, England, via Newfoundland, the Azores and Lisbon. Five battleships were stationed at intervals of 400 miles and 68 destroyers were assigned to mark the route.

Admiral John H. Towers, USN, CincPac Poa, then a commander, was CO of the NC-3, with Capt. H. C. Richardson, USN (Ret.), as pilot. Capt. Richardson was also a commander then.

On the NC-1, Admiral Marc A. Mitscher, USN, Com8thFleet, was pilot, and Vice Admiral P. N. L. Bellinger, USN, was CO. Both were lieutenant commanders at the time. Rear Admiral Read was both CO and navigator of the NC-4 and was a lieutenant commander.

The NC-4 was the first in trouble. Soon after the take-off, it threw a connecting rod and was forced to make a water landing east of Cape Cod. Taxiing all night, the plane was brought into the Naval Air Station at Chatham, Mass., and changed engines. The NC-4 continued on the trip, catching the other two planes at Trepassey, Newfoundland.

The three planes took off the next day and flew through adverse weather toward the Azores. Covering the 1,200 nautical miles at an average speed of 78 knots, the NC-4 landed at Horta through a 200-foot gap between the ocean and the bottom of the fog bank. The NC-1 landed only 100 miles from the Azores, after losing contact with the destroyers marking the route, but was unable to take off because of 30-foot waves. Taxiing for several hours, the plane encountered the Greek steamer *Ionia* and members of the crew were transferred to the steamer, which attempted to take the seaplane under tow. The towline snapped, however, and the NC-1 capsized, broke up and sank.

Meanwhile, the NC-3 landed 45 miles from Horta and sustained heavy damages from the large waves. At the end of 60 hours of drifting, the plane was maneuvered into Ponta Delgada but could not be repaired to attempt the rest of the flight.

Taking off from Ponta Delgada, the NC-4 reached Lisbon on the same day—27 May—and reached Plymouth, England, on 31 May after a stormy crossing of the Bay of Biscay. The NC-4 was returned to New York by steamer and exhibited in 43 cities. The hull is now housed in the Smithsonian Institution at Washington, D. C., and the wings are stored at the Naval Aviation Supply Depot, Norfolk, Va.

The planes were under construction before the end of World War I, but all the NCs had larger wingspans than many modern seaplanes. The four-engine biplanes had wing spans of 126 feet, were more than 68 feet long and carried 1,800 gallons of fuel. Their radio sets had a 200-mile range.

Atomic Problems

As the Bikini experiments progressed during the past month, these were developments in the problems raised by the event of the atomic age:

- President Truman and Secretary of State Byrnes endorsed a U. S. program to prevent atomic war, which was to be laid before the Senate and later offered at the United Nations Atomic Energy Commission meeting in New York last month. Salient features: Development of an international atomic commission to control the sources of atomic energy; slow relaxing of America's grip on atomic secrets as international control progresses; waiving of the one-nation veto power over the international commission's action until safeguards have been established; a limited program of denaturing fissionable materials to allow their use in peaceful pursuits but not in bombs.

- The Senate passed and sent to the House (with some indication of favorable action by that body), a bill providing civilian control of atomic experimentation. The McMahon measure provides for the national security and military needs, but places essential atomic authority in the hands of a five-man civilian board.

- A U.N. subcommittee reported it had found no evidence that Spain was indulging in atomic research, and warned that world control of atomic energy would be seriously handicapped if Spain were left out of the U.N. (which had been proposed as a measure "boycotting" Franco).

- Prof. Harold Laski, retiring chairman of the British Labor Party and oft-quoted liberal, declared that Anglo-American secrecy on the A-bomb was responsible for Russia's suspicious attitude.

- Documents entered at the trial of a Communist member of the Canadian Parliament in Montreal indicated details of the atomic bomb and plans for the New Mexico tests were sent to Moscow by Russian spies in Ottawa shortly before the tests took place.

- Tests at the laboratory at Oak Ridge, Tenn., showed that radiation caused rats to age rapidly and to die prematurely, but scientists pointed out the opposite also is true—that rays properly administered may combat many types of illness (including even some with bacterial causes) and act to prolong youth. The tests were made to determine the danger to which atomic laboratory workers may be exposed.

- One scientist died and seven others were burned by radiation exposure at Los Alamos, N. M., in an accident during work with fissionable material. The scientist who died, Dr. Louis Slotin, 35, was credited with saving the others by dispersing a mass of the material and halting radiation.

- The Army reported experiments indicating that shock waves might make even underground caverns untenable in an atomic war.

Attention: Veterans and students are encouraged to enter the medical profession by the U. S. Department of Labor which estimates that by 1950 there may be a shortage of 20,000 doctors.

Senior Reservist Dead

Rear Admiral John T. Nelson, USNR, (Ret.), died in his home at Fall River, Mass., at the age of 69 on Memorial Day. At his retirement in 1941 he had been in charge of reserve personnel in the First Naval District and had been chief of the protection division of the Fall River Civilian Defense Council during the war.

He enlisted as a seaman in 1899 and saw more than 22 years of active duty. During the first World War he served in the First Naval District in various duties, including Section Commander, Captain of the Port, Convoy Officer and Commander of Mine Sweeping Forces. He remained on active duty in the years following the war, serving as CO of USS Eagles 19, 29 and 42, and as aide to the Commandant, First Naval District, after 3 Oct 1921. He was made rear admiral to rank from 1 Apr 1940.

Bombing U-Boat Pens

The heaviest Allied bombs cannot penetrate the 15 to 25-foot thick reinforced concrete roofs of the U-boat pens at Farge, Germany. Experimental bombing by the USAAF and Royal Air Force, which will continue for several months more, have been in progress since last August. With the exception of the atomic bomb, all types have been used.

Two small holes in the roof of a pen are the only results of direct hits by the RAF with 22,000-pound wartime bombs. Purpose of the experimental bombing is to determine "the full possibilities of destroying massive targets by earth shock," according to a statement issued by USAAF Headquarters.

'For Which They Died'

Secretary of the Navy James Forrestal issued the following statement on Memorial Day, 30 May:

"On this first Memorial Day since the end of hostilities in World War II, we honor the dead of all our wars. In tribute to them, let us resolve to spare no effort to achieve the freedom, understanding and peace for which they fought and died."

Navy men the world over paused to remember the nation's war dead on Memorial Day.

• Navy planes from Hawaii flew poppy wreaths to once blood-drenched islands across the Pacific and services were held in military cemeteries wherever fighting men lay, on Iwo and Okinawa, the Philippines and Japan and in seven European countries.

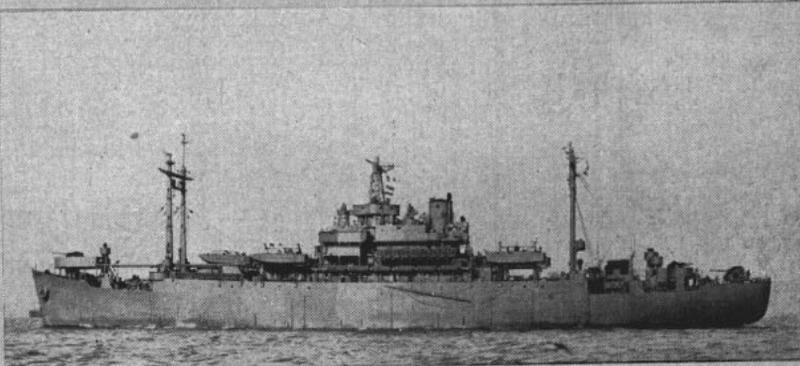
• At home, President Truman led the U. S. in observance of 30 May as he laid a wreath on the tomb of the Unknown Soldier in Arlington Cemetery and a Marine bugler blew taps for the man who represents those who can never come home.

• Across the nation in cities and towns, in great halls and small, at large national cemeteries and rural burial grounds lush in the late spring, the dead were remembered as throngs gathered to hear military and civilian leaders.

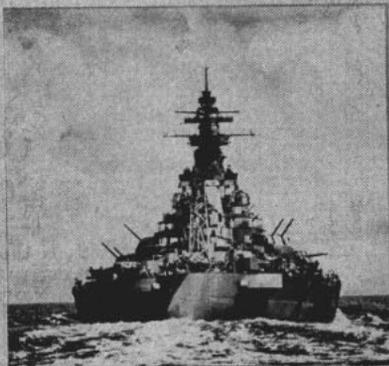
Gist of the speakers' texts: "America must win the peace, that these men shall not have died in vain."

QUIZ AWEIGH

It is said that one picture is worth 10,000 words.
What do you know about the photographs below?



1. What is the Navy's designation for the above merchant conversion?
2. The symbol for this type of vessel is (1) APG (2) AKA (3) AGC (4) APA.
3. How does it serve the fleet?



4. The photographer who took this photograph was standing off the ship's (a) port (b) starboard (c) stern (d) bow.
5. What is the ship's beam?
6. What is the name or the instrument used in the above photograph?
7. What is it used for?



8. What is the name of this plane?
9. What does the arrow point to?
10. What is the plane's fire power?

New Vet Groups Beckon To Ex-Servicemen

New veterans' organizations with hundreds of thousands of members have mushroomed during World War II to stand alongside and give competition to long-established organizations whose memberships rise into the millions. The drum-beatings to increase memberships in this galaxy of special and general organizations have grown louder as more potential members are released from service.

There are national organizations and local organizations, foreign war organizations and domestic organizations, army organizations and Navy organizations, World War I organizations and World War II organizations, reservists' organizations and regulars' organizations, exclusive organizations and "open-to-all" organizations.

Under the general groups open to Navy men, there are four main ones and many lesser lights. Two of these—the American Legion and the Veterans of Foreign Wars—are holdovers from the last war. The other two—Americans' Veterans Committee and the American Veterans of World War II—are exclusively for ex-servicemen of World War II.

For Navy men, there is an assortment of specifically naval prewar, postwar and during-the-war groups. And for Marines, there is the Marine Corps League among others.

● **Veterans of Foreign Wars (VFW)** is one of the older and larger groups of the country. It became especially active during World War I and has continued its work through this war. It numbers its members well into seven figures, hundreds of thousands of these being ex-servicemen of World War II.

● **American Legion**, organized during the last war, has been a huge, active group since its formation. Like the VFW, it numbers its men into the millions with many thousands of newcomers in its folds. Also, like the VFW, it is actively pushing legislative programs for veterans' rehabilitation and for national security.

● **American Veterans of World War II (AMVETS)** is one of the largest of the modern groups. More than 50,000 men belong to this organization thus far and it has 450 posts in operation. National headquarters is in Washington, D. C., and commander is Jack W. Hardy, a Los Angeles attorney. The AMVETS are actively encouraging legislative benefits.

● **American Veterans' Committee (AVC)** is a large group working under a different theory than the AMVETS. Over 35,000 strong, the organization, commanded by Charles G. Bolte, a writer who lost one leg while serving in El Alamein with the British, has its headquarters in New York City. The organization's slogan is "Citizens First, Veterans Second." That is, they try to rehabilitate ex-servicemen not through their being

a specially privileged group, but rather as ordinary citizens.

● **Navy Club of the United States of America (NCUSA)** is an exclusive Navy organization, a prewar group and one of the largest. It numbers 27,000 men, and like the others is still growing. It is open to men and women who have served or are still serving under honorable conditions in the Navy, Marine Corps, or Coast Guard. Organized in 1938 by a group of ex-Navy enlisted men in Illinois, it spread throughout the Midwest, drawing many scattered and unconnected clubs into its folds. It was incorporated in 1940 by an act of Congress.

The NCUSA has 80 local groups called "ships" and plans are under way to organize an all-Wave ship in St. Paul, Minn. The purposes of the club are to further public interest in the Navy, inform members on matters of national security and maintain a strong postwar Navy. The club is avowedly non-political, non-partisan, and non-sectarian.

National Commandant is J. L. Zimmerman, a Springfield, Ohio, attorney, with the national headquarters at Rockford, Ill. SecNav James Forrestal is a member, as was the late President Franklin D. Roosevelt.

● **Navy League** is a large, nationwide organization of civilians interested in a powerful Navy. It was this organization that promoted the observance of Navy Day each year, starting in 1922 when pro-Navy activity was at its minimum and disarmament was the topic of the day. The Navy League, with special inducements to veterans, including a low dues rate, is especially anxious to have ex-Navy men join. Naval officers receive invitations to affiliate as soon as they are released from active duty.

● **Reserve Officers of the Naval Services (RONS)** is the newest of the naval veterans' organizations. This

group is limited to officers who have served in the Marines, Coast Guard or Naval Reserve. It was founded in 1945, has its headquarters in Washington, D. C., and Eugene Cassin Carusi, a Washington attorney, is national president.

RONS has stated that it will recommend to the House Appropriations Committee that the Navy's budget be boosted for the coming year and is also a booster of scientific research. The membership, rising quickly, at present is 21,000.

Reserve Officers of the Naval Services is an organization dating from World War I, and went out of existence voluntarily in 1941 when practically all of its members returned to active duty. Some of its local chapters have been reactivated and many of them have voted to amalgamate with RONS.

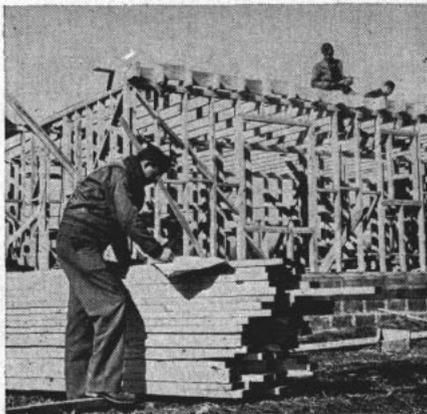
● **Fleet Reserve Association** is an exclusive organization with membership open only to enlisted personnel who have completed six years active service and intend to remain in the service until completion of at least 16 years—or those who have already transferred to the 16 and 20 year classes of the Fleet Reserve. Thus it is not, strictly speaking, a veterans' organization. Another strong advocate of a large Navy and more pay for Navy men, it has over 25,000 members at present with national headquarters at Washington, D. C.

● **Navy Association of Western New York** is typical of the smaller Navy organizations, purely local in scope, that have been active even before the war. Originated in 1935, it confined its efforts toward influencing opinions for a large Navy in its area. It has been given considerable credit for the high recruiting figures in Buffalo, N. Y., despite its limited membership of only 400.

● **Marine Corps League** is a large organization devoted exclusively to ex-Marines. An old-timer in the organizations field, it was founded in 1923 and was incorporated by Congress in 1937. It has a membership of approximately 35,000, is also non-political, non-partisan and non-sectarian. National headquarters is in Albany, N. Y., and Thomas J. Sweeney is commandant. It has "detachments" in almost every state.

Membership in one national veterans' organization can be supplementary, to another for these organizations are not mutually exclusive.

Membership in a veterans organization has been endorsed by high Navy officers, one of whom remarked, "Membership keeps a man alive to what's going on in the world; it keeps him in touch with former shipmates and old friends; it gives him an interest in public affairs, and it provides scope for him to exert his own influence in shaping the destiny of the nation."



Photograph from Press Association, Inc.

ONE SOLUTION to the housing shortage is to build your own as this former army major is doing at Richmond, Va. with the three GI helpers.

FOR THAT RAINY DAY

SIXTY-TWO out of every 100 men in the Navy have U. S. Savings Bond nest eggs. The Navy thinks this is as it should be, but it would like to see more of the same—at least 75 in every 100, for instance. The 62 men—actually the percentage is 62.8 of all naval personnel—represent 755,019 currently signed up for war savings bond allotments. This is a natural drop from the wartime peak of more than two million registrations, but at that it is an increase in percentage.

The Navy figures that if it took all the money saved through savings bond investments during the war and cut it up into a lot of little shares, everybody in the Navy would have saved \$490. Not everyone signed for a bond allotment, so the average saving is considerably more than that.

Aside from prestige, the value of which is not easy to measure, the Navy doesn't actually get anything out of this bond business. It does like to think, though, that the savings habit a lot of young people developed in the Navy will be something to be carried over into civilian life. The young people also can carry over, incidentally, the cash they put into the bonds.

Navy people had access to war bonds back in 1939, when Hitler was leering at Poland, but nobody did much about it. In 1941, with war on the doorstep, an intensive bond program was started, and in March 1942 the Navy began to handle sales of bonds to its personnel. Prior to that time the Treasury was the issuing agency.

The program caught on, as they say, pretty well. In September 1941, only 929 people in the Navy had war bond allotments—about three-tenths of one percent of the total personnel. A year later 22,800 (including the Marine Corps and Coast Guard) had bond allotments. By September 1943 the figure was up to 418,000; it went up to 1,942,000 the next year, and when the war ended last summer the charts read 2,369,000—58 percent of all Navy personnel. From 1941 until last 1 June naval personnel, including Marines, Coast Guardsmen and civilians, put \$1,674,000,000 into the war bond kitty. That's enough to buy about a million new Fords, which would be not only a lot of automobiles but a neat trick these days.

The bond program which started in March 1942 put war bonds within reach of large numbers of Navy persons by creating the quarterly allotment plan. This meant that a man could sign up for a war bond by allotting only one-third of the purchase price out of his month's pay. For only \$6.25 a month he could buy a \$25 bond every three months. And he still can. Any man who will be on active duty for a year or more may sign up for a bond today on the same basis.

The Navy savings bond program



Official U. S. Navy photograph

FIRST STEP TOWARD financial security has been taken by 62 out of 100 men in the Navy. Wartime peak of savings bond registrants reached two million.

was made permanent last February (Alnav 94-46; NDB, 28 February). Fleet Admiral Nimitz, CNO, put out the word that all commands were to incorporate the program as an integral part of their administrative operations, just like welfare and recreation. He said an officer should be given collateral duty to carry out the program. Assistant Secretary of the Navy for Air John L. Sullivan (now undersecretary) urged everyone "to adopt this means (war bonds) of guaranteeing adequate 'take home savings.'"

A set of regulations was written, a perceptive document which said that the use of "so-called pressure in presenting the savings bond program is unnecessary and undesirable. The great majority of individuals will participate in the payroll savings and bond allotment plans if the program is adequately presented." Not passing anything up, the Navy followed through with a "policy" frowning on cashing war bonds and canceling bond allotments.

The thing about a war bond, the Navy likes to remind people, is that it's money in the bank. If your bond isn't delivered, or if it is delivered and you lose it, if it's burned up or lost at sea or torn to bits or otherwise put out of circulation, you've still got your money. Matter of fact, if your allotted bond isn't delivered there's relatively

little difficulty in getting another one. You just write in and say you didn't get it, telling at the same time the serial numbers of other bonds that you *did* receive. They get out the stubs, determine that a bond was sent, and put a caveat against the original in the Treasury Department (that means no one can cash the one already sent out). Then you are told the number of the bond you didn't get, you file a claim and a new bond is sent out. If you bought a bond for cash someplace and don't know the serial number and *that* one is lost, you may have a little difficulty. But you'll get your bond.

The BuSandA Bond Division, in this connection, has more than 25,000 bonds lying around that it can't deliver. Personnel give their home address, then their families move and they never change the address, or some similar circumstance. War bonds have to be delivered to the address on the bond, not to any other—just like registered mail. So if you're missing a bond, you might write in and inquire. But *don't* write, as some have, to the Veterans Administration or the Army Special Services or your Congressman or your former ship. And please don't write to ALL HANDS. Write to: Bond Division, Field Branch, Bureau of Supplies and Accounts, 13th and Euclid Streets, Cleveland 15, Ohio.

DECORATIONS & CITATIONS

For reasons of security, the deed for which a man receives a decoration sometimes cannot be fully described either in this section or in the actual citation which he receives. There may accordingly be reports here which do not tell the whole story.

Three Submarines Given Unit Award

Pacific Combat Service Of Sea Devil, Trigger And Permit Commended

The Navy has commended three submarines for outstanding combat service in the Pacific war area. The Unit Commendation recently was awarded the USS *Sea Devil*, USS *Trigger*, and USS *Permit*.

The USS *Sea Devil* was cited for heroic action during her third war patrol in the Yellow Sea area from 7 February to 20 Apr 1945. Despite heavy enemy screens and extensive mine fields, the *Sea Devil* attacked a convoy of four freighters and three escorts, severely damaging all four cargo vessels and two frigates. During this patrol she also rescued three downed aviators in a carefully planned night operation, and took four Japanese prisoners of war. Her CO at the time was Comdr. Ralph E. Styles, USN, Asheville, N. C.

The USS *Trigger* also was commended for action during her ninth war patrol in the Palau Islands area from 23 Mar to 20 May 1944. She penetrated enemy convoy screens to reach her targets and boldly attacked

to leave four freighters and a destroyer a mass of smoke and wreckage. In a later attack, though an enemy destroyer approached within 50 feet of her periscope, she launched her torpedoes to cripple and possibly sink three Jap vessels. Detected and heavily depth-charged, the *Trigger* evaded the enemy by superb seamanship for 17 hours, later to resurface and strike again. Lt. Comdr. Frederick J. Harlfinger, II, USN, of Colorado Springs, Colo., was skipper at the time. The *Trigger* was lost on her last war patrol in March 1945.

For outstanding service during her tenth war patrol in the Central Pacific area from 23 Aug to 24 Sept 1943, the USS *Permit* was presented the Navy Unit Commendation. The sub conducted an excellent reconnaissance of Kwajalein and later, in a 24 hour attack under persistent hostile opposition, she launched 18 torpedoes for 16 perfectly directed hits, that demolished an entire convoy of two freighters and a tanker and severely damaged an escorting light cruiser and a passenger-freighter. Comdr. (then Lt. Comdr.) Carter L. Bennett, USN, of Nashville, Tenn. was in command on the tenth war patrol.

Marine Honored For Iwo Action

For gallantry in action on Iwo Jima, 1st Lt. Harry L. Martin, USMC of Bucyrus, Ohio, was posthumously awarded the nation's highest award—the Medal of Honor. At the risk of his life while platoon leader attached to Company C, 5th Pioneer Battalion, 5th MarDiv, Lt. Martin on 16 Mar 1945, organized a firing line with Marines nearest his

foxhole and succeeded in momentarily checking the headlong rush of the Japanese when his sector of the 5th Pioneer Battalion bivouac area was penetrated by a concentrated enemy attack. Determined to rescue several of his men

trapped in overrun positions, he defied intense hostile fire to fight through the Japs. Although sustaining two severe wounds, he blasted the Japanese who attempted to intercept him, located his men and directed them to their own lines. When four of the infiltrating enemy took possession of an abandoned machine-gun pit and sub-

Batfish Cited For War Patrol

The USS *Batfish* has been awarded the Presidential Unit Citation for meritorious combat service during the submarine's sixth war patrol. Persistent and aggressive in the South China Sea from 30 Dec 1944 to 3 Mar 1945 during searches for vital targets, she tracked down the enemy and in three separate attacks demolished three enemy submarines.

By the destruction of these formidable and threatening hostile fleet units in a single war patrol, the *Batfish* achieved a unique record in submarine warfare and contributed significantly to the successful completion of the war. Her CO during this patrol was Comdr. John Kerr Fyfe, USN, of Seneca Falls, N. Y.

Marine Units Cited By Navy

The Navy has awarded the Presidential Unit Citation to three Marine units and the Navy Unit Commendation to four others for action in various Pacific battles.

