

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPER5-O

NOVEMBER 1946

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NOVEMBER 1946

NAVPERS-O

NUMBER 357

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The Chief of Naval Personnel

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The Deputy Chief of Naval Personnel

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● FRONT COVER: T. J. Buchman, WT3, USNR, adjusts steam pressure to fuel oil pump during a maneuver of the USS Oregon City (CA 122) on the first 14-day postwar Naval Reserve cruise.

● AT LEFT: Inspection is held aboard a carrier of Uncle Sam's Fleet.

CREDITS: Front cover, inside front cover and inside back cover, official U. S. Navy photographs. On pp. 32-33, official U. S. Navy photographs.





Official U. S. Navy photographs

DESIGN changes on battle cruiser Hawaii, building at Camden, N. J., will make her guided missile warship.

SHIPS OF THE FUTURE

LESSONS OF WAR and a glimpse of things to come are evident as the Navy winds up its vast wartime shipbuilding program and starts into the transition building phase which someday will produce the Navy of the future.

Many nearly-completed combatant craft will be joining the Fleet soon, some of them nearly exact prototypes of wartime ships, a few of them with such innovations as radically new ordnance gear that would have been the dream of any gunnery officer who beat off kamikazes in the western Pacific. Two hulls—USS *Kentucky* (BB 66) and USS *Hawaii* (CB 3)—as has already been announced, are being delayed pending design changes which will make them the world's first major warships equipped to launch guided missiles.

But the super-atomic battleships of the "Buck Rogers" fleet, with jet propulsion and Q-ray disintegrator main batteries—heralded by some prophets of the Atomic Age as already nearly obsolete—are still pretty much in the

drawing board stage. You won't see them coming down the ways this year, quite.

There was even a story plaguing Navy Department public relations officers, who were forced to deny it in several languages, that all U. S. Navy vessels were being called in to drydock as fast as keel blocks could be laid. Why? Naturally, to sheath their hulls in 12 inches of pure lead—best protection in the world against radioactivity!

No, the facts are interesting enough in themselves without the embellishments. The Navy which is on the ways and on the drawing boards today, some of it even just a gleam in the admirals' eyes, is fascinating in itself, without the comic-strip rumors.

First, let's take a look at some of the ships building for today's Navy, ships which will be manned and sailing fairly soon; later we'll consider the future, as seen in the statements of forward-looking Navy leaders.

Most interesting of the ships under construction—with the exception of

Kentucky and *Hawaii* whose completion is still a long way off—are five new cruisers, two lights and three heavies. They are USS *Worcester* and *Roanoke*, CLs 144 and 145 respectively, and USS *Des Moines*, *Salem* and *Newport News*, CAs, 134, 139 and 148, in that order.

The *Worcesters* are a new light cruiser class, and they reflect wartime experience from keel to truck. They're the first really new light cruisers since the *Cleveland*s, although some of the later members of that class were modified to single-stack jobs. Little has been released on the *Worcesters*, beyond the fact that they will displace 14,700 tons, against the *Cleveland*s' rated 10,000-ton displacement. The new light cruisers thus follow a general trend in naval architecture toward ever bigger, heavier ships.

But the big modification in the *Worcester* and the *Roanoke* will be the batteries. The ships will carry 12 6-inch dual purpose rapid-firing guns in twin turrets—three turrets

forward and three aft. They will have no 5-inch AA battery, but will depend upon an array of smaller AA weapons for close-in work against such planes as the 6-inchers may have failed to keep at a respectful distance.

The new *Des Moines* class heavy is just as big a departure in that type. Following the trend, they are huge 17,000 tonners, compared to the 13,600 tons of the previous *Baltimore* class.

Interestingly enough, *Salem* and *Newport News* of this class were chosen by the Navy for experiments in air conditioning (see p. 19).

But again, the big news in this class is the batteries. *Des Moines*, *Salem* and *Newport News* will carry to sea a new rapid-firing 8-inch gun—nine of them in three turrets.

The new 6-inch batteries on the *Worcesters* and the 8-inch on the *Des Moines*' are automatic from ammunition handling rooms to the gun muzzles, including ejection of the cartridge cases from the mounts. Powder bags have been abandoned in favor of cases, to achieve the desired rapid firing rate. For the first time in the U. S. Navy, and very probably all navies, no ammunition handlers will be required in the turrets of 6- and 8-inch batteries. The design represents ammunition-handling features that were independently developed in a number of mounts, both U. S. and foreign.

Rapid rates of fire in both 6- and 8-inch mounts were made possible by extensive mechanization requiring a much greater use of electric and hydraulic control, servo and power systems than has been employed in any ordnance heretofore. To insure satisfactory performance of the great amount of specialized equipment, pilot models have been tested through 100,000 cycles, testing exceeding that to which any previous ordnance gear was subjected.