Units receiving the Presidential Unit Citation were the 5th Marines (Reinforced) for Peleliu, and the 1st and 29th Marines (Reinforced) for their participation in the Okinawa campaign.

Reinforcing units of the 5th Marines were Company B of the 1st Tank Battalion, Company B of the 1st Engineer Battalion, forward observers and liaison parties of the 11th Marine Regiment and a detachment of the 4th Joint Assault Signal Company.

Named as reinforcing units of the 29th Marines were the 3d Platoon of the 1st Bomb Disposal Company, less one section, and a detachment of the 6th Joint Assault Signal Company's naval gunfire and air ground liaison teams.

The 1st Marine Regiment's reinforcing elements were listed as Company A of the 1st Tank Battalion, Company A of the 1st Engineer Battalion, 1st Platoon of Company A, of the 1st Pioneer Battalion, 1st Platoon of 1st Ordnance Company of the 1st MarDiv, a detachment of 3d Battalion of the 11th Marines, forward observer teams and liaison parties, a detachment of Company A of 1st Motor Transport Battalion, a sanitary squad of the 1st Service Battalion, a detachment of the 4th Joint Assault Signal Company; a detachment of the 1st Amphibian Tractor Battalion; a detachment of the 1st Platoon of the 1st Bomb Disposal Company, a detachment of Company B, of the 713th Armored Flame Thrower Battalion of the USA, and a detachment of Battery B of the 88th Independent Chemical Mortar Battalion (USA) forward observer teams.

The Presidential Unit Citation was the second won by the 1st Marine Regiment, which had previously been decorated for its part in the capture of Peleliu. Reinforcing units for that engagement, not previously announced were Company A of the 1st Tank Battalion, Company A of the 1st Engineer Battalion, forward observers and liaison parties of the 11th Marines, and a detachment of the 4th Joint Assault Signal Company.

Previously unannounced units which reinforced the 4th and 22nd Marines, also awarded the Presidential Unit Citation for Okinawa action were the 91st Chemical Mortar Company (USA), 3d Platoon of the 1st Bomb



1st Lt. Martin

run positions, he defied intense hostile fire to fight through the Japs.

Although sustaining two severe wounds, he blasted the Japanese who attempted to intercept him, located his men and directed them to their own lines. When four of the infiltrating enemy took possession of an abandoned machine-gun pit and sub-

12 HEROES WIN NAVY CROSS

Disposal Company less one section, a detachment of the 6th Joint Assault Company's naval gunfire and air ground liaison teams, Company A of the 9th Amphibian Tractor Battalion, 3d Platoon of the 1st Bomb Disposal Company, a detachment of the 6th Joint Assault Signal Company, 1st Section of the 3d Platoon of the 1st Bomb Disposal Company; and a Reconnaissance Company of Headquarters Battalion.

Navy Unit Commendations were awarded to the 3d Amphibious Corps Signal Battalion for action at Bougainville, Guam, Palau and Okinawa; to the Amphibious Reconnaissance Battalion, FMF, Pacific for the Gilbert, Marshall, Marianas and Ryukyu campaigns; to the 3d Battalion of the 10th Marines for Saipan, and to the 6th Engineer Battalion for the Okinawa Battle.

Two Landing Craft Given Unit Award

The Navy Unit Commendation recently was awarded the USS *LCI (M) 356* and the USS *LCS (L) 83* for support of military operations at Okinawa in May 1945.

On 18 May 1945, during a firing mission off southern Okinawa when the USS *Longshaw* (DD 559) was hit, the USS *LCI (M) 356* promptly moored alongside her and put aboard rescue and fire-fighting parties despite the dangers of explosions. The boarding party fought flames to enter the burning compartments and searched every section of the crippled ship for all living casualties. After evacuating three ambulatory and 17 stretcher cases and rendering first aid treatment, the *356* withdrew and delivered the wounded to safety. The CO during the action cited was Lt. Edgar B. Wicklander, USNR, Santa Barbara, Calif.

The USS *LCS (L) 83* was commended for support of military operations in this same area. On 3 and 11 May 1945, the *83* was one of the small, lightly-armored craft on radar picket patrol taken under attack by about 25 suicide planes. She immediately opened fire and shot down five aircraft and assisted in the destruction of another. While still under attack, she successively closed several destroyers at high speed after they had been crashed by Jap planes. With fires raging and ammunition exploding aboard the stricken ships, she maneuvered alongside to rescue survivors. Lt. J. M. Faddis, USN, of Waynesburg, Ohio, commanded the ship at the time.

NAVY CROSS

Gold star in lieu of second award:

★ **PARSONS**, Charles, Comdr., USNR, Knoxville, Tenn.: Distinguishing himself by extraordinary heroism in action against an enemy in the SoWesPac area, Comdr. Parsons exhibited high courage and brilliantly and successfully executed his missions. He inspired all hands and his work was of very material aid in the successful execution of vital operations.

★ **TYREE**, Alexander K., Comdr., USN, Dan-



Capt. Buchanan

Comdr. Crommelin

Lt. (jg) Davis

Comdr. Fitzgerald



Comdr. Heflin

Capt. McMillian

Lt. Comdr. O'Hearn

Comdr. Parker



Comdr. Parsons

Lt. Comdr. Swentzel

Ens. Thomsen

Comdr. Tyree

Photo for ChPCik Brunn not available.

ville, Va.: As CO of a U. S. submarine during a war patrol he penetrated strong antisubmarine mine barriers and entered supposedly inviolable enemy waters. He launched attacks which resulted in the destruction of approximately 7,000 tons of enemy shipping and at the expiration of time to be spent in the area made his exit through heavily-mined and patrolled waters, bringing his ship back to port safely.

First award:

★ **BRUNN**, Othello C., ChPCik, USN, San Diego (posthumously): Citation awarded for heroism during the bombardment and occupation of the Philippines by the Japanese. Chief Pay Clerk Bruun helped save supplies and American currency from the invaders on the island of Cebu and was captured at Mindanao in May 1942. He was held in various prison camps in the islands until December 1944, when he was put aboard a prison ship bound for Japan. He died when the ship was bombed and sunk in Subic Bay, 15 Dec 1944.

★ **BUCHANAN**, Charles A., Capt., USN, Coronado, Calif.: As OTC of a radar picket station unit during action at Okinawa on 12 Apr 1945, Capt. Buchanan fought his ships gallantly throughout a fierce engagement with an overwhelming force of Japanese suicide planes. Despite tremendous odds, his unit and cooperating combat air patrol accounted for more than 30 enemy aircraft shot down with a minimum loss in personnel and damage to their own task force.

★ **CROMMELIN**, Charles L., Comdr., USN, Coronado, Calif. (posthumously): As group commander of carrier air group 12, at-

tached to the USS *Randolph*, Comdr. Crommelin participated in the first attack on Japan by naval carrier based planes, 17 Feb 1945. Acting as strike leader during a coordinated attack on a vital aircraft engine plant in the Tokyo area, he discovered when he reached the Jap Coast that his engine was operating at greatly reduced power; he knew adverse weather made a long trip over the enemy mainland to the target area necessary. Despite strong antiaircraft and fighter opposition, he was the last to leave the target area, taking damage assessment photos before delivering his own rocket and strafing attack.

★ **DAVIS**, Richard M., Lt. (jg), USNR, Branchville, Md.: As a fighter pilot on 28 July 1945, he scored a direct hit with a 1000 lb. bomb on an enemy battleship in the vicinity of Kure Harbor. Approach and retirement were made by Lt. (jg) Davis in the face of heavy and accurate antiaircraft fire from ship and shore installations in the harbor.

★ **FITZGERALD**, John A., Comdr. (then Lt. Comdr.), USN, Oakland, Calif.: While CO of the USS *Grenadier* from 21-23 Apr 1943 and as a POW in a Jap military prison from 23 Apr 1943 to 2 Sept 1945, Comdr. Fitzgerald exhibited extraordinary courage. He fought gallantly for 22 hours to save his submarine before severe enemy countermeasures forced him to abandon his ship, but as a result of his coolness under fire, outstanding leadership, and excellent judgment all his crew were saved. While a POW he was sometimes tortured almost to the point of death, but he remained by his men, helping them to un-

★ DECORATIONS

Navy Cross (Cont.)

finchingly face the worst the Jap had to offer.

★ **HEFLIN**, Edward A., Comdr. (then Lt.), USNR, Inwood, W. Va.: While a dive bomber pilot attached to BomRon18 during action in the Battle for Leyte Gulf on 24 Oct 1944, Comdr. Heflin bravely faced antiaircraft fire to launch his attack against a Jap battleship and dropped his bomb load at perilously low altitude to score a damaging hit. He thus contributed materially to the success of our forces in this engagement.

★ **MCMILLIAN**, Ira E., Capt., (then Comdr.), USN, Honeygrove, Tex.: While CO of *uss Newcomb* off Okinawa on 6 Apr 1945, Capt. McMillian's destroyer was subjected to a series of suicide attacks by seven enemy planes. He conducted skilled evasive maneuvers and coolly directed his guns against the plunging aircraft, blasting three of them out of the sky. The other four crashed at intervals into the *Newcomb*. Instantly organizing fire fighting and repair parties to extinguish the raging flames, to control the flooding, violent internal explosions and extensive damage in many vital parts of the ship, Capt. McMillian fought off continuing attacks by hostile planes and directed his men in utilizing every means of saving the destroyer.

★ **O'HEARN**, Matthew C. Jr., Lt. Comdr. (then Lt.), USNR, Chevy Chase, Md.: While gunnery officer of the *uss Evans* near Okinawa on 11 May 1945, Lt. O'Hearn controlled his guns with such skill that they destroyed 15 enemy suicide planes and assisted in the destruction of four more. At the end of the engagement, with light, power, and water pressure lost, he assumed the duties of the critically wounded executive officer and by his leadership contributed greatly to the saving of his ship.

★ **PARKER**, Alton E., Comdr., USN, Baltimore, Md.: While on picket duty as CO of the *uss Mannert L. Abele* off Okinawa on 12 Apr 1945, his ship was suddenly attacked by approximately 20 hostile planes. Comdr. Parker's ship opened fire on the Japanese planes as they came within range, shooting down two before a third crashed into the after engine-room. Seconds after the crash, a piloted jet-propelled suicide bomb hit the ship at the waterline at a speed of 400 knots, exploding and breaking the ship in two.

★ **SWENTZEL**, Livingston Jr., Lt. Comdr., USNR, New York City: While he was commanding two Chinese junks enroute to Shanghai, an enemy junk launched a sudden attack against the vessels off Hainan on 21 Aug 1945. Lt. Comdr. Swentzel



The Barbarian (NAS Barber's Point, Oahu, T.H.)
"We're all out of a foist class, so I'll substitute 3 thoid class!"

fought a gallant battle against vastly superior fire power and a hostile force outnumbering his own more than two to one. So brilliantly did he direct a coordinated strike from his position that he succeeded in inflicting many casualties on the enemy and forcing him to run up a white flag. Boarding the captured vessel less than an hour after the first shot, he found 79 Japanese dead and wounded as compared to 10 casualties among his own men.

★ **THOMSEN**, Robert C., Ens., USN, Portland, Ore. (posthumously): When radar equipment was put out of action by two direct hits and his services as ship's navigator were no longer required, Ens. Thomsen aboard the *uss Laffey* off Okinawa on 16 Apr 1945, fought raging fires aboard the ship. To fight flames threatening the after magazine and handling room, he defied the danger from air attacks, still unabated, and fought the fire until he was trapped below decks when two more suicide planes hit the ship.

DISTINGUISHED SERVICE MEDAL

Gold star in lieu of third award:

★ **MONTGOMERY**, Alfred E., Vice Admiral (then Rear Admiral) USN, Piedmont, Calif.: While CTG 38.1, operating in the Philippine area from 30 Oct to 29 Dec 1944, Admiral Montgomery directed his group in highly successful operations against the enemy, inflicting severe and costly damage on aircraft, shipping and shore installations at Leyte, Manila and Luzon.

First award:

★ **BOWEN**, Harold G., Rear Admiral, USN, Suisun City, Calif.: As chief of the Naval Research Laboratory, special assistant to the Secretary of the Navy and chief of ORI during World War II, Admiral Bowen was responsible in a large degree for the development and installation in U. S. naval vessels of high pressure, high temperature propulsion machinery. He also exerted influence in the development and adoption by the Navy of radar equipment and other new weapons of radical design. Admiral Bowen rendered invaluable assistance to SecNav during production emergencies and during a period of difficulty and stress undertook the establishment and organization of the Office of Research and Inventions. Admiral Bowen achieved notable results in these varied activities and contributed directly to the successful prosecution of the war.

★ **CARTER**, Worrall R., Commodore, USN, Norfolk, Va.: While ComServRon10 during operations in the Central and Western Pacific areas from January to August 1944 and from February to May 1945, Commodore Carter was responsible for Fleet repairs and logistics at forward mobile bases. Organizing his limited facilities to support 5thFleet operations during the capture of the Marshalls and Marianas, Iwo Jima and Okinawa Gunto and providing excellent services for our fast carrier task forces conducting raids against Truk, the Palaus, Tokyo and Kyushu, he kept pace with the rapid expansion and forward movement of the Fleet.

★ **COMBS**, Thomas S., Rear Admiral, (then Capt.), USN, Tallahassee, Fla.: As commander U. S. naval aircraft 7thFleet, with additional duties as commander naval aircraft, SoWesPac area, CTF 73 and ComFairWing10 and 17 from 2 July 1943 to 3 July 1944, Admiral Combs changed his squadrons from passive defensive action to aggressive attacks. His command was successful in sinking a great amount of Japanese shipping and men-of-war, demolishing ammunition dumps and ground installations, thus severing the enemy's supply lines, cutting off his advance and

10 DSM WINNERS



Rear Admiral
Bowen

Commodore
Carter



Rear Admiral
Combs

Rear Admiral
Durgin



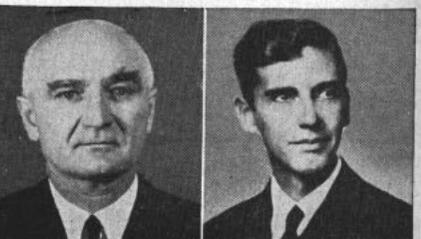
Capt.
Engstrom

Vice Admiral
Montgomery



Rear Admiral
Noble

Rear Admiral
Struble



Commodore
Sullivan

Capt.
Wenger

Photo for Comdr. Foley not available.

ALL HANDS

weakening his defenses in preparation for invasions by our forces.

★ **DURGIN, Calvin T.**, Rear Admiral, USN, Palmyra, N. J.: While commanding support carrier groups during operations against Iwo Jima, Okinawa, and the islands of Nansei Shoto from 16 Feb to 21 June 1945, Admiral Durgin synchronized his supporting units with the other elements of the assault forces to produce maximum striking power. In addition he launched strikes against Sakashima and Amami Gunto and directed his force in supporting the invasions of Kerama Retto, Keise Shima, Okinawa, Ie Shima, Iheya Shima and Aguni Shima. Always on the offensive, the units under his command inflicted heavy damage upon the enemy and aided in maintaining control of the sea and air in the objective areas.

★ **ENGSTROM, Howard T.**, Capt., USNR, Arlington, Va.: Attached to the division of naval communications from 7 Dec 1941 to 2 Sept 1945, Capt. Engstrom rendered invaluable help in directing and carrying out the vital work of key activities of the communications organization. His outstanding judgment aided in the effectiveness of important operations, ending in the successful conclusion of the war.

★ **FOLEY, William T.**, Comdr. (MC), USN, Flushing, N. Y.: As camp commander and the only medical officer in Japanese POW Camp No. 11, Sendai, Japan, from December 1941 until liberation by American forces, Comdr. Foley assumed the two-fold responsibility of providing food and administering to medical needs. With only rudimentary equipment and inadequate medical supplies, he worked to control epidemics and treated sufferers for malnutrition and vitamin deficiency. He performed 160 emergency surgical operations and maintained such a high standard of physical well-being among his fellow prisoners that only 26 men out of 1200 confined were lost during approximately three and one half years of imprisonment.

★ **NOBLE, Albert G.**, Rear Admiral, USN, Ardmore, Okla.: During operations against enemy forces in the SoWesPac area from April to 15 Aug 1945, Admiral Noble acted as attack group commander directing assault landings on Mindanao and Balikpapan while on duty as ComPhibGrp8. He demonstrated brilliant leadership in the tactical execution of operational plans for these landings and exercised tact in coordinating the joint operation of the Allied military forces involved.

★ **STRUBLE, Arthur D.**, Rear Admiral, USN, Portland, Ore.: As ComPhibGrp9 from 9 Jan to 15 Aug 1945, Admiral Struble tactically executed operational plans for the amphibious landings at Zambales, Bataan, Corregidor, Negros, Panay and at Macajalar Bay on Mindanao. His judgment in the preparation of assault plans and coordination of the Allied military forces was

major factors in the success of the Philippines operation and in the ultimate regaining of complete control in the SoWesPac Area.

★ **SULLIVAN, William A.**, Commodore, USN, New York City: As task group commander in charge of harbor clearance work in the Philippines from 21 Feb to 15 Aug 1945, Commodore Sullivan undertook the task of removing all wreckages in Manila Harbor and the Pasig River. Assuming personal charge of the Manila unit in addition to the many salvage projects already under way and integrating his operations with the port rehabilitation program of the office of the chief engineer, USAF, Pacific, he supervised his unit in clearing berths in port of all wrecks in time to handle Army troops and supplies essential to our planned offensives.

★ **WENGER, Joseph N.**, Capt., USN, Washington, D. C.: While attached to the division of naval communications from 12 Feb 1942 to 2 Sept 1945, Capt. Wenger discharged his important responsibilities with skill and initiative, rendering invaluable assistance in directing and carrying out the vital work of key activities of the communications organization.



Gold star in lieu of second award:

★ **REED, Gilbert L.**, Lt. (then Lt. (jg)), USNR, Kalamazoo, Mich.: Boat captain, PT 218 off coast of Italy 27-28 May 1944.

First award:

★ **BALDAUF, Laurence C.**, Capt., USN, Arlington, Va.: CO, USS *Hall*, during operations at Okinawa, 25 Mar to 28 May 1945.
★ **BARTMESS, Meigs W.**, Lt. (jg), USNR, Edward, N. C. (posthumously): Fighter director officer, USS *Bryant*, Ryukyus, 15 and 16 Apr 1945.

★ **BLACK, Milton R.**, GM3c, USNR, McDunn, W. Va.: Amphibious landings on Wake Island, Dutch New Guinea, 17 May 1944.

★ **BLAUVELT, Robert P.**, Lt., USN, Coronado, Calif. (posthumously): On USS *Amberjack* during first war patrol in Solomon Islands area, 3 Sept to 30 Oct 1942.

★ **BROWNRIGG, John A.**, Lt. (jg), USNR, Buffalo, Okla.: Assault landing on Okinawa, March, 1945

★ **BUSH, Edward K.**, PhM1c, USNR, Columbus, Ga.: Senior corpsman attached to Marine battalion on Saipan and Tinian, 15 June to 1 Aug 1944.

★ **CAMPBELL, Earnest G.**, Comdr., USN, Chevy Chase, Md.: CO, USS *Mahan* supporting amphibious operation Philippines, 7 Dec 1944.

★ **CARLSON, Daniel**, Comdr., USN, Seattle, Wash.: CO of destroyer reconnaissance of beaches off Iwo Jima, 17 Feb 1945.

★ **COFFEE, Doyle M.**, Comdr., USN, West Point, Ga.: CO, USS *Beale*, Okinawa, 6 Apr 1945.

★ **CROMMELIN, Henry**, Comdr., USN, Wetumpka, Ala.: Division leader, occupation Tarawa, Gilbert Islands.

★ **CURTS, Maurice E.**, Rear Admiral (then Capt.), USN, Flint, Mich.: CO, USS *Columbia*, Lingayen Gulf and Luzon, Philippines, 6 to 9 Jan 1945.

★ **DEEM, Martin F.**, SM3c, USNR, Parkersburg, W. Va. (posthumously): On board LCI (L) 979, San Pedro Bay, off Leyte, 24 Nov 1944.

★ **EVANS, Dahyle B.**, AMM1c, USN, Salt Lake City, (MIA): Plane captain, patrol bomber in the Solomon Islands area, 17 July 1943.

★ **FIRTH, Maxim W.**, Comdr., USN, Bennington, Vt.: CO, USS *Claxton*, vicinity of Okinawa, 28 May to 1 July 1945.

★ **FRAZIER, Frank F.**, Lt., USNR, Evanston, Ill., (MIA): Torpedo pilot, USS *Yorktown*,

Philippines, Formosa, 11 Nov 1944 to 9 Jan 1945.

★ **GIFFORD, Harry**, Lt. Comdr., USCG, Swampscott, Mass.: Aboard USS *Callaway*, southwest Pacific, 8 Jan 1945.

★ **GLAZE, Wesley O. Jr.**, Lt. (jg), USNR, Corpus Christi, Tex. (MIA): Command pilot, patrol plane in South China sea, 29 Mar 1945.

★ **HAGGLOVE, Jonas T.**, Lt. Comdr., USCG, Norfolk, Va.: Aboard USS *Callaway*, SoWesPac, 8 Jan 1945.

★ **HELMAN, Albert E.**, CM2c, USNR, Columbus, Ohio: On board carrier, vicinity of Shikoku Island, 19 Mar 1945.

★ **HOYT, Le Roy L.**, Gun., USN, Long Beach, Calif.: Leader of fire-fighting party until taken POW on Luzon, 8 Dec 1942 until capture.

★ **HUFF, Leland C.**, PhM3c, USNR, Kansas City, Mo.: While attached to 4th MarDiv, Saipan and Tinian, 4 and 31 July 1944.
★ **JIRKA, Frank J. Jr.**, Ens., USNR, River Forest, Ill.: Member of UDT, Iwo Jima, 17 Feb 1945.

★ **LISMAN, Robert J.**, AMM3c, USNR, San Francisco: Carrier operations in the vicinity of Shikoku Island, 18 Mar 1945.

★ **MARTIN, Edward B.**, Lt. Comdr. (then Lt.), USNR, San Diego: CO of advanced intelligence team during capitulation of Shanghai, 1 Oct 1945.

★ **MCCORMACK, James B.**, Lt., USNR, Kansas City, Mo.: Carrier operations in the vicinity of Shikoku Island, 19 Mar 1945.

★ **MCKAY, Robert N.**, Lt. (jg), Hollywood, Calif. (posthumously): OinC, automatic weapons battery, aboard USS *Aaron Ward* off Okinawa, 3 May 1945.

★ **McMONAGLE, Thomas B.**, Cox., USNR, Philadelphia: Coxswain of assault boat attached to USS *Monrovia*, Sicily.

★ **McVAY, Charles B. III**, Capt., USN, Washington, D. C.: Executive officer of cruiser in the Vila-Stanhope area on Kolombangara, British Solomon Is., 5 Mar 1943.

★ **MIDDLETON, John Jr.**, Lt. (jg), USNR, Amarillo, Tex.: Torpedo plane pilot attached to USS *Lexington* off Cape Engano, 25 Oct 1944.

★ **MILLS, Lee G.**, Gunner, USN, Keyser, W. Va.: Aboard USS *Finch* on Bataan and Cavite shores of Manila Bay, 9 Apr 1942.

★ **MULLEN, John R.**, SF1c, USNR, Dorchester, Mass.: Participating in carrier operations off Shikoku Is., 19 Mar 1945.

★ **PAINE, Gilbert C.**, Lt. (jg), Framingham, Mass. (posthumously): On board USS *Callaghan* off Okinawa, 29 July 1945.

★ **PETTES, Phillip E.**, Lt., USNR, Battle Creek, Mich.: Patrol bomber off the coast of Korea, 27 June and 9 July 1945.

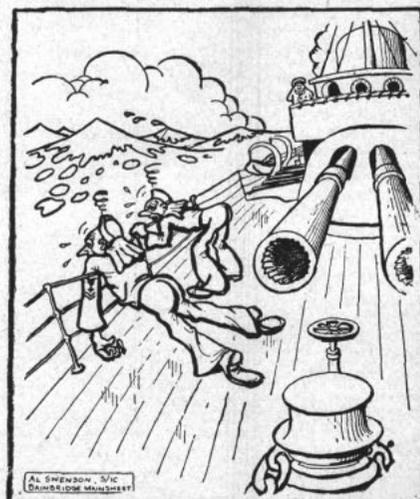
★ **POWELL, Edgar S. Jr.**, Lt. Comdr., USN, Duluth, Minn.: CO, USS *Baldwin*, 6 June to 4 July 1944.

★ **PRESTON, James T.**, Lt. Comdr., USN,

Peacetime Duty Awards

Naval awards for peacetime services will be presented only for extremely unusual and meritorious acts, Alnav 235-46 (NDB, 15 May) has announced. Any award for an act or service completed after 2 Sept 1945 (date of cessation of war service) must be made by the Secretary of the Navy. The policy of considering recommendations for such awards will be most exacting, the Alnav states.

An award for service which began prior to 2 Sept 1945, but was not completed until after that date, must also be authorized by SecNav. For all services completed prior to 2 Sept 1945, the authority for presentation of an award is still held by the delegates in the field.



Porthole (USNB, Tampa)
"You're a pharmacist mate, Joe, do something."

★ DECORATIONS

Silver Star (Cont.)

- Lewisburg, W. Va. (posthumously): Executive officer, *USS Bryant*, off Okinawa, 15 and 16 Apr 1945.
- ★ SHERRILL, Wallace A., Comdr., USN, West Newton, Mass.: Fighter pilot, led task group in attack on battleship *Nagato*, 18 July 1945.
- ★ SLATTERY, William J., Comdr., USN, Berwyn, Pa.: Executive officer of aircraft carrier, off Shikoku Island, 19 Mar 1945.
- ★ SMITH, Edward P., Lt., USNR, Atlanta, Ga.: Fire marshal aboard aircraft carrier, off Shikoku Island, 19 Mar 1945.
- ★ SONNER, Irl V., Jr., Lt. (jg), USNR, Salt Lake City (posthumously): Fighter pilot attached to *USS Cabot* in the Formosa area, 16 Oct 1944.
- ★ TABER, Victor C., AMM3c, USNR, Chula Vista, Calif. (posthumously): Aboard *USS Saint Lo* in the vicinity of the Philippines, 25 Oct 1944.
- ★ TAYLOR, Edmund B., Capt., USN, Alexandria, Va.: ComDesRon45, with flag on *USS Fullam*, first Battle of Philippine Sea, 19-20 June 1944.
- ★ WALLER, John B. W., Capt., USN, Manchester, Mass.: CO, *USS Tuscaloosa*, Normandy, France, 6 June 1944, and Cherbourg, France, 25 June 1944.
- ★ WARDEN, Densil E., PhM2c, USNR, Beckley, W. Va.: Serving with 4th MarDiv at Saipan, Marianas Islands, 20 June 1944.
- ★ WITSCHEN, Bill D., Ens., USNR, Jacksonville, Fla. (posthumously): Assistant damage control officer, *USS Isherwood* in the vicinity of Kerama Rhetto, 22 Apr 1945.
- ★ YATES, Lee C., Lt. (jg), USNR, Madison, Tenn. (posthumously): UDT member at Iwo Jima, 17 Feb 1945.

LEGION OF MERIT

Gold star in lieu of fifth award:

- ★ RUDDOCK, Theodore D. Jr., Rear Admiral (then Capt.), USN, Washington, D. C.: Director of production division and assistant chief of BuOrd from 7 Dec 1941 to 4 Sept 1943.

Gold star in lieu of fourth award:

- ★ HENDREN, Paul, Rear Admiral, USN, Washington, D. C.: ComServRon SoPac, 23 Sept 1944 to 1 Sept 1945.
- ★ LITCH, Ernest W., Rear Admiral, USN, South Weymouth, Mass.: Escort carrier division commander at Okinawa.
- ★ SMEDBERG, William R., III, Capt., USN, Arlington, Va.: Head of combat intelligence division on the staff of Cominch and CNO, 12 Oct 1944 to 10 Oct 1945.

Gold star in lieu of third award:

- ★ HERRMANN, Ernest E., Capt., USN, New York City: Ordnance type assistant for antiaircraft and director of planning division BuOrd, outbreak of hostilities to March 1944.
- ★ LEITH, Stanley, Capt., USN, San Diego: Operations officer on staff of ComPhibPac, 9 Sept 1943 to 20 July 1945.
- ★ LITCH, Ernest W., Rear Admiral, USN, South Weymouth, Mass.: CO, *USS Lexington*, 26 Aug to 5 Nov 1944.

Gold star in lieu of second award:

- ★ BARBARO, Joseph R., Capt., USN, Winchester, Mass.: Chief of U. S. Naval mission to Ecuador, 30 Jan 1941 to 19 Dec 1943.
- ★ BROWN, Bert F., Capt., USN, Salt Lake City: Service at Okinawa, 1 Apr to 22 June 1945 and ComDesRon 49.
- ★ DOWD, Wallace R., Capt., USN, Fort Smith, Ark.: SupShips, Pullman Standard Car Manufacturing Co., Chicago, March 1942 to April 1944.
- ★ GINGRICH, John E., Rear Admiral (then



Jax Air News (NAS, Jacksonville, Fla.)

"But Wilco, isn't your idea for a new uniform a little bit radical?"

- Capt.), USN, Washington, D. C.: CO, *USS Pittsburgh*, 23 Mar to 25 May 1945.
- ★ HORNE, Charles F. Jr., Capt., USN, New York City: Communications officer ComPhibPac, 4 Oct 1943 to 10 Oct 1945.
- ★ KELL, Claude O., Rear Admiral, USN, Burlingame, Calif.: SupShips, San Francisco, December 1941 to October 1944.
- ★ LITCH, Ernest W., Rear Admiral, USN, South Weymouth, Mass.: CO, *USS Lexington*, 30 Nov 1944 to 25 Jan 1945.
- ★ PIHL, Paul E., Capt., USN, Bluemont, Va.: Assistant chief of staff for logistics, ComWesSeaFron, 17 Nov 1944 to 31 Aug 1945.
- ★ ROZENDAL, Henry D., Capt., USN, Leavenworth, Kans.: Commander of a destroyer division, northern Pacific waters, 9 Aug 1944 to 3 June 1945.
- ★ STONE, Earl E., Rear Admiral, USN, Yorktown Village, Md.: Attached to division of naval communications, 20 Oct 1942 to 10 March 1944.
- ★ TAYLOR, John M., Capt., USN, Vallejo, Calif.: Gunnery officer on staff of ComPhibPac, 24 Aug 1943 to 8 Aug 1945.
- ★ WIEBER, Carlos W., Capt., USN, San Diego: CO, *USS Essex*, 26 Jan to 28 May 1945.
- ★ WILL, John M., Capt., USN, Metuchen, N. J.: ComSubRon credited with sinking 185,000 tons of enemy shipping in seven months.
- ★ ZACHARIAS, Ellis M., Capt., USN, Jacksonville, Fla.: Spokesman for the Psychological Warfare Program, 8 May to 4 Aug 1945.

First award:

- ★ ANDRUS, Carlton L., Commodore (MC), USN, Arlington, Va.: OinC, war plans division, BuMed, during World War II.
- ★ BALDWIN, Frank, Rear Admiral, (SC), USN (Ret), Pennington, N. J.: OinC, cost inspection service, 25 Aug 1941 to 15 Oct 1945.
- ★ BARTKY, Adolph J., Comdr., USNR, Chicago: OinC, instructor training section and assistant director of the standards and curriculum division, BuPers, 15 Dec 1942 to 10 Oct 1945.
- ★ BAY, Thomas J., Capt., USN, Lynden, Wash.: Head of the heat transfer section, BuShips, throughout World War II.
- ★ BEARD, Donald C., Capt., USN, Washington, D. C.: Readiness division of the headquarters of Cominch, March 1943 to August 1945.
- ★ BENNETT, Claude H. Jr., Capt., USN (Ret), Washington, D. C.: Technical administrative officer BuOrd since 1 Feb 1943.
- ★ BLOCH, Claude C., Admiral, USN (Ret), Washington, D. C.: Chairman, Navy board for production awards, December 1942 to October 1945.
- ★ BOGART, Isaac C., Capt., USN (Ret), Chevy Chase, Md.: Attached to Committee of Naval Affairs, House of Representatives from beginning of hostilities to 29 Nov 1945.
- ★ BORN, Arthur S., Comdr., USN, Racine, Wis.: Executive officer of a carrier, 29 June 1944 to 10 Apr 1945.
- ★ BRUMBY, Edward, Capt. (then Comdr.),

USN, Arlington, Va.: Project officer in office of CNO for the U. S. Naval group, China, 3 July 1944 to 31 Aug 1945.

- ★ CLEAVE, Edward C., Capt., USNR, Wilmette, Ill.: OinC, of a section in Fleet maintenance division, CNO, 15 Jan 1942 to cessation of hostilities.
- ★ CORNWELL, Delbert S., Capt., USN, Philippl, W. Va.: CO of escort carrier in vicinity of Ryukyu Is., 30 Mar to 16 June 1945.
- ★ CURTS, Maurice E., Rear Admiral (then Capt.), USN, Flint, Mich.: Communications officer, staff of Cominch, August 1942 to May 1944.
- ★ DAISLEY, Gordon W., Capt., USNR, Chevy Chase, Md.: Attached to division of naval communications, 14 Mar 1943 to 2 Sept 1945.
- ★ DILLON, Wallace M., Commodore, USN, Washington, D. C.: CO of a carrier in western Pacific, 6 Sept to 24 Sept 1944.
- ★ ECKBERG, Herbert F., Capt., USN, Baltimore: Chief of U. S. Naval mission to Venezuela, 1 May 1941 to Dec 1943.
- ★ FECHTELER, William M., Vice Admiral (then Rear Admiral), USN, Washington, D. C.: Assistant Chief of Naval Personnel, 26 Mar to 1 Nov 1945.
- ★ FOREST, Francis X., Capt., USN, Arlington, Mass.: Hull superintendent, ship superintendent and industrial engineer, Navy Yard, Philadelphia, 2 Apr 1941 to 26 Oct 1945.
- ★ GARY, Howland R., Commodore (then Capt.), USNR, Alexandria, Va.: Special assistant to the head of contract branch and later as special assistant to the director of contracts, BuShips, March 1941 to October 1945.
- ★ GEILFUSS, John C., Lt. Comdr., USNR, Milwaukee: Navy member of the secretariat of State-War-Navy Coordinating Committee, 1 Feb to 1 Oct 1945.
- ★ GLENNON, James B., Capt., USN (Ret), Washington, D. C.: OinC, Naval Ordnance Laboratory, Navy Yard, Washington and later as CO, Naval Powder Factory, December 1941 to October 1945.
- ★ HAYES, John A., Capt., USN (Ret), Arlington, Va.: Head of boiler section, shipbuilding division, BuShips, January 1942 to cessation of hostilities.
- ★ HETU, Herbert E., Capt. (then Comdr.) (SC), USNR, Westview, Pa.: Cost Inspector in Pittsburgh area, 4thND, April 1942 to April 1945.
- ★ HINCKLEY, Robert M., Capt., USN, Washington, D. C.: Deputy director of the fleet maintenance division, CNO, throughout World War II.
- ★ JOHNSON, Ernest L., Capt., (SC), USNR, Evanston, Ill.: Cost inspector in the Detroit area, 9thND, March 1942 to September 1943 and supervisory cost inspector in the 9thND and later the 3dND, September 1943 to August 1945.
- ★ KNISKERN, Leslie A., Capt., USN, Chevy Chase, Md.: Preliminary design section and later as head of design branch BuShips, from outbreak of hostilities to 11 Dec 1945.
- ★ KOTRLA, Raymond A., Comdr., USNR, Laurel, Md.: CO, U. S. Naval unit, 14th Air Force of the U. S. Naval group in China, 15 May to 29 Dec 1943.
- ★ KNOWLES, Kenneth A., Comdr., USN (Ret), Santa Anna, Tex.: Head of the antisubmarine section 10 July 1942 to 1 July 1943 and later as head of Atlantic section, combat intelligence division of the headquarters of Cominch, 1 July 1943 to 12 June 1945.
- ★ LATROBE, William C., Capt., USN, Chevy Chase, Md.: While serving in BuShips as

CORRECTION

The citation for Capt. Charles J. Moore, USN, as published in the May issue of ALL HANDS was listed under Gold star in lieu of second Legion of Merit award. He received a first award.

executive to the research branch, from the outbreak of hostilities to September 1945.

★ **LAWRENCE, Martin J.**, Capt., USN, Belows Falls, Vt.: Manager of the industrial department at the Naval Research Laboratory, from the outbreak of hostilities to 31 Aug 1945.

★ **LEMLER, Philip**, Capt., USN, Brooklyn: Head of the facilities branch of BuShips, December 1941 to October 1945.

★ **LEVITT, Herbert A.**, Lt. (then Ens.), USNR, New York City: While interned as POW of the Japanese at Batavia, Java, following sinking of *uss Houston* in Java Sea on 28 Feb 1942.

★ **LIND, Irving L.**, Capt., USNR, Washington, D. C.: Head of naval facilities section and later head of the shipyard facilities section, BuShips, April 1942 to 15 Oct 1945.

★ **MARKLAND, Henry T.**, Capt., USN, Geneva, N. Y.: Naval inspector of ordnance, Rochester, N. Y., 7 Dec 1941 to 15 Aug 1945.

★ **MCGUIRE, Edward P.**, Comdr., USNR, Boston: Member of negotiation division of BuSanda, later as chief of the procurement branch of price revision division, 29 June 1942 to 31 Aug 1945.

★ **MCKEEHAN, Louis W.**, Capt., USNR, Hamden, Conn.: Attached to research and development section, BuOrd, from outbreak of hostilities to March 1944.

★ **MCMILLIAN, Ira E.**, Capt. (then Lt. Comdr.), USN, Honeygrove, Tex.: Gunnery officer of a joint Army-Navy staff during planning phases of Kiska and Attu later as gunnery officer on staff of commander assault force at Attu in May 1943 and occupation of Kiska in August 1943.

★ **METZEL, Jeffery C.**, Capt., USN, Elgin, Ill.: Head of readiness section of readiness division on staff of Cominch, July 1942 to October 1945.

★ **MILLS, Leslie**, Capt. (then Comdr.), (SC), USNR, White Plains, N. Y.: Head of the accounting division and later a member of Navy price adjustment board, 22 July 1942 to 27 Sept 1945.

★ **MOORE, Robert L. Jr.**, Comdr., USN, Silver Spring, Md.: Senior assistant to the head of electrical section, shipbuilding division, BuShips, April 1942 to 15 Oct 1945.

★ **MORRISSEY, Earl R.**, Capt., USN (Ret), Annapolis, Md.: OinC, fleet maintenance division, CNO, 20 Apr 1942 to cessation of hostilities.

★ **NEEDHAM, Henry P.**, Capt., (CEC), USN, Los Angeles: Serving in BuDocks, 13 Aug 1944 to date; OinC, advance base depot, Port Hueneme, Calif., 7 Dec 1942 to 1 Aug 1944; Asst OinC, and OinC, contract construction work BuDocks in the United Kingdom from 7 July 1941 to 6 Oct 1942.

★ **NEELY, Guy M.**, Comdr., USN (Ret),

Washington, D. C.: Assistant Navy Department communication officer, executive officer and chief engineer of Radio Washington, 4 Nov 1940 to October 1945.

★ **NELSON, Gordon W.**, Capt., USN, Washington, D. C.: Senior construction member of board of inspection and survey, Navy Dept., 11 Apr 1942 to 15 Oct 1945.

★ **NEW, William A.**, Capt., USN, Alexandria, Va. (posthumously): Deputy chief of staff to CTF 124, 1 Dec 1944 to 1 Nov 1945.

★ **NOBLE, Kenneth H.**, Capt., USN, Cromwell, Conn.: OinC of fire control, radar and optical procurement BuOrd, May 1943 to December 1944.

★ **O'KANE, Richard H.**, Comdr. (then Lt. Comdr.), USN, Durham, N. H.: CO of submarine during war patrol in enemy waters, 16 Mar to 13 May 1944.

★ **PEPPEL, Lionel C.**, Capt. (then Comdr.), (SC), USNR, San Francisco: Cost inspector in San Francisco area, 12thND from August 1940 to December 1942; as supervisory cost inspector in 13thND, 3rdND and 5thND, successively, December 1942 to August 1945.

★ **PETERSON, Martin R.**, Capt., USN, Beardstown, Ill.: Head of surface antisubmarine measures section of the 10th fleet and while serving in headquarters of Cominch, March 1943 to June 1945.

★ **PHIL, Paul E.**, Capt., USN, Blument, Va.: Director of production division BuAer, from outbreak of hostilities to December 1943.

★ **PREIL, Alvin O.**, Capt., USNR, Washington, D. C.: OinC, aviation ground officer distribution section BuAer, and serving in the office of CNO, 8 May 1942 to cessation of hostilities.

★ **PUCKETT, Louis A.**, Capt., (SC), USN, Seattle, Wash.: OinC, petroleum pool, 3dND, 23 Jan 1943 to 23 Apr 1945.

★ **RASSIEU, William T.**, Capt., USN, Washington, D. C.: CO of escort carrier at Iwo Jima, 10 Feb to 11 Mar 1945.

★ **RAVEN, Francis A., Jr.**, Comdr., USNR, New York City: Division of naval communications, 7 Dec 1941 to 2 Sept 1945.

★ **RING, Stanhope C.**, Capt., USN, Alpine, Calif.: Director of aviation training in office of CNO, 10 Jan to 19 Dec 1944.

★ **SCHILDHAUER, Clarence H.**, Capt., USNR, New Holstein, Wis.: OinC, NATS section and as coordinator, project JRM in office of CNO, from outbreak of hostilities to 15 Aug 1945.

★ **SEXTON, Horatio C.**, Capt., USN, Green River, Vt.: Head of minecraft and mine-sweeping sections, BuShips, December 1942 to August 1945.

★ **SHORT, Wallace B.**, Commodore, (CEC), USN, Pensacola, Fla.: OinC, 11th U. S. Naval construction brigade in Ryukyus campaign, April to September 1945.

★ **SIMPSON, Rodger W.**, Commodore, USN, San Francisco: CTG 30.6 at Honshu Is., 23 Aug to 19 Sept 1945.

★ **SOLBERG, Thorvald A.**, Capt., USN, Sandpoint, Idaho: OinC, readiness division of NavEu, December 1941 to February 1944.

★ **SPRIGGS, Alva J.**, Commodore (then Capt.), USN, Los Angeles: Director of electronics division in office of CNO, 25 Oct 1943 to 31 Aug 1945.

★ **TAYLOR, Henry G.**, Rear Admiral, (CEC), USN, San Mateo, Calif.: Superintending civil engineer, Area V, 15 Apr 1942 to 8 Nov 1945.

★ **TYREE, Alexander K.**, Comdr., USN, Danville, Va.: CO, *USS Bowfin* during eighth war patrol at Honshu and Hokkaido from 25 Apr to 15 May 1945.

★ **WILFONG, John L.**, Capt. (then Comdr.), USN, Palo Alto, Calif.: Communications officer on staff of ComPhibGroup6, 15 Aug 1944 to 12 June 1945.

★ **WILLIAMS, Henry G.**, Capt. (then Comdr.), USN, New Haven, Conn.: CO of minesweeping task unit in ETO, 9-10 Sept 1944.

★ **ZACHARIAS, Ellis M.**, Capt., USN, Jacksonville, Fla.: Adviser and liaison officer between ONI and OSS, 10 May to 1 Nov 1943.

Gold star in lieu of fourth award:

★ **GRAY, James S. J.**, Comdr., USN, Wauwatosa, Wis.: Night fighter pilot, near Formosa, 11 Oct 1944.

Gold star in lieu of third award:

★ **GRAY, James S. Jr.**, Comdr., USN, Wauwatosa, Wis.: Night fighter pilot, 25 Oct 1944.

Gold star in lieu of second award:

★ **BOATRIGT, James A.**, Lt. (jg), USNR, Missoula, Mont. (posthumously): Pilot, *TorpRon83*, Nansei Shoto, Kyushu, 18 Mar to 14 May 1945.

★ **BROWN, Guy M. Jr.**, Lt., USNR, Vicksburg, Miss. (MIA): Torpedo bomber pilot, *TorpRon 85*, *uss Shangri-La*, Kure, Japan, 28 July 1945.

★ **KEELING, John D.**, Lt., USNR, Scott City, Kans. (MIA): Pilot and plane commander, *PatBomRon 109*, off Korea, 24 May 1945.

★ **LOWE, John T., Jr.**, Comdr., USN, Lexington, N. C.: Air group commander and pilot, carrier-based fighter planes, Japan, 16 Feb 1945.

★ **SHERILL, Wallace A.**, Comdr., USN, West Newton, Mass.: Fighter plane pilot, leader of a task group strike, near Tokyo, 10 July 1945.

First award:

★ **BADEN, Eston J., Lt.**, (jg), USNR, Seattle, Wash. (MIA): Pilot, *FitRon 9*, *uss Lexington*, Honshu, Japan, 16 Feb 1945.

★ **BOATRIGT, James A., Lt.** (jg), USNR, Missoula, Mont. (posthumously): Pilot, *TorpRon83*, attack on Japanese task force, East China Sea, 7 Apr 1945.

★ **BOULDIN, James M., Lt.** (jg), USNR, Ryan, Okla.: Pilot, *BomFitRon83*, near Nansei Shoto and Kyushu, Japan, 18 Mar to 16 Apr 1945.

★ **BROWN, Guy M., Jr.**, Lt. USNR, Vicksburg, Miss. (MIA): Pilot, *uss Shangri-La*, attack on Mucoran Harbor, Hokkaido, 14 July 1945.

★ **BUETTNER, Victor T., Lt.** (jg), USNR, Chicago: Torpedo bomber pilot, *uss Tulagi*, southern Ryukyus, 14 Apr 1945.

★ **CAHOW, Robert M., Ens.**, USNR, Jacksonville, Fla. (posthumously): Co-pilot, *PatBomRon119*, action against Japanese, 3 Mar to 15 May 1945.

★ **CARLSON, Vernon H., Ens.**, USNR, Lake Norden, S. D. (MIA): Co-pilot, *PatBomRon106*, Singapore area, 1 June 1945.