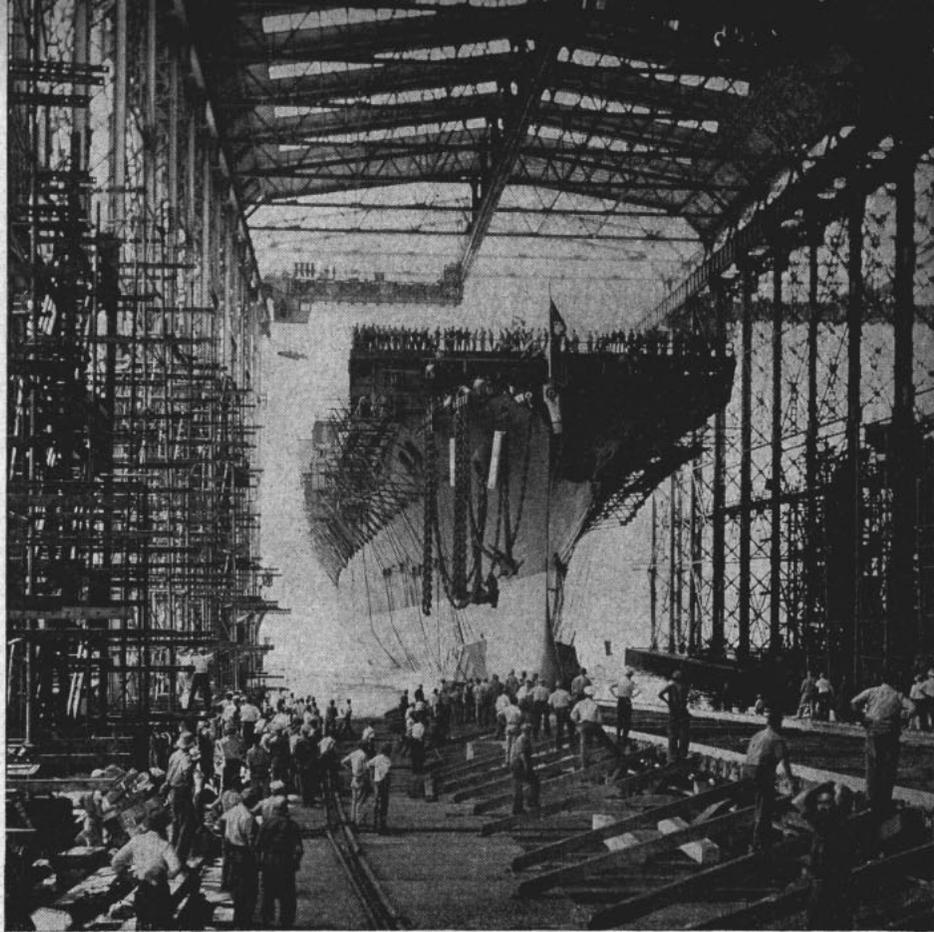
The 8-inch mount features for each gun a control and trouble-indicator panel which shows immediately the position of the ammunition in the entire loading system from magazine to breech, and the exact location of any type of electrical failure in the system. Advantage of this at-a-glance troubleshooting is obvious. These features are present, in a modified form, in the 6-inch mounts.

Because of the increasingly automatic nature of the new guns, interference eliminators have been provided to prevent adjacent mounts from "locking horns" while under individual control and following different targets.

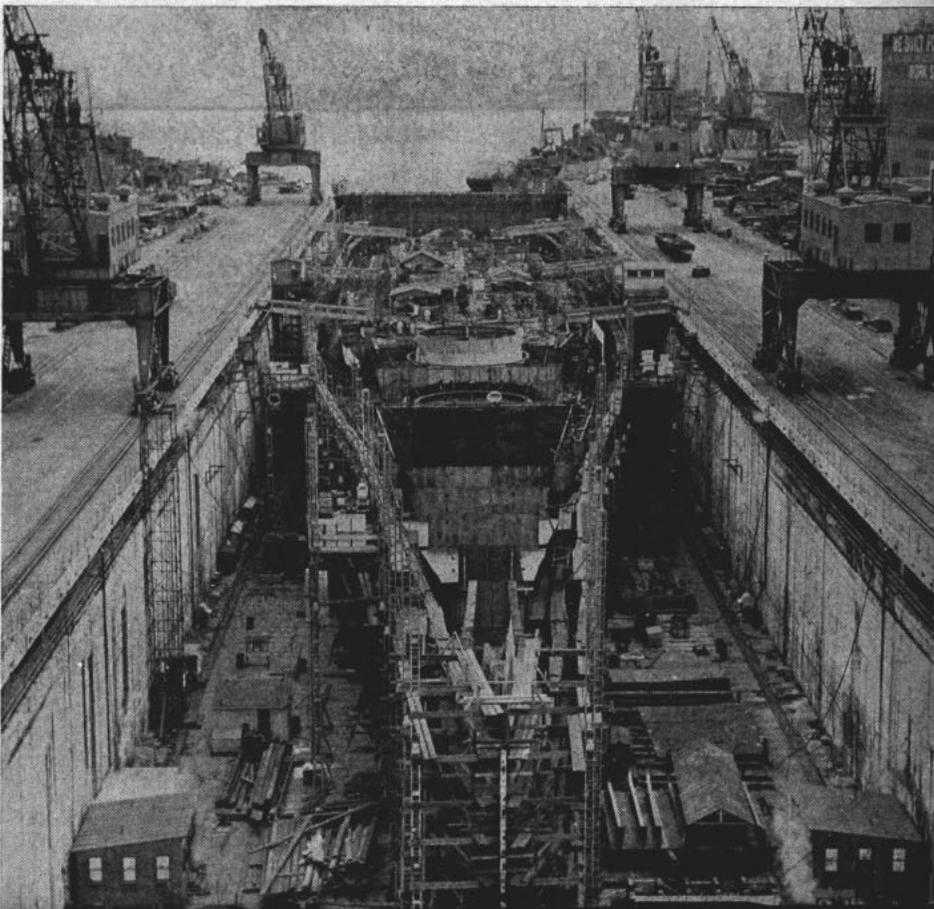
Of the 6-inch it may be said they are the first rapid-fire AA mounts of such large calibers. Rate of fire has exceeded original design specifications by about two-to-one.