★ **CEBULA, Stanley J.**, AOM3c, USNR, Chicopee Falls, Mass.: Action against enemy in forward area, Central Pacific, 28 Jan and 20 Apr 1945.

★ **CHADICK, George**, Lt. (jg), USNR, Wilmington, Del. (posthumously): Attached to *PatBomRon119*, forward Pacific combat area, 7 Mar to 15 May 1945.

★ **CHASE, Heman B., Lt.** (jg), USNR, Hyannis, Mass. (posthumously): Fighter pilot, *uss Yorktown*, Japan, 15 July 1945.

★ **CHRISTISON, Leon G.**, Lt. USNR, Prescott, Ariz., (MIA): Fighter-bomber pilot, *uss Yorktown*, Honshu, Japan, 18 July 1945.

★ **COMSTOCK, Willard P., Lt.**, USNR, Fulda, Minn., (MIA): Patrol bomber pilot, *PatBomRon119*, Pacific combat area, 7 Mar to 15 May 1945.

★ **CONRY, Edward F.**, Ens., USNR, Cleveland, (MIA): Co-pilot, *PatBomRon106*, Ryukyus, Bandjermasin, Borneo, Honshu, Shikoku, Japan, 15 Apr to 14 May 1945.

★ **COX, Richard W. Jr.**, ARM2c, USN, San Pedro, Calif.: Aircrewman, *PatBomRon121*, Wake, Ponape, Iwo Jima, Chichi Jima, Japan, 7 Mar to 11 Aug 1945.

★ **CRANFILL, Jack F.**, Ens., USNR, Fort Wayne, Ind. (MIA): Co-pilot, *PatBomRon106*, Borneo, Celebes, Malaya, Indo China, 27 Apr to 24 May 1945.

★ **DECKER, Robert H.**, Ens., USNR, Roches-



Yellow Water Stinger (NAGS, Jacksonville, Fla.)

★ DECORATIONS

D.F.C. (Cont.)

ter, N. Y. (MIA): Co-pilot, PatBomRon106, Borneo, Celebes, Malaya, Indo China, 26 Apr to 1 June 1945.

★ DENMAN, Maxwell F., Lt. (jg), USNR, Stuttgart, Ark.: Fighter pilot, USS *Suwannee*, Ryukyus, 1 Apr to 5 May 1945.

★ DOUGAN, Jerry P., Lt. (jg), USNR, Cleveland Heights, Ohio, (MIA): Pilot and plane comdr., PatBomRon117, Cape St. Jacques, off French Indo China, 30 Apr 1945.

★ DUGGER, Arthur R., AOM2c (then AOM3c), USNR, Savannah, Ga.: Bow turret gunner, PatBomRon121, Wake, Ponape, Iwo Jima, Chichi Jima, Japan, 7 Mar to 11 Aug 1945.

★ EGBERT, Gordon R., Lt. Comdr., USN, Logan, Utah: On patrol, Navy Liberator, Celebes, 16 May 1945.

★ FRASHURE, Jack, ARM2c, USN, Trumbull, Ohio: After deck turret gunner, PatBomRon121, Wake, Ponape, Iwo Jima, Chichi Jima, Japan, 7 Mar to 11 Aug 1945.

★ GABER, Karl C., AMM2c (then AMM3c), USNR, Erie, Pa.: Starboard waist turret gunner, PatBomRon121, Wake, Ponape, Iwo Jima, Chichi Jima, Japan, 7 Mar to 11 Aug 1945.

★ GERBERDING, James H., Lt. Comdr., USN, Minneapolis (MIA): Patrol bomber plane comdr., action against Japanese, 10 and 18 May 1945.

★ GRAY, John F., Lt., USNR, Monticello, Mo., (MIA): Fighter pilot, USS *Santee*, Ishigaki Jima, 29 May 1945.

★ GUNDERSON, Robert K., Ens., USNR, Seattle, (MIA): Co-pilot, PatBomRon106, Borneo, Celebes, Malaya, Indo China, 27 Apr to 24 May 1945.

★ HANTSCH, John J., Ens., USNR, Appleton, Wis., (MIA): Section leader, FitRon-16, USS *Randolph*, Kure, Japan, 25 July 1945.

★ HECHT, Ronald R., Ens., USNR, Waseca, Minn., (posthumously): Co-pilot, PBM, Tsushima Straits, 15 May 1945.

★ HENRY, Charles D., AMM2c (then AMM3c), USNR, Clay, Ky.: Plane captain, photographer, mechanic, PatBomRon136, Paramushiro Straits, 26 Aug 1944.

★ HOBBS, Howard, AMM1c, USNR, San Diego: Gunner and aircrewman, patrol bomber, near Korea, 23 June to 24 July 1945.

★ KEELING, John D., Lt., USNR, Scott City, Kans. (MIA): Pilot and plane comdr., PatBomRon109, southern Korea, 20 May 1945.

★ MARTIN, Alvin R., Ens., USNR, Washington, D. C., (MIA): Attached to PatBomRon119, forward Pacific areas, 2 Mar to May 1945.

★ MCCASLIN, James W., Ens., USNR, Chilli-cothe, Tex. (MIA): Co-pilot, PatBomRon-130, Pacific, 7 Nov 1944 to 2 Feb 1945.

★ MCHARGUE, Walter J., Lt., USNR, Wendell, Idaho: Member of aircrew, patrol bomber, Bay of Biscay, western approaches to United Kingdom, 25 July to 15 Dec 1943.

★ MERRYMAN, Charles A., Lt., USNR, Col-linston, La.: Member of aircrew, patrol bomber, Bay of Biscay, western approaches to United Kingdom, 25 July to 15 Dec 1943.

★ METZGER, William J., Jr., AOM3c, USNR, Jersey City: Action against enemy, central Pacific, 28 Jan and 20 Apr 1945.

★ MIDDLETON, John Jr., Lt. (jg), USNR, Amarillo, Tex.: Torpedo plane pilot, USS *Lexington*, Leyte Gulf, 24 Oct 1944.

★ OSTROM, Rexford J., Lt. Comdr., USN, Long Beach, Calif. (posthumously): Fighter pilot and flight leader, USS *Santee*, Ryukyus, 10 Apr 1945.

★ PADBERG, John W., Lt., USNR, Oklahoma City: Torpedo bomber pilot, Kure, Japan, 24 July 1945.

★ POLLARD, Harvey H., AOM1c (then AOM2c), USN, McBrides, Mich.: Gunner, PatBomRon136, Paramushiro Straits, 26 Aug 1944.



Golden Eagle (PerSepCen (enlisted), Great Lakes, Ill.)

★ PORTER, Raymond, Lt. (jg), USNR, Butler, Pa. (MIA): Bombing pilot, USS *Ticonderoga*, Inland Sea of Japan, 28 July 1945.

★ PRIOR, Richard R., Lt. (jg), USNR, Denver, (posthumously): Fighter pilot, USS *Lexington*, Honshu, Japan, 16 Feb 1945.

★ PRZYBYSZESKI, Benjamin A., AOM2c, USN, Brooklyn: Patrols in combat area.

★ RITZ, Frank G., Ens., USNR, Toledo, Ohio (MIA): Fighter-bomber pilot, USS *Yorktown*, Kure, Japan, 24 July 1945.

★ ROBINSON, Thomas J., Ens., USNR, Providence, R. I. (posthumously): Co-pilot, PatBomRon119, Pacific, 3 Mar to 15 May 1945.

★ SAWEERS, Charles, Lt. Comdr., USN, Memphis, Tenn. (MIA): Fighter pilot, USS *Randolph*, Kure, Honshu, 24 July 1945.

★ SCHAEFFER, Richard T., Lt. Comdr., USNR, Reading, Mass. (posthumously): Fighter-bomber pilot, USS *Shangri-La*, Tokyo, 18 July 1945.

★ SHAEFFER, Kenneth E. Jr., Lt. (jg), USNR, Hutchinson, Kans. (posthumously): Attached, PatBomRon119, forward Pacific combat area, 7 Mar to 15 May 1945.

★ SHEPLOCK, Allyn C., Lt., USNR, Whitefish, Mont. (MIA): Fighter-bomber pilot, USS *Yorktown*, Hokkaido, Japan, 14 July 1945.

★ SIMS, David L., Lt. (jg), USNR, Gainville, Tex.: Fighter pilot, Okinawa, 25 Mar to 29 Apr 1945.

★ SMITH, Norman S., Ens., USNR, East Chelmsford, Mass. (MIA): Co-pilot, PatBomRon106, Ryukyus, Bandjermasin, Borneo, Honshu and Shikoku coasts, Japan, 15 Apr to 4 May 1945.

★ SWIENCICKI, Joseph W., Lt., USNR, Corpus Christi, Tex. (MIA): Plane comdr., PatBomRon106, Borneo, Celebes, Malaya, Indo China, 27 Apr to 24 May 1945.

★ UMPHREY, Richard V., Lt., USN, Milwaukee, Ore. (MIA): Pilot, PatBomRon130, Pacific, 7 Nov 1944 to 5 Feb 1945.

★ VAUGHAN, Eppa L., Lt. (jg) USNR, Richmond, Va. (MIA): Bomber pilot, USS *Ticonderoga*, Inland Sea of Japan, 24 July 1945.

★ WITT, Ivan H. Jr., Lt. (jg), USNR, Jasper, Ala. (MIA): Torpedo bomber pilot, USS *Bon Homme Richard*, Japanese Inland Sea, 24 July 1945.

★ ZIMMERMAN, Robert O., Lt., USNR, Chicago (posthumously): Fighter pilot, USS Independence, Japanese Inland Sea, 24 July 1945.

NAVY AND MARINE CORPS MEDAL

First award:

★ ARTHUR, Bernard E. GM3c (then S1c), USNR, Washington, Ind.: Aboard USS *Gan-ter*, during attempts to rescue shipmate in North Atlantic, 7 July 1944.

★ BLANKENSHIP, Lawrence R. ARM3c, USNR, Longwood, Fla.: Rescue action, after

mid-air collision, Corpus Christi Bay, Tex., 8 Nov 1945.

★ BOND, John H., SC3c, USNR, Portsmouth, N. H.: Aboard USS *Mahogany*, rescue action, Buckner Bay, Okinawa, 11 July 1945.

★ JARVIS, Walter L., BM2c (then S2c), USNR, Providence, R. I.: Attached, USS *S-17*, rescue action in Casco Bay, Portland, Maine, 1 Jan 1943.

★ LOCKLEAR, Thomas E., CPhM (then PhM3c), USN, Powderly, Ala.: Rescue of wounded personnel during bombardment, Mariveles area, Philippine Islands, December 1941.

★ MACHMER, Donald A., AMM3c, USNR, Reading, Pa.: Rescue of pilot from plane wreckage, Herlong Field, Jacksonville, Fla., 20 Apr 1945.

★ MCCORMACK, James E., AMM2c, USNR, Rahway, N. J.: Attached to CASU5, rescue of naval personnel off Boomer Beach, Calif., 17 Aug 1945.

★ RUST, Robert J., S1c, USNR, Portland, Ore.: Rescue of a young woman off Long Beach, Wash., 15 July 1945.

★ SIMONSEN, Frederick Jr., AOM3c, USNR, Metairie, La.: Rescue action after mid-air collision, Corpus Christi Bay, Tex., 8 Nov 1945.

★ WILLIAMS, Charles D. Jr., Capt. (then Lt. (jg)), USNR, Washington, D. C.: While attached to NAS Coco Solo, rescue of ship-wrecked civilians; later, rescue of three survivors of balloon crash, January and February 1920.

BRONZE STAR MEDAL

Gold star in lieu of second award:

★ BIARD, Forrest R., Comdr., USN, Dallas, Tex.: While attached to the Division of Naval Communications, 11 May 1943, to 2 Sept 1945.

★ BROWN, Bert F., Capt., USN, Salt Lake City: While OTC of a radar picket station in the vicinity of Okinawa, 7 to 28 June 1945.

★ LAIRD, George H. Jr., Comdr., USN, Niantic, Conn.: CO, USS *Hammerhead* during her fourth war patrol in South China Sea, 10 Feb to 3 Mar 1945.

★ MARTIN, Farar B. C., Capt., USN, Natchez, Miss.: As commander task unit during assault landings at Brunei Bay, Borneo, 10 June 1945.

★ MARTIN, Hugh J., Capt., USN, Cartersville, Ga.: ComDesRon51 and screen commander in Borneo area, June and July 1945.

★ NUNN, Ira H., Capt., USN, Washington, D. C.: ComDesRon with flag in USS *McCord* in Pacific war area, 17 and 18 Apr 1945.

★ O'CONNELL, George A. Jr., Comdr., USN, Virginia Beach, Va.: CO of high speed mine-sweeper in amphibious assault on Okinawa, 24 Mar to 1 Apr 1945.

★ WARLICK, William W., Commodore, USN, Washington, D. C.: As executive assistant to the assistant chief of staff for logistics on the staff of CincPac/Poa, 5 May to 1 Sept 1945.

★ WILL, Charles R., Capt., USN, Arlington, Va.: CO of light cruiser on 2 May 1945, effected rescue of survivors.

First award:

★ ARNDT, Ralph W., Lt. Comdr., USN, Coronado, Calif.: Net control officer advanced attack force during the capture of Iwo Jima, February and March 1945, operations officer and support air direction net control officer, 1 Apr to 3 June 1945.

★ ASA, Marion L., Lt. (jg) (then Ens.), USNR, Belleville, Ill. (posthumously): Assistant engineer officer, USS *Seawolf* during 12th war patrol, East China Sea, 22 Dec 1943 to 27 Jan 1944.

★ ATWOOD, Clayton W., PhM2c, USN, Seat-

tle, Wash.: As an interned POW in the Osaka headquarters camp, rendered valuable assistance to Army physician.

★ BEALE, Arthur G., Lt. (then Ens.), USNR, Bridgeport, Conn.: OinC of naval vehicles and transportation on Corregidor, 6 May 1942.

★ BENJAMIN, Alvin, Lt. (jg), USNR, Brooklyn, N. Y.: Communication officer and radio material officer on staff of LST flotilla, during capture of Roi-Namur, Saipan, Tinian, Peleliu, Iwo Jima, and occupation of Japan, 6 Jan 1944 to 4 Nov 1945.

★ BIDWELL, Robert G., Lt. Comdr., USN, Spring Valley, N. Y.: Executive officer of a destroyer during capture of Okinawa, 28 May 1945.

★BIERE, Charles W., Cox., USN, Martinez, Calif.: Member of armed guard crew, *SS Logan Victory*, Okinawa, 6 Apr 1945.

★BOGAN, Eugene F., Lt., USNR, Washington, D. C.: Chief military government officer at Majuro, Arno and Aur Atolls, 6 Feb to 26 Sept 1944.

★BOUMA, John H., CPhM., USN, Edgerton, Minn.: While attached to U. S. Naval group in China, 27 Sept 1943 to 24 July 1945.

★BOYER, Fred Y., Lt. (jg), USNR, Sugarland, Tex.: CO of close-in fire support ship at Okinawa, 1 Apr to 22 June 1945.

★BROWN, Blon H., S2c, USNR, Bonifay, Fla.: Member of gun crew on *USS Oberrender*, off Okinawa, 9 May 1945.

★BOWEN, Charles A., PhM2c, USN, Bridgeport, Conn.: Senior hospital corpsman in the Osaka POW camp, Hirohata subcamp, 6 Oct 1943 to 10 Sept 1945.

★CARLUCCI, Samuel, PhM2c, USNR, New York City: As company aid man while attached to 4th MarDiv on Saipan, 15 June to 6 July 1944.

★CHARTRAND, Joseph C., S1c, USNR, Munising, Mich.: Member of a landing craft crew in the New Guinea area.

★COLEMAN, Cedric F., Lt. Comdr., USNR, Modesto, Calif. (posthumously): Electronics warfare officer on staff of Com5th-Fleet, Philippine Sea, Tokyo, Kyushu, Marianna, Okinawa, Iwo Jima, May 1944 to July 1945.

★COLLIS, John L., Capt., USN, Honolulu, T. H.: As assistant chief of staff 14thND and additional duties, 24 June to 2 Sept 1945.

★COX, Robert L., Lt., USNR, Corvallis, Ore. (posthumously): First lieutenant, *USS Seawolf*, twelfth war patrol, East China Sea, 22 Dec 1943 to 27 Jan 1944.

★CLEMENTSON, Merrill K. Comdr., USN, Washington, D. C.: CO, *USS Blueback* during her third war patrol in the Java Sea, 12 May to 20 July 1945.

★CLOUD, Dale E., RM3c, USNR, Burlington, Iowa: Member of a landing craft crew in New Guinea area.

★Cook, Collins W., PhM3c, USN, Los Angeles: While in Japanese POW ships and camp, 1 Dec 1944 to Mar 1945.

★COTTINGHAM, Wade H., SC2c, USNR, Arkoma, Okla. (posthumously): Member of gun crew on *USS Leray Wilson* in the Philippine area, 10 Jan 1945.

★CURTS, Maurice E., Rear Admiral (then Capt.), USN, Flint, Mich.: Fleet communication officer on the staff of CincPac, 6 Jan 1940 to 12 Aug 1942.

★DAVIS, John E., CTM, USN, Lemon Grove, Calif.: TM in charge of submarine torpedoes, Corregidor, 6 May 1942 and while interned in POW camp, Mukden, Manchukuo, 6 Oct 1942 to cessation of hostilities.

★DESMOND, William J., Lt., USNR, West Hartford, Conn.: Boat officer and debarkation officer, *USS William P. Biddle* during assault on Fedela, North Africa, Sicily, Tarawa, Kwajalein, Guam, Leyte and Luzon.

★DOWNING, William E., Lt. (jg), USNR, Norfolk, Va.: (posthumously): While attached to *USS Frederick C. Davis* on 24 Apr 1945.

★DRAPER, William F., Lt. Comdr., USNR, Hyannisport, Mass.: Combat artist in Pa-

cific theater of war, 29 Sept 1942 to 27 July 1944.

★EARNHARDT, Elmer H., Lt. (jg), USN, Salisbury, N. C.: Assistant personnel officer on staff of ComSubFor, PacFleet, January 1944 to September 1945.

★EDSALL, Warner R., Capt., USN, Arlington, Va.: Operations officer on staff of task force commander off Okinawa, 25 Mar to 5 May 1945.

★FRANCIS, Jack A., Lt. Comdr., USNR, Seattle, Wash.: Operations officer for the commander of the air support control unit at Leyte, Iwo Jima, and Okinawa.

★GATES, Herbert K., Capt., USN, Bay City, Mich.: CO, *USS Cascade* from May 1944 to August 1945.

★GILLESPIE, Thomas E., Comdr., USN, Pine Bluff, Ark.: Air traffic coordinator attached to staff of CincPac/Poa, 1 Dec 1944 to 21 May 1945.

★GREY, James E., Lt., USN, Detroit: While serving on *USS Luzon* and *POW* from 8 Dec 1941 to 4 Feb 1945.

★GRONECK, George M., MM2c, USN, Garfield, N. J.: Member of gun crew on *USS Mindanao* off coast of Bataan, 9 Apr 1942.

★HAINES, John M., Capt., USN, Coronado, Calif.: CO of battleship, Okinawa, 21 Mar to 28 May 1945.

★HARBISON, Robert F., Lt., USNR, National City, Calif.: Assistant damage control officer aboard a carrier in vicinity of Formosa, January 1945.

★HARRIS, Gene M., Comdr. (then Lt. Comdr.), USNR, Santa Barbara, Calif.: Chief staff officer and operations officer on staff of ComDesRon, aboard *USS Newcomb*, Okinawa, 6 Apr 1945.

★GROFF, Rowland H., Comdr., USNR, Philadelphia: Destroyer escort division commander in the vicinity of Okinawa from 1 Apr to 20 June 1945.

★HOGAN, James E., Gunner, USN, Le-compte, La. (posthumously): OinC of ordnance repair party on *USS Houston*, 4 Feb 1942.

★HUNTER, Samuel L. Jr., Lt. (jg), USNR, New Madrid, Mo.: Salvage officer and boat officer, *USS William P. Biddle*, Sicily, Tarawa, Kwajalein, Leyte and Luzon.

★HUTCHINSON, Myron W. Jr., Capt., USN, Annapolis: OinC and senior member of all inspection boards, PhibTraCom, September 1943 to May 1945.

★JAMIESON, Mitchell, Lt., USNR, Washington, D. C.: Combat artist in European and Pacific theaters of war, 1 Dec 1942 to 12 Sept 1945.

★JENKINS, William H., S1c, USNR, Brooklyn, N. Y. (posthumously): Aboard *USS LCI (G) 422* during invasion of Leyte in the Philippines, 20 Oct 1944.

★JOHNSON, Robert A., Comdr., USN, Had-donfield, N. J. (posthumously): Engineering officer on board *USS Denver* in forward Pacific areas, 13 Nov 1943.

★JOHNSON, Jack G., GM3c, USNR, Youngs-town, Ohio (posthumously): Pointer aboard



Golden Eagle (PerSepCen (enlisted), Great Lakes, Ill.)

USS LCI (G) 422, during invasion of Leyte, 20 Oct 1944.

★JONES, Paul M., Lt., USN, River Forest, Ill.: CO of U. S. ship on radar picket station, 25 May 1945.

★KALLSTROM, Donald W., Lt. (jg), USNR, Devon, Conn.: Aboard carrier near Kobe, 19 Mar 1945.

★KAUFMAN, Dan A., Lt., USNR, Indianapolis: CO of U. S. ship during assaults on Leyte and Luzon, August 1944 to May 1945.

★KELLEY, John L. Jr., Lt. Comdr., USN, Arlington, Va.: CO, *USS Pringle*, Okinawa, 16 Apr 1945.

★KLINGER, Frederick L., RM2c, USNR, Brooklyn, N. Y.: Member of landing craft crew in New Guinea area.

★LABELLE, Matthew C., CRM, USN, Midland, Mich.: Sound operator in submarine during war patrol.

★LEE, Vernon, Jr., Cox., USNR, French Camp, Calif.: Coxswain in *LCP (L) 23*, Lingayen Gulf, 10 Jan 1945.

★LINCOLN, Horatio A., Comdr., USN, San Diego: CO of a destroyer, western Pacific waters, 10 Feb to 27 Apr 1945.

★LOFLAND, James P., S1c, USNR, Milford, Del.: Member of gun crew, *USS Oberrender*, off Okinawa, 9 May 1945.

★LYNCH, Frank C. Jr., Comdr., USN, Devon, Pa.: CO, *USS Haddo*, designed and invented several submarine devices.

★MACK, Bernard D., Lt. Comdr., USN, Washington, D. C. (posthumously): CO, composite squadron attached to *USS Makin Island*, later to *USS Kitkun Bay*, Pacific war area, 11 Feb 1944 to 5 Jan 1945.

★MACY, Marvin R., RM2c, USN, Houston, Tex. (posthumously): During first war patrol of *USS Amberjack*, Solomon Islands area, 3 Sept to 30 Oct 1942.

★MARKET, Eugene J., S1c, USNR, Evansville, Ind.: Member of armed guard crew, *SS Logan Victory* off Okinawa, 6 Apr 1945.

★MCCAIN, John S. Jr., Comdr., USN, North Carlton, Miss.: CO of U. S. submarine during war patrol.

★MCMILLIAN, Ira E., Capt. (then Comdr.), USN, Honey Grove, Tex.: Gunnery officer, staff of PhibTaskFor commander, December 1943 to August 1944.

★McCLUNG, Edgar R., Capt., USN (Ret), New York City: Convoy commodore, East-SeaFront, July 1943 to Mar 1944.

★McCoy, Max M., Lt. (jg) (then CY), USN, Wadena, Iowa: As a POW working at Japanese headquarters from 1 Dec 1942 to 30 Jan 1945.

★McLEAN, Robert A., TM1c, USN, Holyoke, Mass. (posthumously): Torpedo mate in charge of after torpedo room, *USS Amberjack*, first war patrol, 3 Sept to 30 Oct 1942.

★MERGENDAHL, Charles H., Lt., USNR, Newtonville, Mass.: Boat officer, assistant com-



Terminal Topics (NAS San Pedro, Calif.)
"Wait! You're supposed to unbutton them first!"

★ DECORATIONS

Bronze Star (Cont.)

munications officer, *uss William P. Biddle*, Fedela, North Africa, Sicily, Tarawa, Kwajalein, Guam, Leyte and Luzon.

★ **METSGER**, Alfred B., Comdr., USN, Alexandria, Va.: Air officer on carrier in vicinity of Iwo Jima, 21 Feb 1945.

★ **MURRAY**, Albert K., Comdr. (then Lt. Comdr.), USNR, White Plains, N. Y.: Combat artist in ETO, 21 Apr 1943 to 1 May 1945.

★ **NELSON**, Bernard P., PhM2c, USNR, St. Paul, Minn.: Senior corpsman with 4th MarDiv on Saipan, 18 June 1944.

★ **NEMETH**, Francis J., F1c, USNR, East Paterson, N. J. (posthumously): While attached to *uss Newcomb* during air attacks on 6 Apr 1945.

★ **NICKELSON**, William R. D. Jr., Capt. (then Comdr.), USN, Alexandria, Va.: Executive officer, *uss Chicago*, 1 Aug 1944 to 2 Sept 1945.

★ **NUNN**, Ira H., Capt., USN, Washington, D. C.: ComDesDiv54, Okinawa and Japan, 14 Mar to 14 May 1945.

★ **O'DONNELL**, Bernard V., Lt. (jg), (MC), USNR, Vallejo, Calif.: Medical officer, *uss Hugh W. Hadley*, off Okinawa, 11 May 1945.

★ **PAYNE**, Harry L., PhM3c, USN, Memphis, Tenn.: While interned as POW at Bilibid Hospital, Manila, 30 Oct 1944 to 4 Feb 1945.

★ **PEARCE**, William G., SM2c, USNR, Finleyville, Pa.: Member of landing craft crew in the New Guinea area.

★ **PEDERSEN**, Victor S., Lt. (jg), USN, San Pedro, Calif.: While in POW camp at Makassar, Celebes, 2 Oct 1943 to 25 July 1945.

★ **QUICK**, Winifred R. Lt. Comdr. (W), USNR, Pasadena, Calif.: District personnel officer for Women's Reserve in 14thND, 30 Oct 1944 to 11 Apr 1946.

★ **RANGER**, John W., AMM2c, USN, Gillespie, Ill.: Serving with aviation unit on board *uss Houston* in the Flores Sea, 4 Feb 1942.

★ **RICE**, George H., Capt. (DC), USN, Ashland, Va.: Dental officer in charge of dental clinic, Pearl Harbor, 6 Oct 1944 to 2 Sept 1945.

★ **RINDSKOPF**, Maurice H., Comdr. (then Lt.), USN: Torpedo data computer operator, *uss Drum*, New Guinea, New Ireland, 16 Aug to 6 Oct 1943.

★ **ROGERS**, Leon W., Lt. Comdr. (then Lt.), USN, Washington, D. C.: Group control officer, *uss Houston*, Battle of Sunda Strait, 28 Feb 1942.

★ **SAWYER**, Archie C., CMM, USN, San Pedro, Calif.: While interned in Japanese POW camp at Makassar, Celebes, 2 Oct 1943 to 25 July 1945.

★ **SCAMMELL**, William K., Rear Admiral (then Comdr.), USCG, New Orleans: CO, *uss Wakefield*, operations against Japanese forces from outbreak of war until May 1942.

★ **SCHOETTLER**, Robert J., Lt. Comdr., USNR, West Seattle, Wash.: Executive officer to the South-East China coastal reconnaissance expedition, February 1945 to February 1946.

★ **SHANKLE**, Winifred W., PhM1c, USN, Vallejo, Calif.: As senior company aid man with 4th MarDiv on Saipan and Tinian, 15 June to 1 Aug. 1945.

★ **SHEETS**, Jerome B., Lt. (jg), USNR, (posthumously), Rockford, Ill.: Damage control officer. *uss Laffey*, off Okinawa.

★ **SHEPLER**, Dwight C., Comdr. (then Lt. Comdr.), USNR, Chestnut Hill, Mass.: Combat artist in Pacific and European theaters of war from 15 Oct 1942 to 23 May 1945.

★ **SIMS**, Eddie L. Jr., CBM, USN, Weslaco, Tex.: Member of combined American-Chinese guerrilla group in Chunkiang area, 16 Jan to 10 Mar 1945.

★ **SINCLAIR**, Thomas L., Jr., Lt., USNR,

Waterbury, Conn.: While attached to intelligence, Com7thFlt, Mindanao, Philippines, May 1944 to April 1945.

★ **SINGLETON**, Thornton E., S2c, USN, Gardena, Calif.: While interned at POW camp at Makassar, Celebes, from 2 Oct 1943 to 25 July 1945.

★ **SKAGGS**, James L., RM1c, USNR, Bell, Calif.: Radioman in charge, *uss Peto*, action against Japanese during patrol.

★ **SLAYMAKER**, Basil D., Lt. (jg), USN, Grosse Pointe, Mich.: Watch officer, CIC and later, automatic weapons control officer, *uss Haggard*, Philippine Sea, 22-23 Mar 1945.

★ **SMITH**, Logan C., Lt. (jg), USNR, Seattle, (MIA): Communication officer, *uss Bonefish*, during enemy patrol, Japan Sea.

★ **SMITH**, Paul C., Lt., USNR, Chicago, Ill.: Gunnery officer and first lieutenant, *uss William P. Biddle*, Fedela, North Africa, Sicily, Tarawa, Kwajalein, Guam, Leyte and Luzon.

★ **SMITH**, Robert G., Comdr., (then Lt. (jg)), USNR, Dallas, Tex.: Photographic interpretation officer, fleet air photographic unit, December 1941 to July 1942.

★ **SOUCEK**, Victor H., Comdr., USN, Oklahoma City, Okla.: Staff electronics officer, in connection with operations against enemy, August 1944 to October 1945.

★ **SPIKES**, Russell H., Lt., USNR, La Porte, Tex. (MIA): Assistant approach officer of the *uss Kete*, second war patrol in the Ryukyus, March 1945.

★ **SPRAGUE**, Thomas L., Rear Admiral (then Capt.), USN, Washington, D. C.: Chief of staff ComPatWings, Atlantic Fleet, later as aide and chief of staff to ComAirFor, Atlantic Fleet, April 1942 to June 1943.

★ **STROUSE**, Milton H., SF1c, (then SF3c), USN, Philadelphia, Pa.: While POW near Nagasaki, Japan, refusing to impart information to enemy despite severe punitive measures, 15-22 Mar 1945.

★ **SZENDREY**, Edward J., Lt. (jg), Los Angeles (posthumously): Assistant torpedo

officer of the *uss Seawolf* during her 12th war patrol in East China sea, 22 Dec 1943 to 27 Jan 1944.

★ **TELLER**, Steadman, Capt., USN, Coronado, Calif.: CO, *uss Steamer Bay*, 1 June to 14 Nov 1944.

★ **TENNEY**, Richard H., Comdr., USNR, Lexington, Mass.: His efforts facilitated the early and orderly establishment of a naval base at Bremerhaven, Germany.

★ **THOMPSON**, Floyd T., Comdr., USN, Norfolk, Va.: Staff aerological officer for U. S. Naval group, China, February to September 1945.

★ **THOMSON**, Dole E., Capt. (CEC), USNR, Palo Alto, Calif.: OinC of a naval construction regiment during Ryukyu campaign, April to September 1945.

★ **TULAS**, Felix, CMoM, USN, Niantic Conn.: Chief of the control room watch, *uss Paddle*, fourth war patrol in Asiatic waters from 5 June to 29 July 1944.

★ **TURNER**, Frank, Capt., USN, Savannah, Ga.: CO, *uss Naussau*, transporting combat aircraft, Pacific area.

★ **WALLACE**, William F., Lt., USNR, New York City: Assistant mining officer with an air force command.

★ **WARLICK**, William W., Commodore (then Capt.), USN, Washington, D. C.: Staff of CincPac/Poa, 17 Sept 1943 to 31 Mar 1944.

★ **WEAKLEY**, Charles E., Capt., USN, St. Joseph, Mo.: CO, anti-sub warfare unit, FltOpTraCom, January to Oct 1945.

★ **WILDE**, Louise K., Comdr. (W), USNR, Concord, N. H.: Director of the Women's Reserve, 14thND, 15 Aug 1945 to 11 Apr 1946.

★ **WILSON**, William R., Comdr., USN, Chicago: While POW, Ofuna, Japan, interpreter and mediator, 6 May to 1 Aug 1942.

★ **WINSLOW**, Walter G., Lt., USNR, San Francisco: Attached to aviation unit, *uss Houston*, in the Flores sea on 4 Feb 1942.

★ **WORTHINGTON**, Joseph M., Capt., USN, Alexandria, Va.: OTC of a radar picket station, Okinawa, 4 to 16 June 1945.

'Way Back When

ROOM TO SWING THE CAT

IN THE RUGGED DAYS of the American Navy every boatswain's mate carried coiled up in his hat a short length of rope, called a "colt" or "starter," which he applied with democratic abandon to the person of any sailor who appeared a little slow in the accomplishment of a duty. In those days, too, every boatswain's mate had ready to hand a whip or "cat o'nine tails" to administer the flogging which was a usual and accepted form of punishment. The "cat" was grim humor for the scratching of the whip and the "nine tails" described the nine knotted lashes that gave the whip its scratch.

By the second decade of the 19th century naval officers and Congressmen alike were beginning to consider flogging an unreasonable and cruel punishment. Discussion raged for many years, the sailors themselves taking a lively part. Oddly enough, many sailors were on the other side.

"You've cut down our grog allowance, and now you want to abolish flogging. What fool thing will you do next?" demanded one irate sailor of his Congressman.

To many sailors flogging was a man's punishment—others feared that without the impetus of threatened flogging many of their mates



would slack their efforts and the work of the ship would fall to the industrious few.

Recognition of the basic dignity of man was not held off for long. In 1852, by act of Congress, flogging was abolished as a form of punishment in the American Navy. Never again on an American war vessel did a boatswain's mate, whip in hand, motion the crew to stand back and give him "room to swing a cat."

THE BULLETIN BOARD

POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO ALL HANDS

New Streamlined Rate Plan Takes Shape

A streamlined rating structure is in store for the Navy, to go into effect after about 1 Jan 1948. Final word on the reorganization will be put out to the Fleet about 1 September 1946. Meanwhile, plans are shaping up, results of close studies by BuPers in collaboration with other bureaus and action on recommendations of Navy commands the world over.

The plan, as it stands now, involves a sweeping reclassification of the skills of Navy personnel, toward the general end of making the rating structure best serve the Navy and at the same time set up logical channels for the career of each man in the Navy.

Basic concept of the plan is to group all ratings by the following 12 divisions:

- | | |
|-----------------------|---------------------|
| • deck | • administrative |
| • ordnance | • miscellaneous |
| • electronics | • construction |
| • engineering, hull | • medical |
| • precision equipment | • non-petty officer |
| • aviation | • emergency service |

Briefly, these 12 major divisions would absorb the functions of present rates approximately as follows:

- Deck—BM, QM, SM, Bgmstr (partial), RdM, SoM, SoMH.
- Ordnance—TM, MN, GM, TC, FC, FCT.
- Electronics—ETM.
- Engineering and hull—MM, MMS, WT, B, MoMM, EM, SF, M, Sp(F), CM, Ptr, PM, MM, ML.
- Precision equipment—SAI, SAD, SAO, and a number of specialist rates.
- Aviation—Absorbs all of present aviation rates, including many specialists.
- Administrative and clerical—T, RM, Y, SK, CCS, SC, Bkr, SSMB, SSMC, SSML, SSMT, Ck, St, and a large number of specialists.
- Miscellaneous—PhoM, PrtrL, PrtrM, Prtr, Mus, and numerous specialties.
- Construction—EM (CB), MM (CB), CM (CB), SF (CB), WT (CB) and related ratings.
- Medical—PhM, PhM (DP).
- Non-petty officer—AS, S2c and 1c; STM3c, 2c and 1c; F2c and 1c; Bug2c and 1c; HA2c and 1c.
- Exclusive emergency service—numerous specialists, to be activated only in time of national emergency.

The brief outline above does not tell the whole story. A more complete idea of the nature of the proposed rating structure can be gained from a closer scrutiny of one of the occupational group, and assuming it is a

model in general like the other occupational groups. Take the first group, deck:

The proposed new deck group will include three new general service ratings, BM, QM and DM (this last is a new one, and means "detectorman". The three ratings absorb the functions of existing ratings as follows; BM—BM, BM (CB), BM (SR) (and the rating of coxswain has been eliminated; it's to be BM3c); QM—QM, SM, Bgmstr (partial); DM—RdM, SoM, S.MH.

That would be the setup of the deck group in the peacetime Navy. Then, in event of another emergency, the groups could easily be broken down to special wartime ratings to take better advantage of occupational skills (both Navy and civilian). In wartime the BMs would be redesignated BMG (shipboard BM), BMB (CB boatswain), BMS (stevedore), BMC (cannasman), BMR (rigger). The QMs would be designated QMQ (quartermaster) and QMS (signalman). The DMs would become DMR (radar), DMS (SONar) or DMH (harbor).

This breakdown to specialized skills would be easy under the new Navy job classification system in which some 900 specific Navy jobs have been assigned numbers. Whenever a man has demonstrated his skill in a job, that job's number is appended to his service record. Thus a peacetime BM might be channeled into BMR when his list of job classification numbers indicated his principal qualifications lay in that field.

Picking out an individual BM (say a rigger) from the thousands of BMs in the navy would also be easy. You just put all the BMs' cards in a punched card machine, punch a button on the machine which tells it to sort out all the men with experience as riggers, start her up and sit down for a cup of coffee. By the time the "joe" is cool enough to drink, the machine has sorted the cards into two piles; a big pile containing all the BMs without rigger's qualifications, a small pile containing all the BMs with rigger experience.

Sound complicated so far? Well, it is, but it follows a logical idea—the idea that the rating structure should best serve the Navy. That in peacetime it should be a framework in which the maximum number of men may receive broad Navy training and in which they may find attractive careers; that in wartime it should be flexible enough to allow for immense Navy expansion, optimum utilization of the skills of all Navy personnel,

maximum advantage of the skills civilians may bring into the Navy.

Thus we see the peacetime structure with its broad rating groups gathered under general occupational titles allowing a man, say the boatswain's mate for instance, wide latitude in acquiring a variety of Navy skills. Then quickly, in event of war, allowing best use of that man's specialized training to be taken by channeling him into a boatswain specialty without completely upsetting the rating structure. And under the proposed plan, what holds true for the "boats" holds true for the gunners, the radiomen, the yeomen, and so on.

Nothing has been said so far about warrant grades, the peak of the enlisted profession. But they exist under all the occupational groups and at the top of the ladder for all rates. The warrant grades, too, are in for reclassification under the proposed rating structure to better fit them into the new setup. Again, let's look at the deck group. Two warrant grades stand at the top of this group, boatswain D1 and boatswain D2. Boatswain D1 would be the more or less traditional "boats," with duties as assistant first lieutenant, assistant damage control officer and the like, and would be the warrant grade into which would be channeled the new BM rating (which, you'll recall, includes the functions of boatswains, stevedores, riggers, crane operators and cannasmen). Boatswain D2 is a new idea, and might well be designated as "ship controlman." Into this grade will be channeled the new QM rate (and



TadCen Topics (Camp Elliot, San Diego, Calif.)

"Why yes, Dick, I'm afraid I am rather busy at the moment!"

that includes signalmen), and the new DM rate (including the radarmen and the sonarmen). The D2's duties would include assistant navigator, CIC officer, ASW officer and the like.

All the above examples of the new rating structure have been taken from the deck group. To round out the picture a bit, let's consider some of the other occupational groups. Group II is ordnance. New rates under Group II would include UO (underwater ordnanceman), SO (surface ordnanceman), CO (control ordnanceman) and TO (control ordnanceman technician's mate). The new rates would absorb the functions of existing rates as follows: UO—TM, TME, TMV, MN; SO—GM, TC, GM(CB); CO—FC, FCO, FCS; TO—FCT. Three warrant grades exist at the top of the ordnance group, gunner O1, gunner O2, and torpedoman O3. The underwater ordnancemen would eventually, upon reaching the top in their profession, become torpedomen O3; surface ordnancemen are lined up for gunner O1; control ordnancemen and the technicians would become gunners O2.

Take one more occupational group, Group VII, administrative and clerical. New rates organized under this group absorb the functions of existing rates as follows: TE (telemen)—RM, T, Sp(Q)(RP), MaM; RM (radio man)—RM, T; CT (communications technician's mate)—Sp(Q)(CR), Sp(Q)(IN), Sp(Q)(TE), RM, Sp(I); SY (yeoman)—Y; PN (personnel man)—Y, Sp(C), Sp(W), Sp(T), Sp(X)(PC), Sp(R), Sp(X)(DI), Sp(S)(V-10); MT (machine accountant's mate)—Sp(I), Sp(X)(KP); SK (storekeeper)—SK, SKV, SKT, SK(CB); DK (disbursing clerk)—SKD; CS (commissaryman)—CCS, SC, SC(B), Bkr; SH (ship's serviceman)—SSMB, SSMC, SSML, SSMT; SD (steward)—Ck, St; JO (journalist's mate)—Sp(X)(JO), Sp(X)(NC), Sp(X)(PR). And the warrant grades into which these channel: Radio electrician C1—TE, RM; radio electrician C8—CT; ship's clerk C2—SY, PN; ship's clerk C6—MT; pay clerk SC1—SK, DK, CS, SH, SD; ship's clerk C7—JO.

Now, don't expect to pin on the new rating badge right away. (Incidentally, the rating badge is in for some redesigning, to fit it better to the new rate structure, and there's a possibility, too, that all rates in the new structure will be worn on the left arm.)

As was stated at the beginning, the plan still has the status of a proposal. Final recommendations have been requested from commands in the field, to be received in time for a final revision, which, it is hoped, will be approved and finally okayed by CNO and SecNav in time for promulgation to the Fleet about 1 September of this year. Then the actual structure will not be finally changed before 1 Jan 1948, to allow time for development of schools, figuring of new personnel allowances, to determine rating qualifications and training courses, and permit reservists to serve out their periods of duty in their present rates.

Non-A-School Graduates May Now Be Named Strikers

Seamen and firemen first class now may be designated as strikers by their own commanding officers, provided certain requirements are met, under BuPers Circ. Ltr. 126-46 (NDB, 31 May). Previously only Class A school graduates could be designated as strikers.

The directive authorizes striker status to be conferred by COs afloat and ashore for any general service rating or for any specialist or CB rating open to changeover to the regular Navy, provided the rating is included in the ship or station allowance. The circular letter listed the following rules applicable:

- Persons designated strikers must be PO3c material, and must have completed satisfactorily the training courses and practical factors of the rate for which they are training.
- Strikers shall not be designated for rates for which graduation from a Class A school is required before advancement to PO3c in that rate.
- Basis for determining the number of strikers, including Class A graduates, should be the difference between

the local requirement for the rating group (rated and non-rated men) and the number of persons on board in that rating group. Determination of the non-rated requirement is left to discretion of COs.

• Designation of in-service trained strikers shall be the same as that for Class A school strikers; that is, a designator consisting of the abbreviation of the rate for which trained shall be used (as S1cRM, F1cMM).

• Appropriate entry on page 9 of the service record (see Circ. Ltr. 126-46).

The circular letter says it has long been recognized that non-rated men trained on board, afloat and ashore, have qualities comparable, at least in the practical considerations, with men trained in Class A schools. Designation of these in-service trainees as strikers will make possible a more efficient use of their abilities, because distribution commands will be able to take their training into consideration when assigning them to duty.

Instructions for entering the new strikers on the personnel report (Nav-Pers 625) are contained in the letter.

LISTING THE BREAKDOWN OF RATES

New general service ratings which combine functions of existing ratings under the proposed rating structure (see story this page) are as follows, listed under their group headings:

• **Deck**—BM, QM, DM (detectorman).

• **Ordnance**—UO (underwater ordnanceman), SO (surface ordnanceman), CO (control ordnanceman), TO (control ordnanceman technician's mate).

• **Electronics**—ET (electronics technician's mate).

• **Engineering and hull**—MM, MR (machinery repairman), BN (boilerman), MO (motor machinist's mate), EM (electrician's mate), EI (interior communication electrician's mate), ME (metal-smith), PF (pipefitter), DC (damage controlman), PM (patternmaker), ML (molder).

• **Precision equipment**—IR (instrument repairman), OR (optical repairman), TD (training devices technician's mate).

• **Aviation**—AD (aviation machinist's mate), AT (aviation electronics technician's mate), AO (aviation ordnanceman), AY (flight controller's mate), AR (airship rigger), AB (aviation boatswain mate), AE (aviation electrician's mate), AL (aviation structural mechanic), AQ (aviation survival technician's mate), AG (aerographer's mate), AF (aviation photographer's mate).

• **Administrative and clerical**—TE (telemen), RM, CT (communications technician's mate), SY (yeoman), PN (personnel man), MT (machine accountant's mate), SK,

DK (disbursing clerk), CS (commissaryman), SH (ship's serviceman), SD (steward), JO (journalist's mate).

• **Miscellaneous**—PH (photographer's mate), LI (lithographer's mate), PI (printer's mate), MU (musician), DR (draftsman).

• **Construction**—SV (surveyor), CE (construction electrician's mate), EO (equipment operator), ER (equipment repairman), BU (builder), SW (steelworker), UM (utilities man).

• **Medical**—HM (hospital corpsman, replacing PhMs).

• **Non-petty officer ratings**—SR (seaman recruit), TR (steward recruit); SA (seaman apprentice), TA (steward apprentice), HA (hospital apprentice); SN (seaman—now S1c), AN (airman—now S1c in the aviation branch), FN (fireman), TN (stewardsman), HN (hospitalman).

• **Exclusive emergency service petty officer ratings**—The following specialist functions, covered in peacetime as collateral duty by rates in the other groups, will be mobilized in wartime only: ESD (diver), ESP (photogrammetry assistant), ESE (physical training instructor), ESI (instructor, miscellaneous), ESF (fire fighter), ESR (transportationman), ESB (master-at-arms, shore), ESS (shore patrolman), ESW (welfare and recreation leader), ESU (booker), EST (transport airman), ESK (chemical warfareman), ESV (aviation pilot), ESX (specialist—supplemented by Navy Job Codes to indicate specialty).

Civil Service Seeking Qualified Personnel For Naval Research Projects

Continuing opportunities for civilian employment with naval research and development establishments are listed for naval personnel with scientific qualifications by Alnav 306-46 (NDB, 15 June). The Alnav, which cancels Alnavs 148-46 and 174-46 (NDB, 15 April; ALL HANDS, May, p. 76), points out that the short period of time remaining before complete demobilization makes it no longer feasible to transfer naval personnel to such positions, but outlines the application procedure to be followed by those desiring employment after separation.

Persons with college degrees or professional experience are needed in limited numbers in each of the following fields:

Aeronautical engineer, architect, architectural engineer, attorney, bacteriologist biochemist, chemical engineer, chemist, civil engineer, electrical engineer, electronics engineer, engineering aid, engineering draftsman, entomologist, industrial engineer, job analyst, land appraiser, law clerk, management analyst, material engineer, mathematician, mechanical engineer, metallurgist.

Naval architect, ordnance engineer, parasitologist, patent attorney, personnel research analyst, petroleum engineer, physicist, physiologist, position classifier, psychologist, radio engineer safety engineer, scientific illustrator, structural engineer, surveyor, technical editor and thermodynamist.

Applications for these positions may be forwarded now directly to the specific scientific establishment where employment is desired, or to the Scientific Personnel Division, Office of Research and Inventions, Navy Department, Washington 25, D. C., which will forward the applications to activities desiring employees with the qualifications indicated.

Civil Service Commission Form 57, available at any first- or second-class post office, should be used for application when possible, but a letter briefing education and professional experience will be accepted. Permanent home address should be included.

Bureaus and establishments which are interested in candidates are Bureau of Aeronautics, Washington, D. C.; Naval Air Material Center, Philadelphia (including Naval Air Experimental Station, Philadelphia, Naval Aircraft Factory, Philadelphia, Naval Aircraft Modification Unit, Johnsville, Pa. and Naval Auxiliary Air Station, Mustin Field, Philadelphia); Naval Air Test Center, Patuxent River, Md.; Naval Air Station, Mojave, Calif. (including pilotless aircraft units at NAS, Mojave and Naval Air Facility, Point Mugu, Calif.).

Bureau of Medicine and Surgery, Naval Medical Research Laboratories at New London, Conn.; Camp Lejeune, N. C.; Pensacola, Fla.; Philadelphia; Berkeley, Calif.; Patuxent, Md.; Guam and Cairo, Egypt.

Bureau of Naval Personnel; Post Graduate School, Annapolis, Md.

HOW DID IT START?

Admiral

This highest of all naval rank is of ancient lineage. The term itself was derived from the Arabic "Amir-al-Bahr" meaning the "ruler of the sea." In the course of time the word "Bahr" was dropped. It is probable that the word was used in the 11th century by French, Spanish and Italian mariners. It first appeared in England in 1297 when William de Leyburn was made the first English Admiral by Edward I.



When the U. S. Navy had its beginning, the rank of admiral was known in all other navies of the world. However, despite repeated attempts made by the Secretaries of the Navy and the press, the opinion prevailed that the title of admiral had a royal and authoritative flavor, and Congress did not create the grade until 1862. Prior to that time the rank of captain was the highest naval commission permitted by law, although the honorary title of "Commodore" had been bestowed upon certain of our naval officers.

Bureau of Ordnance; Naval Ordnance Test Station, Inyokern, Calif.; Naval Proving Ground, Dahlgren, Va.; and Naval Ordnance Laboratory, Washington, D. C..

Bureau of Ships; Electronics Field Service Group, Anacostia, D. C.; USN Engineering Experiment Station, Annapolis; David Taylor Model Basin, Carderock, Md.; Underwater Sound Laboratory, New London; Naval Mine Countermeasures Station, Panama City, Fla.; USN Electronics Laboratory, San Diego and Naval Rubber Laboratory, Naval Base, Mare Island, Calif.

Bureau of Yards and Docks; Camp Lejeune; USN Academy, Annapolis; NOB Bermuda; US Naval Hospital, Beaufort, S. C. and Land and Claims Commission, Guam.

Occasional vacancies in Washington offices of ORI and at Naval Research Laboratory, Anacostia, may also be expected.

Ex-Yeomen Needed At Navy Laboratories

Yeomen, men and Waves, will be able to put Navy training to use at naval laboratories right after their discharge, and at salaries from about \$1,954 to about \$2,394 yearly, depending on their background and experience, the Office of Research and Inventions reported.

Jobs available at the salaries stated above are those of typists and stenographers in Civil Service CAF 2, 3, and 4 grades. Personnel interested in such jobs after they are discharged may write immediately to the Scientific Personnel Division, Office of Research and Inventions, Navy Department, Washington 25, D. C.

Jobs are open at the Naval Ord-

nance Test Station, Inyokern, Calif.; Pilotless Aircraft Unit, Mojave, Calif.; Naval Electronics Laboratory, San Diego; Naval Air Test Center, Patuxent, Md.; Naval Research Laboratory, Anacostia, D. C.; Naval Ordnance Laboratory, Washington, D. C., and the David Taylor Model Basin, Carderock, Md.

Reserve Officers, SKs And Yeomen Needed to Help Establish Program

An opportunity for reserve officers on inactive duty or terminal leave and class V-6 yeomen and storekeepers to volunteer for active duty until 1 July 1947 in connection with establishment and administration of the organized reserve, has been announced by the Chief of Naval Personnel.

Interested reservists should forward requests for such duty to the commandants of their home naval districts, who are authorized to issue orders to active duty with full pay and allowances. The normal term of active duty will be until 1 July 1947, but commandants may approve requests for shorter times at their discretion. Requests must contain acknowledgment that active duty will not extend beyond 1 July 1947.

Officers who receive orders will report to district headquarters for indoctrination before beginning their duties, which will involve securing armories and facilities for organized units, recruiting naval reserve personnel and other duties prescribed by the commandant.

One officer is authorized for each location in which organized units are to be established. For each officer assigned, one V-6 yeoman or storekeeper who volunteers may be ordered to active duty. (See article on station keepers, p. 34).

Recommendations Desired For Revising Navy Regs

Constructive recommendations for the changing of Navy Regs are desired by the board in charge of their revision, it was announced in Alnav 275-46 (NDB, 31 May). The Alnav said that many excellent and pertinent comments and suggestions for the new edition have already been received from Bureaus, Districts, Commanders afloat and individuals.

The Board was established by a SecNav Ltr. dtd. 9 Feb 1946 (NBD, 15 February). (See ALL HANDS, April 1946, p. 70).

Magazine Subscription Program Discontinued

Ships and stations desiring to continue receiving overseas editions of popular national magazines must enter their own subscriptions, to be paid with funds, appropriated or non-appropriated, available to the ordering activity.

As directed by BuPers Circ. Ltr. 110-46 (NDB, 15 May), the program which effected wartime procurement and distribution of these magazines will be discontinued on 30 June.

Opportunities in Electronics Increase; Volunteers Sought for Year's Training

Bright opportunity still beckons in the electronics field in the Navy. Two directives last month opened the doors wider.

- Alnav 290-46 (NDB, 15 June) calls for a large category of USN personnel to volunteer for a year's training in radio materiel.

- Alnav 293-46 (NDB, 15 June) offers temporary appointments as ensign, USN or USNR, to personnel in rates of ETM1c, AETM1c, CETM and ACETM. Applications were to be submitted prior to 1 July.

BuPers urgently requested certain personnel to apply for electronics training, and specified as one of the qualifications that applicants must have two years obligated service from the date of entry into the school. Except for personnel previously graduated, or released as inapt, from radio materiel training, the following are eligible to apply for the training:

(a) POs, pay grades 2 through 4, who are rated RM, ARM, EM, AEM, SoM, SOMH or RdM, who have minimum scores of 55 on GCT and MK(E) tests.

(b) Any rating, pay grades 3 through 6, who previously passed the Eddy test but was not assigned to radio materiel training.

(c) All other POs, pay grades 3 and 4, who have a combined score of at least 120 on GCT and arithmetical reasoning test, and a minimum score of 60 on MK(E) test, except that the following ratings are not eligible unless also eligible under (b) above:

FC, FCO, FCS, SAI, SAO, SAD, AerM, PhoM, ABM, SK, SKV, SKD, SKT, Y, Prtr, PrtrL, PrtrM, Sp(P), Sp(Q), Sp(I), Sp(Y).

(d) All non-rated men who attain test scores as in (c) above.

Requests (via COs) should be submitted from shore activities direct to BuPers; from forces afloat via ComServPac or ComServLantSubOrdComd for final selection and inclusion in quotas assigned those commands. Requests from Hospital Corps personnel shall be forwarded to BuPers via BuMed.

The offer also is open to USNR and USN-1 personnel who may transfer to the regular Navy (see BuPers Circ. Ltr. 41-46; NDB, 15 February). Exceptions are granted to Alnav 112-46 (NDB, 15 March), as modified, which lists rates open for changeover to the regular Navy; the exceptions allow changeovers of restricted rates provided personnel concerned desire and qualify for radio materiel training by attaining test scores in (c) above, are recommended for such training by their COs, and whose present ratings are included in one of the following groups:

Any general service rate, pay grades 3 or 4, not excepted in (c) above; any general service rate pay grades 3 or 4, if the individual previously passed the Eddy test but was not selected for radio materiel training.

Changeovers shall be for three, four or six year hitches, except that men



Terminal Topics (NAS, Terminal Island, San Pedro, Calif.)

"O! Salty just isn't happy unless he's showing off in front of a lot of girls, is he?"

17 years of age shall be required to enlist for three years or for a minority cruise. Parental consent must be obtained in the case of all men under 21.

Failure to complete the radio materiel course will not release personnel who have changed over to the regular Navy from their contracts.

Alnav 293 opens the possibility of temporary commissions, USN or USNR as appropriate, to regular or reserve ETMs and AETMs first class and CETMs and ACETMs. COs were to submit recommendations for commissions for men who were graduates of radio materiel school or Airborne Electronic Maintenance School, Corpus Christi, and who agreed to remain on active duty until 1 July 1947.

BuPers Approval Required for Change To Hospital Corps

Non-rated men who wish to become hospital apprentices must obtain the approval of BuPers as well as meeting the qualifications set forth for hospital corps ratings, it was directed in BuPers Circ. Ltr. 108-46 (NDB, 15 May). Only exceptions to this are graduates of Hospital Corps schools, whose COs may appoint them as hospital apprentices without prior BuPers approval, according to Art. D-5114, BuPers Manual.

Recommendations for changes will be submitted to BuPers via BuMed. The letter cancels BuPers Circ. Ltr. 190-43 (NDB, cum. ed. 31 Dec. 1943), which allowed certain changes to be made by COs without approval of BuPers.

Qualifications for the Hospital Corps include two years of high school or its equivalent, and an aptitude for such assignment as determined by a medical officer. Also, insofar as practicable, the Navy desires all enlisted personnel to undergo a basic course of instruction at a Hospital Corps school prior to a change to the corps.

Peacetime Navy Plans Continued Educational Services for Personnel

You can still advance your education while in the Navy.

The Navy's worldwide educational services program will remain in effect during demobilization and in peacetime, it was announced in Alnav 308-46 (NDB, 15 June). Specially trained replacements for educational services officers are no longer available, but the Alnav directs COs to take certain steps to insure the effective continuation of the program.

Naval personnel who take advantage of these facilities may earn academic credit through correspondence courses from any of the country's leading colleges, universities and schools affiliated with the United States Armed Forces Institute. USAFI shares the cost of each course with the serviceman.

Classes in cultural and occupational subjects are conducted by educational services officers at all large commands ashore and many afloat. In some cases, high school and college credit can be arranged for participation in these classes and for naval training.

Steps to be taken by all COs to keep the program going in the future include appointment of an educational services officer, at least on a collateral duty basis, relief of present officers upon detachment, indoctrination of relief officers and submission of a quarterly educational services report to BuPers.

During the war, there were over 800 BuPers-trained ESOs on duty at continental and overseas activities. Whether or not full-time educational services billets will be included in the peacetime Navy is uncertain but BuPers has supervisory personnel assigned to the staffs of most of the district directors of training and other selected large training commands. These officers will train and aid the collateral-duty educational services officers who will carry on the program during and after demobilization.

Navy Active Duty Open to Graduates Of Maritime Schools

A limited number of Merchant Marine Reserve (USNR) ensigns who are graduates of federal or state maritime academies may now request active duty in the Naval Reserve, if they have not previously served on active duty. They must agree to serve for one year unless released sooner by the Navy Department. Application may be made at any Office of Naval Officer Procurement.

Midshipmen, Merchant Marine, who have made or are making application for commission in the Naval Reserve also may apply. Personnel whose applications are in process are being advised that opportunity exists for active duty in the Naval Reserve. Academy superintendents are also being advised so that they may inform graduating midshipmen.

Navy Proficiency Mark For Honorable Discharge Lowered; 2.75 Is Needed

The Navy, Marine Corps and Coast Guard have announced a reduction in proficiency-in-rating requirements for honorable discharge.

The Navy proficiency-in-rating requirements for honorable discharge have been reduced from 3.0 to 2.75, according to AlStaCon 051435 June. This reduction was made retroactive to and including 7 Dec 1941. An enlisted person discharged on or after 7 Dec 1941 whose average proficiency-in-rating mark was 2.75 or above, and who failed to receive an honorable discharge for the sole reason that this mark was below 3.0, may return the certificate of discharge to the Board of Review, Discharges and Dismissals, Navy Department, Washington 25, D. C., accompanied by a written request for an honorable discharge certificate. The individual's service record will be examined by the board and he will be informed of the action taken.

The Marine Corps has announced the required marks have been dropped from 3.8 to 3.44. Any individual discharged on or subsequent to 1 Mar 1945 whose proficiency mark was 3.44 or above, and who failed to receive an honorable discharge because this mark was below 3.8 may return his certificate to the above Board of Review for appropriate action.

Coast Guard proficiency in rating requirements have dropped from 3.0 to 2.75, retroactive to 6 Apr 1944. Personnel who did not receive an honorable discharge solely because of a proficiency-in-rating mark below 3.0, but not less than 2.75, may forward their certificate of discharge to Coast Guard headquarters, 13th and E Streets, N.W., Washington, D. C., with the request that an honorable discharge be issued.

Post-Demobilization SepCens Designated

In order to handle demobilization of naval personnel subsequent to the closing of separation centers and units on 1 Sept 1946, BuPers has designated "post-demobilization separation activities" in each of the continental naval districts and river commands.

These activities will commence separation of male officer and enlisted personnel on 1 July 1946 (supplementing existing SepCens), the date the Navy's quota system of demobilization will begin. Personnel will be processed by the post-demobilization activities at a gradually increasing rate until by 20 August it is believed they will be able to handle the entire load in addition to their normal functions with their currently authorized personnel allowances.

From 20 August to 1 September the regular SepCens will emulate the snake swallowing itself—the separation experts will separate themselves.

During July and August, a limited number of personnel specially trained



Honolulu Air News (NAS, Honolulu, T.H.)
"Been here long, Mac?"

in the separation process will be assigned to the post-demobilization activities to meet the heavy work load involved in the transition.

The separation of female personnel at Women's Reserve separation units and activities, with exceptions noted in AlStaCon 252105 of April 1946, will cease on 20 August. After that date, all women reservists and Navy nurses will be separated at the naval hospital nearest their duty station or port of debarkation.

Male personnel will be processed at the post-demobilization separation activity nearest their duty station or port of debarkation. The activities are:

1st Naval District—RecSta Boston, NAS Quonset Point, NTS Newport; 3rd Naval District—SubBase, New London, RecSta Brooklyn; 4th Naval District—RecSta Philadelphia; 5th Naval District—RecSta Norfolk, NAS Norfolk, NTC Bainbridge; 6th Naval District—RecSta Charleston; 7th Naval District—NAS Jacksonville; 8th Naval District—NAS Pensacola, NAS Corpus Christi, NATC Memphis, NS Orange, Texas.

9th Naval District—NTC Great Lakes; 11th Naval District—RecSta San Diego (NRB), RecSta San Pedro, NTC San Diego; 12th Naval District—RecSta San Francisco, NAS Alameda, Mare Island NavShipYd; 13th Naval District—RecSta Seattle; Potomac River Naval Command—RecSta Washington, D. C.; Severn River Naval Command—Naval Barracks, USS *Reina Mercedes*, US Naval Academy, Annapolis, Md.

Estimated totals of male enlisted personnel to be separated monthly during the post-demobilization period are as follows: September 1946 to February 1947, 10,000; March to September 1947, 6,500; October 1947, 8,500; November 1947, 30,000; December 1947, 32,500.

Anticipated male officer separations from September 1946 to May 1947 are 150 per month. In June 1947, it is expected that 12,400 male officers will be processed by the post-demobilization separation activities.

Mustering-Out Payment Rules for V-5s Clarified

Requirements for entitlement to mustering-out payment for V-5 personnel were clarified in AlStaCon 111536 of June.

If otherwise qualified, all Navy veterans of class V-5 who have been discharged or released from active duty are eligible for the mustering out payment provided they have received training in any one of the following programs: CAA war training service, pre-flight, primary, intermediate, basic, advanced or operational training.

Trainees in the college training

program who have completed selective training or had additional service other than in V-5 are also eligible if otherwise qualified.

Aviation cadets released prior to 28 Sept 1944 are not entitled to mustering-out payment if their only service consisted of flight preparatory training.

Navy Takes Steps To Prevent Another USS Solar Disaster

Explosions which wrecked USS *Solar* (DE221), resulting apparently from a light accidental impact on bomb-type ammunition (hedgehog), spurred directives to insure that the Navy's long-standing ammunition safety program is being carried out. Alnavs 254-46 and 262-46 (NDB, 31 May) directed attention to the safety precautions.

Alnav 254 pointed out that rapid demobilization has caused a decrease in shipboard personnel familiar with correct handling of ammunition. COs of NADs, MDs and NMs were directed to hold arrival conferences with COs of incoming ships to advise on and coordinate safety precautions and procedures on dock and aboard ship before discharge or loading of ammunition.

Alnav 262 directed attention to precautions prescribed in Ord. Circ. Ltr. AV 11-45 of 7 March 1945. CNO letter, serial 794P411 of 28 May 1946 defined responsibility for the transportation in lighters of ammunition returned from the Fleet.

Activities Warned Of Fuel Explosions

Activities were warned by Alnav 255-46 (NDB, 31 May) that explosions may occur in emptied aircraft fuel cells after the cells have been purged with carbon dioxide gas. Purging of tanks is done in accordance with BuAer Technical Orders 56-45 and 96-45.

Investigation has disclosed some tanks after standing for varying periods, depending on the installation and temperatures, have built up explosive mixtures either from fuel remaining in the system or evaporating from cell walls. One aircraft was found in this condition 36 hours after purging was completed. An extensive study is being made to determine a method which will prevent formation of explosive mixtures inside fuel cells.

The Alnav directed special precautions be taken against ignition from static electricity, flame, smoking or sparks from any source, and that frequent tests with an explosion meter be made to determine the condition of the atmosphere inside the fuel cells. Where an explosive condition exists, the cell or tank should be thoroughly aerated for several hours with circulating air and retested periodically. It was recommended also that filler caps and vents be opened repeatedly, taking proper precautions to prevent entry of water or other foreign substances.

TEMPORARY OFFICER POLICY OUTLINED

Temporary USN line officers with 30 or more years service whose permanent status is warrant or commissioned warrant will be reverted to their permanent warrant status or voluntarily retired, and such reductions may be expected beginning 1 Jan 1947, according to Alnav 253-46 (NDB, 31 May).

Likewise USN(T) officers with permanent enlisted status who have 20 or more years service will be reverted to permanent enlisted status and permitted to remain on active duty if requested or will be voluntarily transferred to the Fleet Reserve and released to inactive duty.

Limited duty officers who are not battle casualties and a limited number of others will be released sooner. Such officers will be notified individually by letter.

Temporary USN officers who were once retired are being returned to inactive duty following the same policy in effect for all other USN retired officers. Retirement or reversion to warrant or enlisted status will be effected under the following rules:

• **Temporary USN line officers, ensign or above, whose permanent status is enlisted and who have requested to remain on active duty and those whose permanent status is warrant or commissioned warrant:** All will be kept on active duty in temporary commissioned status until 1 Jan 1947 except limited duty officers who are not battle casualties and a limited number of others who will be notified separately by letter. The officer personnel requirements and budget limitations will again be surveyed prior to 1 January and future policy will be announced by an Alnav. Reductions can be expected after 1 Jan 1947.

First reductions will be made from among those temporary officers whose permanent status is warrant or commissioned warrant who have 30 years or more naval service. They will be reverted to their permanent status or voluntarily retired. If Fleet Reservists, they will be released to inactive duty or if USN enlisted with 20 or more years service they will be reverted to permanent enlisted status and be permitted to so serve or, upon request, voluntarily transferred to the Fleet Reserve and released to inactive duty.

In this connection, all temporary officers whose permanent status is enlisted are advised to insure that their enlisted service record is up to date particularly in regard to any advancement in rating which may have been effected. Next reductions will be voluntary and will be from among those with 16 or more years of service if legislation is enacted authorizing transfer to Fleet Reserve after 16 years. Further reductions will be made from among those temporary commissioned officers with the least temporary commissioned service regardless



Advanced Base Breeze (Advanced Base Personnel Depot, T. B. Thompson, Camp San Bruno, Calif.)

"Roll down those sleeves, take that pipe out'ta your mouth and take off that—say, who in the heck are you?"

of permanent status. Those eligible will be allowed to transfer to the Fleet Reserve and those not eligible will be allowed to serve in their enlisted status in order to acquire sufficient service for transfer to the Fleet Reserve.

• **Temporary USN Hospital Corps officers, ensign or above, whose permanent status is enlisted who have requested to remain on active duty and those whose permanent status is warrant or commissioned warrant:** The available billets will not justify retention of all temporary USN Hospital Corps officers after 1 Sept 1946. First reductions will be made from among those officers whose permanent status is enlisted and who were 37 years of age when first appointed, from among limited duty officers who are not battle casualties and from a limited number of others who will be notified separately by letter. Future reductions will be made depending on legislation in regard to the Hospital Corps. No definite statement can be made at this time.

• **Temporary Supply Corps officers, ensign or above, whose permanent status is enlisted who have requested retention on active duty and those whose permanent status is warrant or commissioned warrant:** Because of the expected shortage of Supply Corps officers throughout fiscal year 1947 the budget permits and it is intended that all temporary USN Supply Corps officers be retained in commissioned status on active duty throughout the fiscal year 1947 except limited duty officers who are not battle casualties and a limited number of other officers who will be notified by individual letters. Reductions during fiscal year 1948 are expected to be made commensurate with reduction in line officers.

• **All temporary USN line and staff officers whose permanent status is enlisted, warrant or commissioned warrant who were once retired:** Intentions were that all temporary officers in this status were to be returned to the retired list prior to 1 July 1946 in accordance with policy that was in effect to return all retired officers to inactive duty prior to that date.

• **Temporary USN line and staff officers, commissioned warrant officer or above, whose permanent status is enlisted who have applied for and are transferred to permanent commissioned warrant rank:** Temporary commission will be revoked and permanent commissioned warrant rank will be made, will be reappointed to temporary commissioned or commissioned warrant rank in same lineal position previously held. Subsequent status will follow the intended policies as previously stated for temporary officers whose permanent status is now commissioned warrant.

• **Temporary USN warrant and commissioned warrant, except chief pay clerks and pay clerks, whose permanent status is enlisted:** Budget limitations require that about 5,000 be reduced prior to 1 Sept 1946. Needs of the Navy for various categories of warrants as well as total naval service, temporary warrant service and war record, will be considered in determining those to be reverted to enlisted status. There will be approximately 3,600 temporary warrant and commissioned warrant vacancies due to the amount of permanent warrant and commissioned warrant officers serving as temporary officers in higher grades. This number is over and above the total number of permanent warrants and chief warrants serving as such. Further reductions in warrant and commissioned warrant ranks may be expected about 1 Jan 1947. Future reductions will follow the policy governing the reduction of the 5,000 mentioned above.

• **Temporary USN pay clerks and chief pay clerks whose permanent status is enlisted:** Intentions are that all pay clerks and chief pay clerks will be retained on active duty in present rank throughout fiscal year 1947 except limited duty officers who are not battle casualties and a limited number of officers who will be notified separately by letter. Future reductions during fiscal year 1948 will be made following the general policy outlined above for other warrants and chief warrants.

• **Temporary chief warrant officers appointed after 1 Oct 1945 and warrant officers whose permanent status is enlisted who have applied for and are transferred to permanent warrant rank:** Temporary appointment will be revoked and appointment to permanent warrant rank will be made, and reappointment to previously held warrant rank will be made with former lineal position.

No temporary USN officer in the rank of ensign or above whose permanent status is enlisted will be retained on active duty after 1 Sept 1946 in his temporary commissioned status unless he has requested retention. Temporary warrants or commissioned warrants whose permanent status is enlisted will not be retained on active duty after that date if prior

to 1 September they request to be retired, transferred to the Fleet Reserve, reverted to enlisted status or separated from the service.

All of the above procedures to be followed in terminating appointments were announced in Alnav 253-46 (NDB, 31 May). Nothing in this Alnav is to be construed to apply to any USNR commissioned officers, chief warrant officers or warrants holding temporary appointments.

Transfer of Officers To Regulars Still Open; 32,156 Have Applied

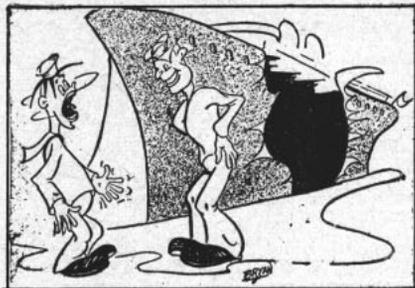
Temporary USN and reserve officers desiring transfer to the regular Navy can still submit application and it will receive the same consideration as though it had been submitted months ago, it was announced in Alnav 252-46 (NDB, 31 May). No date has been set as a deadline for submission of application. Attention is invited to the fact that passage of Public Law 347, announced in Alnav 189-46 (NDB, 15 March) and the May issue of ALL HANDS, authorized transfer to the regular Navy.

The high standards required for transfer have not been and will not be lowered. Age requirements announced in BuPers Circ. Ltr. 288-45 (Revised) (NDB, 15 November) have not been changed.

On 8 June approximately 32,156 applications for transfer and permanent commissions had been received from temporary USN officers, Reserve officers on active duty and from officers who had already been released from active duty. Of that number about 27,156 meet all requirements and 20,560 applications have already been submitted to the selection board. About 2,300 applications have not been submitted to the selection board because necessary information has not been received. All officers concerned have been notified by airmail that their applications are not complete and were urged to take immediate action to complete the applications, it was announced in BuPers Circ. Ltr. 109-46 (NDB, 15 May). In that letter COs were directed to insure that officers whose names appeared in the letter furnish BuPers with the missing information, or state whether they desire their applications to be made inactive. COs were also directed to submit a report to BuPers indicating what action has been or will be taken by the officers concerned.

About 5,892 officers already have been recommended for transfer in Alnavs 167-46 (NDB, 15 April), 206-46 (NDB, 30 April) and 282-46 (NDB, 31 May).

Officers selected for transfer to and permanent commissions in the regular Marine Corps have been announced in Alnavs 175-46 (NDB, 15 April), 192-46 (NDB, 30 April), 218-46 and 233-46 (NDB, 15 May), 240-46 and 273-46 (NDB, 31 May) and 304-46 (NDB, 15 June).



Tadcen Topics (Tadcen, Camp Elliot, Calif.)

"We had 4,000 returning vets, and when we docked there was that darned all girl orchestra to meet us!"

Commands Authorized To Issue Officers' Release Orders Listed

Officers now may receive their release from active duty orders from the following commands, according to BuPers Circ. Ltr. 128-46 (NDB, 31 May):

Commandants of naval districts and river commands, COs of intake stations, COs of SepCens, ComNats, ComFair West Coast, ComFair Alameda, ComFair Seattle, ComFair Quonset, CNATra, CNAOpTra (now CNAAdTra), CNAInterTra (now CNABTra), CNAPrimTra (now CNARFsTra), CNATechTra.

CincPacHedPearl and AdvHed, CincPoaHedPearl and AdvHed, ComServPac, ComAirPac, ComAirPac (Pearl), ComAirPac (Adv) (now ComFairWestPac), ComBatCruPac, ComCruPac, ComDesPac, ComPhibsPac, AdComPhibsPac, CominPac, AdCominPac, ComSubPac, ComSubPac-AdComd, ComTBRonPac, Com5thFlt, Com7thFlt, ComServRon 10, ComServRonSoPac, ComServRon 7, ComServDiv 11, ServPac.

CincLant, ComAirLant, CoteLant, ComServLant, OinC SubOrComdServLant, ComBatCruLant, ComPhibLant, CominLant, ComSubsLant, ComDesLant, ComFlorida Group 16th Flt, Green Cove Springs.

ComNavEu, CoMarGils, CoMarianas, Comdnt NOB Okinawa, ComNavNZ, ComNavFac China, ComPhilSeaFron, ComNav Ryukyus, ComNavJap, ComFletAct Yokosuka.

Navy Demobilization Passes 2,588,455 Mark

The Navy has announced that between 17 Aug 1945 and 12 June 1946, a total of 2,588,455 men were demobilized. Some 70,476 men were mustered out during the week ending 8 June.

Marine Corp demobilization for the week ending 14 June was 4,582, bringing the total MarCorps discharges to 371,767.

The Coast Guard separated 2,259 during the same week, to bring its total personnel mustered out to 146,720. All three services were ahead of schedule.

Certain Reserve Dental, Medical Officers to Get 2-3 Years Active Duty

Certain naval reserve medical and dental officers may expect to be retained on active duty for a period of two and three years respectively, Alnav 281-46 (NDB, 31 May) announced.

A survey of medical and dental requirements of the Army and Navy shows an acute shortage of medical and dental officers now exists. To relieve this shortage, expected to continue for some time, by joint Army and Navy agreement certain medical officers who are graduates of the Navy V-12 program and certain dental officers who received all or any part of their training in the Navy V-12 or the Army Specialized Training Program will be required to serve for a period of two years' active commissioned service after completion of internship and reporting to active duty in the case of medical officers, and three years' active commissioned service after reporting to active duty in the case of dental officers. As needs of the service permit, reductions will be made in this period.

The above provisions apply to all medical officer graduates of the Navy V-12 program who were or will be ordered to active commissioned service on or after 1 March 1946 on completion of internship, civilian or Navy. Graduates who completed internship and reported for active duty prior to 1 March 1946 will be demobilized in accordance with previously announced policies.

Medical and dental officers affected who were in the process of being released to inactive duty were retained on their present duty stations and those officers who reported to separation centers after 2400 30 March 1946 were reported to BuPers for disposition. Alnav 395-45 (NDB, 30 November) was modified by Alnav 281-46 (NDB, 31 May) to the extent that medical and dental officers so affected will be exempt from current demobilization instructions.

All reserve medical officers who completed internship and reported for active duty on or after 1 March 1946 and all reserve dental officers will submit to their commanding officer an affidavit certifying in the case of medical officers whether they are graduates of the Navy V-12 program, and in the case of dental officers whether they received all or any part of their dental training at government expense.

At the present time, the Army, Navy and Veterans Administration are all in need of medical and dental officers. It is anticipated the Navy will be required to furnish approximately 500 medical officers to the Veterans Administration and about 800 dental officers to the Army. After this transfer of dental officers, it is anticipated the period of service required of them will be reduced to two and one-half years. It is anticipated the two year period of service required of medical officers will be reduced by January 1947.

Over 5,500 Billets Available for Waves Remaining on Active Duty Until 1947

Waves, officer and enlisted, are being signed up for retention on active duty during fiscal 1947 under a program announced by BuPers. Under the appropriations authorized, the Navy has openings for 5,000 enlisted Waves and 500 officers until 1 July 1947, and billets for an additional number of officers until 1 Jan 1947.

By the middle of June, 2,723 enlisted Waves had volunteered for retention. BuPers planned an AlStaCon listing procedure to make up the shortage by calling back to active duty those discharged Waves who might volunteer until 1 July 1947. Procurement activities in all continental naval districts were publicizing the need for enlisted Wave personnel and were accepting volunteers for return to duty. Additional personnel still on active duty also were urged to volunteer.

Meanwhile, all commands employing Waves were authorized by AlStaCon 151540 June to accept for retention until 1 July (and for no shorter period) all Wave enlisted personnel who previously had applied under AlStaCons 292349, March and 111432 May for retention. BuPers had no plans for reassigning enlisted women, although the possibility remained that needs of the service might make reassignments (probably in large groups) necessary at a later date. Commands were told they might expect to retain on board those Waves who remained on active duty.

An exception was that commands which could no longer provide adequate housing and supervision, due to the reduced numbers of Wave personnel aboard, were ordered to make personnel retained available to BuPers for reassignment.

With billets for 500, a total of 928 Wave officers had volunteered for retention on active duty 1 July 1947 under AlStaCon 141455 March. The excess were being given first chance, where possible, to remain on duty in certain billets until 1 Jan 1947, if they would agree to the shorter period.

Retentions were authorized pending outcome of legislation making the Waves a permanent part of the Navy (See ALL HANDS, June 1946, p. 33). The legislation was reported favorably out of the House Naval Affairs Committee, but needed action by both branches of Congress before it could become law.

Selection of the nucleus of 500 for retention during the full fiscal year was made on the basis of qualification for billets requested by CNO and the bureaus, boards and offices of the Navy Department. Wave officers retained under this program could expect reassignment after 1 September.

To meet further the shortage of officer personnel, some additional Wave officers are being retained in their current billets until 1 Jan 1947, provided the billet is within the approved postwar allowance of the ac-

tivity and the individual is willing to remain for the shorter period. Waves retained under this program will be reassigned only in event male officer replacements can be secured. In any event, Waves retained until 1 Jan 1947 were assured they would be on duty until that date.

BuPers is informing activities of the specific Wave officers they may expect to keep until 1 January.

Procedures for Recall, Hospital Release After Terminal Leave Outlined

When naval officers are discharged from a naval hospital subsequent to date of expiration of their terminal leave, the large diploma-size certificate for satisfactory service, the wallet-size certificate (form NavPers 554), and the ID card for inactive Naval Reserve personnel (NavPers 904) shall be destroyed, AlStaCon 312015 May orders. The MOIC has been requested to prepare and issue new documents bearing the date of final separation stated in the endorsement on the separation orders.

The AlStaCon also clarifies procedure for officers recalled to active duty.

If new orders, bearing issue date on or prior to the date of expiration of terminal leave (which cancel unexecuted portion of release orders and direct the officer to proceed and report for duty) are received by the officer prior to expiration of terminal leave, the officer should deliver the above documents when reporting to the activity to which he was ordered, along with the eighth copy of notice of separation, to the CO to be destroyed. Qualifications jacket (NavPers 305), honorable service lapel button, Naval Reserve membership pin and original separation orders also must be delivered, for information of the disbursing officer.

In the case of new orders issued after expiration of terminal leave recalling the officer to active duty from the inactive Naval Reserve, he must deliver to the CO only the ID card, which shall be destroyed, and the qualification jacket. No report of the documents destroyed is required.

Personal Effects Now Shipped to Clearfield

Personal effects of deceased and missing Navy and Coast Guard personnel now are being forwarded to NSD Clearfield, Utah, which took over the functions of the Personal Effects Distribution Center formerly at Farragut, Idaho, according to Alnav 298-46 (NDB, 15 June).

Provisions of Alnav 98-45 (NDB, Jan-June 1945) are canceled and shipments of effects enroute to Farragut must be rerouted to Clearfield.

Official Mail Speeded Under Authorization To By-Pass FPOs

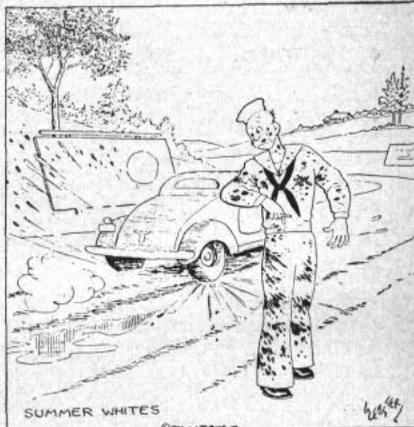
In a move designed to speed up the delivery of official mail, SecNav has authorized (Alnav 284-46, NDB, 15 June) commanding officers or senior commanders to use a local geographical (city and state) address when forwarding official mail to other naval units. The practice is authorized when the location of other units is known and when such routing will expedite delivery.

Previously, if an activity at Key West, Fla., had occasion to send official mail to a unit at Charleston, S.C., the mail had first to go through the Fleet Post Office in New York, then back to Charleston. This round-about business is eliminated under the new ruling.

A SecNav letter following the Alnav said personnel attached to fleets, naval bases and stations overseas or Marine Corps units overseas may be authorized by commanding officers to use the name of the port at which the ship or unit is currently based as an address. But if this is done, personnel must be certain to change their address upon sailing for the next port. Otherwise mail will be delayed and subjected to locator service or returned to sender as incorrectly addressed.

Furthermore, if mail is sent in this manner (that is, not making use of the Fleet Post Office) it must carry postage to cover international or domestic rates as applicable. In other words, you can send a letter to a service man overseas for six cents air mail if it goes through the FPO. If you send it to his ship at a geographical address outside the U.S. it costs whatever the international rate is. If addressed to the geographical address of a ship at a port within the U.S. the full domestic rate must be paid.

Mail sent between units overseas generally goes by the shortest route, although it is addressed through an FPO. A letter sent, for instance, from Guam to a unit in Pearl Harbor doesn't go to San Francisco and then back to Pearl. It goes direct to Pearl.



SUMMER WHITES

New York Herald Tribune
Life's darkest moment.

Navy's Medical Corps Names 16 Physicians To Consultant Board

BuMed's program to give the Navy the best-trained Medical Corps in the world was furthered with the appointment of 16 prominent physicians to the Reserve Consultants Board, Bureau of Medicine and Surgery. The appointments were announced by Vice Admiral Ross T. McIntire, (MC), USN, Surgeon General of the Navy.

The Reserve Consultants Board will aid in establishing the Navy's postgraduate residency training program in nine naval hospitals. Other naval hospitals will be utilized for training as the program expands. The Board will visit and survey naval hospitals in connection with the training program, confer with and advise medical officers in command and assist in selection of consultants to the staffs at the hospitals.

The 16 consultants named to the board are officers of the Naval Medical Reserve Corps, with but one exception, and four are on active duty. All are noted specialists in their fields.

Navy postgraduate medical training is designed to increase professional proficiency of Navy doctors, and to enable them, while on active duty, to train in medical specialties and qualify for American Board certification, fellowship in one of the American Colleges, and other marks of distinction in the same manner as doctors engaged in civilian practice.

BuMed Opens Extensive Postgraduate Program

Courses in BuMed's extensive graduate training program were opened to regular medical officers by Alnavs 260-46 and 261-46 (NDB, 31 May). Application deadline was 1 July.

Courses announced included: Physical medicine, three months, Naval Medical School, Bethesda, Md.; medical statistics, one year, Johns Hopkins University; preventive medicine, one year, Johns Hopkins; and 12-month courses in residency-type training at naval hospitals, in anesthesia, dermatology, internal medicine, obstetrics, orthopedic surgery, pathology, psychiatry and radiology.

A three month course in aviation medicine at the school of Aviation Medicine, Pensacola, was announced in Alnav 320-46 (NDB, 30 June).

Additional residencies will be announced later.

Marine Corps Ends Point System 15 July

The end of the point system of discharge after 15 July and the inclusion of fatherhood as a factor in eligibility effective 1 August have been announced by Marine Corps Headquarters.

Critical score for male personnel was scheduled to drop to 22 on 1 July and to 20 on 15 July. Concurrently, 30 months of active service would establish eligibility for discharge be-

ginning 1 July. Men with 24 months of duty and fathers of two or more dependent children, regardless of time in service, will qualify on 1 August.

On 1 September, the length of service requirement will drop to 18 months and all fathers with 12 months of active duty will become eligible.

Demobilization of the wartime Marine Corps Women's Reserve neared completion as critical score for that branch was dropped to zero and Col. Katherine A. Towle, director of the women reservists, went on inactive duty. Approximately 1,500 women Marines remain on active duty, all of whom will be discharged by 1 September. Plans for a postwar women's Marine Corps Reserve remain indefinite awaiting legislation.

Liberated Civil Service Employees to Be Retained In Naval Employment

Many of the approximately 200 civil service employes of the Navy who had been taken prisoners by the Japanese on Guam and in the Philippines, were in danger of being separated from their jobs due to their lack of veteran status, until a recently issued AlStaCon by the Navy Department directed continuance of these individuals in employment wherever possible.

The Department expects that in nearly all instances, each station can insure retention of such personnel by local activities. A few exceptional cases may arise where retention is beyond the ability and discretion of the station. These stations must report the full facts to the Office of Industrial Relations and, meanwhile, carry these individuals on the rolls of the station in a pay or non-pay status.

The Navy had made a concentrated effort on behalf of these civilians and succeeded in placing them in various naval activities. Under Public Law 490, full salary was paid them for their period of confinement.

Officer Messenger Mail Misuse Cited by Directive

Misuse of officer messenger mail facilities by decommissioned vessels and disestablished activities is causing a burden at Naval Records Management Centers and Registered Publications Issuing Offices, Alnav 248-46 (NDB, 15 May) points out. The Alnav directs that files and records being forwarded to Records Management Centers shall be segregated and packaged according to security classification and shipped only via transportation authorized for such classification.

In many areas Officer Messenger Mail Centers have been closed and their functions transferred to RPIOs without increase in personnel. Large quantities of restricted and unclassified material being forwarded to these activities by unauthorized means may interfere with prompt and secure handling of highly classified matter properly sent by officer messenger mail.

Navy and MarCorps Retire More Officers Under Public Law 305

Nearly 60 flag officers of the Navy were scheduled to retire soon, nearly 100 additional flag officers are expected to be listed for retirement before the end of October, and more than 40 others were already on terminal leave last month. Their retirements are a result of voluntary requests, for physical reasons, and as a result of Public Law 305.

The retirements represent a continuation of the scaling down of the wartime peak of 563 officers of flag rank to the approximately 248 who will be needed in the peacetime naval establishment. Late last month, 476 admirals and commodores, including those on terminal leave or scheduled for retirement, were on the active list.

Navy and Marine Corps boards have also met to consider retirement of officers of lower ranks. One Navy board has considered captains, while a second group has considered commanders and below. Alnav 219-46 (NDB, 1 June) announced a MarCorps board would examine the records of officers serving in ranks of lieutenant colonel, major and captain who hold permanent rank of captain or above.

Military Necessity Reports Discontinued

Navy demobilization will be completed between 1 July and 31 August; so the letter reports formerly required on all personnel being held for military necessity were cancelled, according to Alnav 263-46 (NDB, 31 May).

The letter report of enlisted personnel being held for military necessity was submitted by all commands monthly in connection with column F of NavPers 625, as required by Alnavs 395-45 (NDB, 30 November) and 36-46 (NDB, 31 January). The NavPers 625 (monthly report of enlisted personnel on board) was revised on 1 June and that part pertaining to "military necessity" was omitted.

Letter report of officers held for military necessity, submitted in duplicate, attached to the monthly NavPers 353 also was discontinued.

Navy Vehicle Drivers Must Pass Safety Tests

A special Navy driving test will be required for all military and civilian drivers of Navy and Marine Corps motor vehicles effective 1 September, in connection with President Truman's campaign for driving safety.

The following will be requirements: drivers not less than 18 years old, bus drivers not less than 21; no loss of limb or limb function that would interfere with safe driving; vision of at least 10/20 in one eye and 4/20 in the other; hear normal conversation at 20 feet; no physical, mental, nervous or emotional disorder which will interfere with safe driving; and the ability to speak, read and understand English.

BuPers Letter Urges Effort to Expedite AOL and AWOL Cases

Future AOL and AWOL offenses will be recorded more accurately and proper punishment more swiftly and surely awarded when the provisions of BuPers Circ. Ltr. 113-46 (NDB, 31 May) are complied with.

As stated in that letter, erroneous entries have caused undue delay in trials of men concerned and in some cases it was impossible to bring returned absentees to trial due to insufficient documentary evidence. Samples or errors found in the past are:

- Failure to show date and hour of absence and whether AOL or AWOL.
- Failure to sign absence entry.
- Failure to show rank and title of the officer signing the entry.
- Failure to initial facsimile signatures.
- Failure to show date of sailing in "missed ship" cases.
- Failure to prepare proper absence entry showing failure to report in compliance with orders.
- Failure to prepare absence entries at the time of the occurrence of the absence.

Following are some sample entries to be used as guides in preparing absence entries on page 9 of service record. Additional samples were printed in Circ. Ltr. 113-46.

Sample entry for absence, missing ship and transfer of records to a shore station:

- (Date):—(AOL or AWOL) from (hour and date). Records, accounts and effects transferred to (name of station) in accordance with BuPers Circ. Ltr. No. 206-45. Missed sailing this ship on (date) enroute from (place of sailing) to (destination).

*(Signature).

Sample entry for declaration of straggler, absent over liberty or absent over leave.

- (Date):—Declared a straggler this date. Granted (liberty or leave) to expire on board (hour and date), failed to return. Straggler reward, form NavPers 640, issued.

*(Signature).

Sample entry for desertion:

- (Date):—Declared a deserter this date from the U. S. Naval Service having been (AOL or AWOL) from (ship or station) since (hour and date). Has National Service Life Insurance in the amount of (amount). BuPers Manual, Article D-8005 complied with.

*(Signature).

* Signature must be made by the CO, Exec. or other officer officially designated to sign by direction of the CO. The signature must show the name, rank and title of the officer and if signed "By direction of the CO" must so state. Facsimile signatures must be initialed as provided in BuPers Manual, Article D-4004.



The Chevron (MCB, San Diego, Calif.)
"It's easy. All you gotta do is answer the 'phone, laugh and hang up."

Continuation of Navy Uniform Tests Seen

Uniform tests by various activities are expected to continue until October 1946. Whether there will be any additional changes in the proposed new uniform is a matter to be decided by the Uniform Board considering recommendations received from the testing activities.

BuPers has received many letters containing suggestions on the proposed uniform changes. No information pertaining to the status of the proposed change has been released.

V-5 Program Educational Requirements Stiffened

Though the quota of 2,000 Naval Aviation Preparatory Program personnel to be procured for entry this fall has been raised to 2,500 by Procurement Directive No. 16-46, the educational requirements for entering the program have been made more rigid.

To be eligible as an aviation cadet in the V-5 program, open only to civilians, enlistees must have completed at least two academic years in an accredited college or be enrolled in the term which, when completed, would satisfy the educational requirement. Grades must be passing and candidates must be eligible to return in good standing to the college they were in attendance before joining the program.

Minimum course requirements for candidates are: Four semesters of college English, two semesters of college mathematics including solid geometry and trigonometry and two semesters of college physics. A college semester was defined in Procurement Directive No. 15-46 as a term approximately 15 weeks in length, two full academic years being equivalent to four semesters.

Other requirements are that candidates be between 17 and 20½ years of age, be unmarried and agree to remain so until commissioned, and fulfill the physical and mental qualifications.

VOTING INFORMATION

Fourteen states will hold primary elections during August and early September. With exceptions noted below, members of the armed forces, merchant marine, American Red Cross, USO and the Society of Friends may vote and may use the post card (USWBC Form No. 1, or

Standard Form No. 76, when available) as an application for an absentee ballot. In some states, county and township officers also will be nominated. Applications for ballots may be obtained from commanding officers or voting officers.

STATE	ELECTION DAY	EARLIEST DATE BALLOT WILL BE MAILED	LAST DAY BALLOT WILL BE RECEIVED TO BE COUNTED
Arkansas	13 August (b) (a)	.....	13 August
Colorado	6 August (c) (a)	.....	6 August
Kansas	10 September	19 August	7 September
Louisiana	6 August	(d)	(d)
Maine	10 September	.....	10 September
Mississippi	15 October (e)	.....	15 October
Missouri	9 September (f)	.....	.....
Nevada	27 August (e)	.....	27 August
Oklahoma	6 August (g)	30 May	7 August
Tennessee	3 September (f)	.....	.....
Texas	23 July (e)	12 July (h)	20 August
Vermont	1 August	1 June	1 August
Virginia	24 August (e) (i)	.....	20 August (j)
Washington	13 August (k)	25 June	13 August
West Virginia	6 August (l) (g)	3 June	5 August
Wisconsin	9 July	26 May	3 August
	6 August	18 May (h)	6 August
	13 August	29 June	13 August

(a) Letter from qualified voter in armed forces to county clerk designating voter's choice for or against any proposal or measure, of his choice—first, second, third, etc.—for all candidates to be voted on for all offices will be counted the same as a ballot in the preferential primary and the run-off primary if acknowledged before a commissioned officer and sent within 60 days prior to the election.

(b) Democratic run-off primary for state and county offices.

(c) Federal run-off primary for members of Congress.

(d) War ballot law applies only to general elections. Regular absent voting law permits registered persons to vote but application for a ballot must be made on special form filed by applicant, relative or friend.

(e) Run-off primary elections (if necessary).

(f) No information concerning absentee voting received by the Navy.

(g) Only members of armed forces may vote absentee.

(h) Approximate.

(i) Members of armed forces or merchant marine may vote without payment of poll tax or holding of poll tax receipts. "Attached civilians" must pay poll tax. Members of regular Army, Navy or Marine Corps may not vote.

(j) Must not be received by county clerk prior to 20 days before date of election.

(k) Members of any organization in the field for aid and assistance to members of armed forces may use post card and vote by absentee ballot.

(l) Candidates for Congressional offices only.

Alnavs Name Officers Selected for Retention

Officers selected for retention on active duty until 1 July 1947 under Alnavs 126-46 (NDB, 15 March), 135-46 (NDB, 31 March), 156-46 (NDB, 15 April) and 259-46 (NDB, 31 May), have been listed in a series of Alnavs as follows:

Alnav 234-46 (NDB, 15 May); Alnavs 246-46, 247-46, 269-46, 270-46, 271-46, 277-46, 279-46, 280-46 and 283-46 (NDB, 31 May); Alnavs 294-46, 295-46, 296-46 and 297-46 (NDB, 15 June).

Officers of the aeronautical organization selected for retention on active duty have been listed in a series of four Alnavs (the number of the fourth to be announced at a later date), and in the series of 14 Alnavs listed above. The three Alnavs that have been published thus far are Alnavs 312-46 and 315-46 (NDB, 15 June), and Alnav 317-46 (NDB, 30 June).

Those officers whose names appeared were to acknowledge receipt of this approval by individual letter forwarded to BuPers (Attn: Pers 3122), via the CO. Officers not selected for retention were to be notified by individual letter.

CinLant Task Force To Replace 10th Fleet

A task force operating under CinLant will replace the former Tenth (South Atlantic) Fleet, which was dissolved, the Navy announced last month. Operating area of the force is the South Atlantic and west coast of South America.

Rear Admiral Maurice E. Curts, aboard the flagship USS *Portsmouth* (CL 102), commands the South Atlantic Force. Vice Admiral B. H. Bieri, former commander of the Tenth Fleet, was ordered to duty as commander, U. S. Naval Forces in the Mediterranean.

QUIZ ANSWERS

Answers to Quiz on page 55

1. Amphibious Force Flagship (Headquarters Communication Ship).
2. (3) AGC.
3. Serves as floating headquarters ship for Army, Navy, Marine and Air Corps officers in command of amphibious and similar operations. It is equipped with the latest communications, radar and electronic equipment.
4. (c) Stern.
5. 108 feet two inches.
6. A stadimeter.
7. It is used to find the distance of an object from its known height. In this case it is used to find the distance between the ship and an object sighted off shore, the distance between his and another ship.
8. FR-1 Fireball.
9. Thermal Jet engine exhaust.
10. Four 50-caliber machine guns, and two 1000 pound bombs.

ALNAVS, NAVACTS IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs, not as a basis for action. Personnel interested in specific directives should consult Alnav or NavAct files directly for complete details before taking any action.

Alnavs apply to all Navy, Marine Corps and Coast Guard ships and stations; NavActs apply to all Navy ships and stations.

Alnavs

No. 227—Calls for naval personnel to turn in inventions and suggestions for improving Navy material and methods.

No. 228—Promotes for temporary service following MarCorps regulars and reserves: male first lieutenants with number in grade on combined lineal list of 1 July 1945 between 3397 and 4678 inclusive, or on list of 1 Jan 1946 between 1014 and 1412 inclusive; all second lieutenants with number in grade on 1 July 1945 list between 5572 and 6167 inclusive, or on 1 January 1946 list between 3420 and 3951 inclusive. Restricted to officers on active duty.

No. 229—Modifies procedure for submitting NavPers 625 reports, effective 2400 1 June; current directives also include Alnav 36-46 (NDB, 31 January).

No. 230—Weekly report of regular Navy enlisted strength.

No. 231—Requested temporary USN and USNR chief pay clerks and acting pay clerks whose permanent status is enlisted to apply prior 1 June for retention on active duty until 1 July 1947, or state intent to retire, transfer to Fleet Reserve, revert to enlisted status or be separated from the service.

No. 232—Changes para. 7 of Alnav 278-45 (NDB, 30 September) to read: "Mattress allowances will be established for all ships and stations at 110 percent of personnel allowance as defined by Alnav 113-45 [NDB, Jan-July, 1945]. Provision will be made for maximum transient personnel at receiving stations and separation centers."

No. 233—Fourth in a series listing officers selected for transfer to regular Marine Corps.

No. 234—First in a series listing officers selected for retention on active duty under Alnav 126-46 (NDB, 15 March).

No. 235—States policy of Navy in judging recommendations for postwar awards.

No. 236—Directs no food will be destroyed except upon official survey.

No. 237—Orders vessels submitting requisitions to fill allowance list of BuShips repair parts comply with CNO Ltr. serial 39P411 of 25 Oct 1945.

No. 238—Opens 21 more rates to changeover from USNR or USN-I classi-

fication to USN (see ALL HANDS, June 1946, p. 66).

No. 239—Corrects item 46-888 (NDB, 30 April), a list of ONI publications, by deleting the following: FM 30-30 plus Supp. 1 and 2; FM 30-40, and FM 30-50.

No. 240—Fifth in a series listing officers selected for transfer to the regular Marine Corps.

No. 241—Weekly report of USN enlisted strength.

No. 242—Directs reports be submitted to JAG regarding legal billets and legal officers filling them.

No. 243—Announces recommendations of boards convened to consider retirement of rear admirals, commodores, and MarCorps major generals have been approved by the President.

No. 244—Orders discontinuance of issue and use for parenteral administration (other than oral administration) lot No. 366 Heyden Chemical Corp. calcium penicillin stock no. S1-1133. Stock may be utilized in preparations for oral and local application only.

No. 245—Directed report prior to 1 June amount of unobligated funds under appn. "1760433 Welfare and Recreation Navy 1946."

No. 246—Second in a series listing officers selected for retention on active duty under Alnav 126-46.

No. 247—Third in a series listing officers selected for retention on active duty under Alnav 126-46.

No. 248—Orders ships and stations, on decommissioning, to effect more careful segregation of records as to classification, and to use transportation according to classification.

No. 249—Notes loss of trained communication personnel, and orders commands to insure that such trained personnel are utilized to the maximum.

No. 250—Cancels Alnav 273-45 (NDB, 30 September) which directed intensified shipboard training of newly commissioned ensigns designed to fit them to relieve high-point, higher ranking officers.

No. 251—Modifies Alnav 221-46 (NDB, 15 May), which limited transfer of surplus property without reimbursement to transfers to VA and FPHA. Alnav 251 applies this ruling to all Navy property, not surplus property only.

No. 252—Invites applications from officers interested in transfer from USNR or USN (T) status to USN (see p. 73).

No. 253—States Navy policy with regard to all temporary USN officers and warrant officers (see p. 72).

No. 254—Orders COs of NADs, NMDs and magazines to hold arrival conferences aboard incoming ships to stress ammunition safety precautions.

No. 255—Warns that empty aircraft fuel cells purged with CO₂ may retain explosive mixture (see p. 71).

No. 256—Corrects reference in second sentence Alnav 252-46 (NDB, 31

Alnavs, NavActs (Cont.)

May) to read "Alnav 189-46" instead of "Alnav 187-46".

No. 257—Orders effective 1 June all correspondence ordinarily addressed to Ships Store Division, BuSandA, code RA, be addressed to: Ships Store Office, 111 E. 16th St., New York City, N. Y.

No. 258—Weekly report of USN enlisted strength.

No. 259—States conditions under which USNR aerological officers may request retention on active duty (see p. 77).

No. 260—Requests applications prior 1 July from USN medical officers for 12 months residency-type training (see p. 75).

No. 261—Requests applications prior 1 July from USN medical officers for various postgraduate courses (see p. 75).

No. 262—Directs attention to safety measures for handling bomb-type ammunition, in OCL AV 11-45 of 7 Mar 1945.

No. 263—States letter report of officer and enlisted personnel held for military necessity no longer required (see p. 75).

No. 264—Directs restrictions on flight operations within CLUSA during railway strike emergency.

No. 265—Restricts leave during railway strike.

No. 266—Orders survey of commands to find personnel with railroad experience.

No. 267—Corrects last sentence of Alnav 264-46 (NDB, 31 May) to read: "See CNO 232049Z not to all or needed."

No. 268—Refers to Alnav 264-46 and explains phrases "immediate military necessity" and "military necessity" are to be assigned, respectively, A and B priorities.

No. 269—Fourth in a series listing officers selected for retention on active duty under Alnav 126-46 (see p. 77).

No. 270—Fifth in a series listing officers selected for retention on active duty under Alnav 126-46 (see p. 77).

No. 271—Sixth in a series listing officers selected for retention on active duty under Alnav 126-46 (see p. 77).

No. 272—Directs that form NavPers 693 no longer should bear "via air mail" stamp but should be mailed for delivery to CLUSA by military plane and delivery within CLUSA by ordinary mail; modifies Alnav 169-46 (NDB, 15 April).

No. 273—Sixth in a series listing officers selected for transfer to the regular Marine Corps.

No. 274—Orders continued assistance to transportation agencies and fuel conservation until situations caused by strikes are normal.

No. 275—Requests additional recommendations with regard to revision of Navy Regulations now being carried out (see p. 69).

No. 276—Cancels Alnav 265-46 (NDB, 31 May), except that five day extension of leaves occasioned by rail strikes to be computed on basis of strike ending 1600 25 May.

No. 277—Seventh in a series listing officers selected for retention on active

duty under Alnav 126-46 (see p. 77).

No. 278—Directs cooperation with Treasury Department's U. S. Savings Bond drive ending 4 July.

No. 279—Eighth in a series listing officers selected for retention on active duty under Alnav 126-46 (see p. 77).

No. 280—Ninth in a series listing officers selected for retention on active duty under Alnav 126-46 (see p. 77).

No. 281—Orders retention on duty certain V-12 medical and dental officers (see p. 73).

No. 282—Third in a series listing officers selected for transfer to the regular Navy.

No. 283—Tenth in a series listing officers selected for retention on active duty under Alnav 126-46 (see p. 77).

No. 284—Authorizes COs and superior commands to use local geographic address to expedite mail delivery (see p. 74).

No. 285—Directs pay records all personnel shall be closed 30 June and new records opened 1 July.

No. 286—Provides that USN men who are within three months of the end of their hitches may be discharged for the purpose of immediate reenlistment; authority expiring 20 August. Purpose is "in the interest of . . . replacing personnel for far Pacific and is intended to permit a readjustment of enlistment contracts of short time personnel until 20 August. . ."

No. 287—Promotes for temporary service on 1 June following officers of the Nurse Corps, USN and USNR: Ensigns who reported for continuous active duty as ensigns 2 Sept 1944 and 1 Oct 1944 inclusive; lieutenants (jg) who reported for continuous active duty as ensigns 2 July 1943 and 15 July 1943 inclusive.

No. 288—Requested, prior 15 June, Navy nurses to volunteer for retention on active duty.

No. 289—Postpones effective date of procedures outlined in Alnav 212-46 (NDB, 15 May) until 1 Jan 1947; procedures placed ships with supply officers on a money value accountability basis for supplies, equipment and spares; postponement occasioned by critical personnel shortages.

No. 290—Requests applications of certain enlisted men for electronics training (see p. 70).

No. 291—Promotes for temporary service following officers active list USN and USNR including Waves to rank from 1 June; Lieutenants USN whose dates of rank as such are within 2 Mar 1944 to 1 Apr 1944 inclusive; lieutenants USNR who began continuous active duty in that rank within the period 2 Mar 1944 to 1 Apr 1944 inclusive; lieutenants (jg), ensigns, and non-commissioned warrant officers USN with dates of rank as such within the period 2 Sept 1944 to 1 Oct 1944 inclusive; and lieutenants (jg), ensigns and non-commissioned warrant officers USNR who began continuous active duty in rank within the period 2 Sept 1944 to 1 Oct 1944 inclusive.

No. 292—Directs all available resources of men and material be used

WHAT'S IN A NAME?

Banian Days

If the navy should declare "meatless days", don't let your conscience bother you, because meatless days are no oddity for seagoing men.



Back in the early days Thursday was generally set aside as a meatless day. It all goes back to the Hindu merchant and trader who abstained from meat. They were known as the Banians, from "cognomen" originated.

which the seagoing

To the Hindu merchant it was a religion, their diet prohibiting anything other than vegetables. To the sailor who, on occasions, has as many as two meatless days a week, it became "Banian Day," something which the modern sailor never dreams about.

Banian days are also known along the waterfront to describe a day when everything goes wrong.

to keep ships running in event of threatened maritime strike.

No. 293—Offered temporary commissions to AETM1c, ETM1c, ACETM nd CETM who applied before 1 July (see p. 70).

No. 294—Eleventh in a series listing officers selected for retention on active duty under Alnav 126-46 (see p. 77).

No. 295—Twelfth in a series listing officers selected for retention on active duty under Alnav 126-46 (see p. 77).

No. 296—Thirteenth in a series listing officers selected for retention on active duty under Alnav 126-46 (see p. 77).

No. 297—Fourteenth and last in a series listing officers selected for retention on active duty under Alnav 126-46 (see p. 77).

No. 298—Cancels Alnav 98-45 (NDB, Jan-June 1945) and transfers functions of Personal Effects Distribution Center, Farragut, Idaho, to NSD, Clearfield, Utah (see p. 74).

No. 299—Further modifies Alnav 161-46 (NDB, 15 April), which provides for reduction of personnel to postwar strength under the quota system (see ALL HANDS, May 1946, p. 63).

No. 300—Promotes for temporary service to rank from 31 May following officers of the Marine Corps, Marine Corps Reserve and Women's Reserve: second lieutenants with number in grade on combined lineal list of 1 Jan 1946 between 3953 and 4262 inclusive, with certain exceptions.

No. 301—Directs interval of at least 12 hours between dispatch of notice of casualty to next of kin and release of same information to the press.

No. 302—Notes that bills for purchases by vessels in CLUSA submitted to Navy central disbursing officers for payment frequently contain

insufficient information to make possible prompt payment, and states following information must be available: date invoice received by vessel, appropriation number, requisition number and date, ship's accounting number, title chargeable or expenditure account if known.

No. 303—Authorizes discharge of regular MarCorps enlisted men "for convenience of the government" three months prior to expiration of current enlistments, if such men will reenlist immediately.

No. 304—Seventh in a series listing officers selected for transfer to regular MarCorps.

No. 305—Requested chaplains submit to BuPers prior 1 July inventory of ecclesiastical and chaplains' equipment provided by BuPers now in their custody.

No. 306—Cancels Alnavs 148-46 and 174-46 (NDB, 15 April), which provided for transfer of naval personnel to commands needing technically trained personnel, and provides that personnel being separated may apply directly to various technical agencies for Civil Service positions (see p. 69).

No. 307—Modifies Alnav 157-46 (NDB, 15 April) and promulgates instructions minimizing volume of accounting analysis relating to expenditures for maintenance and operation of shore activities outside CLUSA on an advanced base accounting basis.

No. 308—Directs COs to provide on

board reliefs for discharged educational service officers (see p. 70).

No. 309—Weekly report of USN enlisted strength.

No. 310—Provides that partial pay cards shall be issued to personnel mobilized in event of maritime strike (see p. 77).

No. 311—Ordered aviators, aviation and technical observers and flight surgeons above ranks of commanders and lieutenant colonel (MarCorps) under orders to duty involving flying to submit prior 1 July to CNO (Op 514-H) hours flown during 1 Dec 1945 through 31 May.

No. 312—First in a series listing officers selected for retention on active duty in the aeronautical organization (see p. 77).

No. 313—Requests applications from qualified reserve and temporary USN officers for appointment as hydrographic engineers in the regular Navy, accordance BuPers Circ. Ltr. 288-45 (revised) (promulgated separately from Navy Department Bulletin; concerns transfer to USN; canceling BuPers Circ. Ltr. 367-45 (ALL HANDS, March 1946, p. 71; NDB, 31 Dec 1945).

No. 314—Modifies Alnav 100-44 (NDB, Jan-June 1944) and Art. 2511-6, Travel Instructions, and rules that for travel on common carrier at own expense under per diem orders reimbursement for transportation tax

paid will be made only upon certification that TR was not available.

No. 315—Second in a series listing officers selected for retention on active duty in the aeronautical organization (see p. 77).

NavActs

No. 49—Requested applications prior to 20 May from certain officers for a two-month course in journalism.

No. 50—Requests applications from line officers in ranks lieutenant commander and below for six-month CIC course; classes convening 6 July and every two months subsequently; applications must be in 30 days prior convening date of each class.

Effective Communications Supervision Urged

Personnel trained for communication duties must be assigned to communication billets and, where necessary to maintain effective communications, other personnel must also be assigned to such duties, it was announced in Alnav 249-46 (NDB, 31 May).

Due to demobilization, many communication activities both afloat and ashore now are operating with reduced and inexperienced officer and enlisted personnel. The Alnav asks that COs closely supervise all communication activities.

ALL THUMBS

NO LAUGHING MATTER



FANTAIL FORUM

QUESTION: How do American Women compare with the women in European nations?

(Interviews on the above question were conducted at U. S. Naval Shipyard, New York.)



Daniel Winder, ETM1c, Cincinnati, Ohio: American women are more beautiful because they have the facilities to get make-up. European women looked more on the rugged side. American women expect more attention, but are still tops.



Robert E. Kelly, RM3c, Pawtucket, R. I.: American women are better looking, gayer, more intelligent, more conceited, more pretentious and more insincere. European women are more domestic and don't try to show off as much.



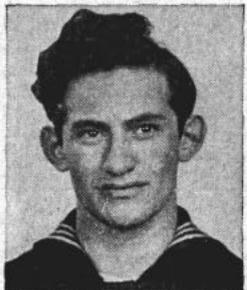
George E. Harkness, S1c, Trenton, N. J.: European women are not as self conscious as our girls, but I don't think they have as much personality as American women, and would probably be different because of that.



George E. Dues, S2c, Staten Island, N. Y.: They have beautiful women over there and can have just as good a time. They're all rationed and have a hard time getting lots of things. They have a lot less necessities.



Nick Tsoucalas, RM2c, New York, N. Y.: Most American girls are better in all respects than women in European countries. Girls here in the United States haven't been through what they have over there.



L. Bravo, F1c, Newark, N. J.: European women aren't too bad if you keep away from them. When you meet them they try to take you for everything you've got. Their approach is too much like a racket.



A. J. Braccia, S1c, Brooklyn, N. Y.: European girls are friendlier because they know they'll get candy and food from us. As far as being pretty, I'll take an American girl any day!



George Allen Lee, SM3c, Hewitt, N. J.: European girls are just as nice as Americans and whenever I went out with them, and that was as often as possible, I had a lot of fun.



W. L. Shaw, RM1c, Cincinnati, Ohio: I liked the girls in Belgium a lot better. I spent 12 months there. As a matter of fact, I think Belgian girls are so superior that I married one.

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired. Original articles of general interest may be forwarded to the Editor.

DATES used throughout are local time at scene of action unless otherwise indicated.

SECURITY: Since this magazine is not classified, it sometimes is limited in its reporting and publication of photographs. If therefore cannot always fully record achievements of units or individuals, and may be obliged to omit mention of accomplishments even more noteworthy than those included.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB," used as a reference, indicate the official Navy Department Bulletin.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB, cum. ed., 31 Dec., 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issue.

The Bureau should also be advised if the full number of copies is not received regularly.

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Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price \$2.00 a year, domestic (including FPO and APO addresses for overseas mail); \$2.75 foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

• AT RIGHT: Aboard a light cruiser, two guitar players give their shipmates a few moments of peaceful relaxation and diversion. ➡



CLOSE HARMONY



YOUR FUTURE IS ASSURED

WHEN YOU STAY IN THE NAVY

- Training in 50 Trades
- Steady Pay Guaranteed
- Regular Pay Increases
- Future Retirement
- Fun and Recreation
- Travel and Adventure

See Your Recruiting
Officer for Details

THE PEACE TIME NAVY IS A GREAT LIFE