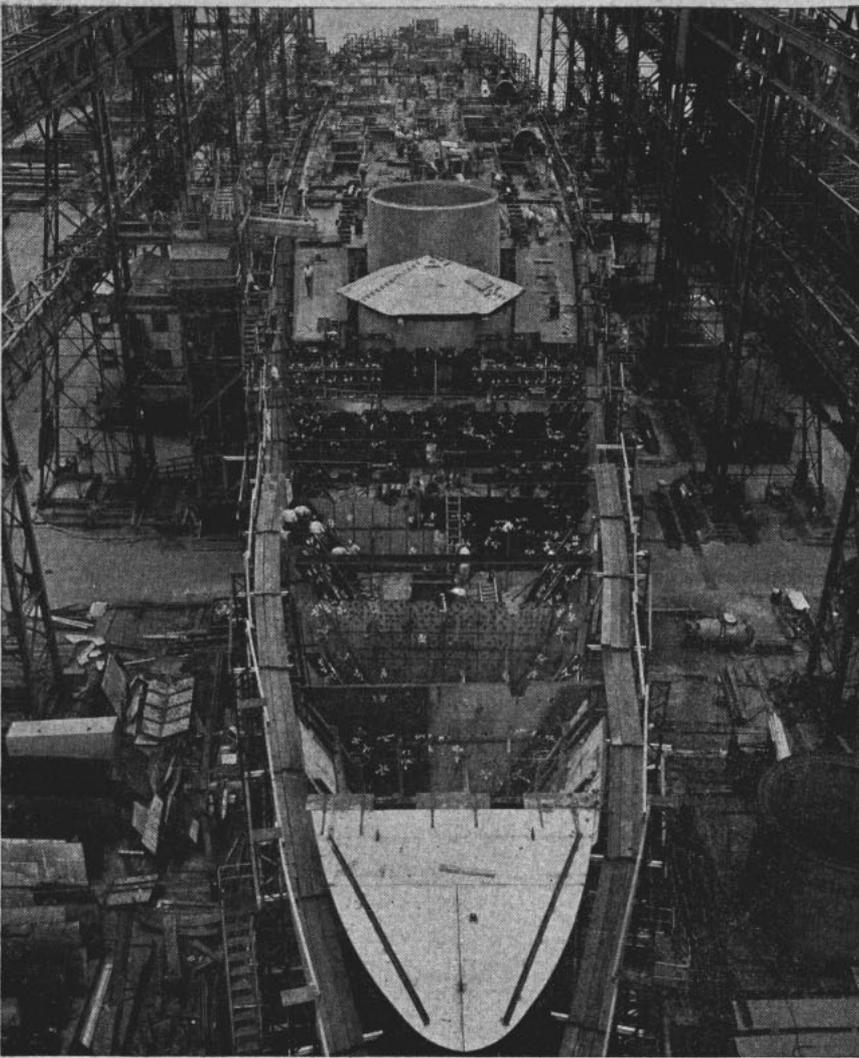
Both the 6- and 8-inch mounts have automatic fuze-setting while the projectile is in the slide, guaranteeing a uniform, minimum dead time for fuzes. They may be set a split second before shells are rammed into the breech.

The *Worcesters* and the *Des Moines*'s, as indicated, illustrate well the tendency of naval architects to build bigger and heavier ships within



NAME SHIP of new CVL class, USS Saipan, shown above when launched at Camden, N. J., now is operating. Below, Navy's newest battleship, USS Kentucky, is pictured under construction in graving dock at Norfolk Navy Yard.





RADICAL NEW rapid fire, 8-inch battery will be one of features of USS *Des Moines*, new 17,000-ton heavy cruiser being built at Quincy, Mass.

each type. The constant demand for greater firepower, greater range, greater speed in each type is the cause of this phenomenon. And it was exaggerated as a result of the treaties of the '20s, which imposed tonnage limits respected by all the major powers but Japan. When the treaties were finally abrogated, the immediate increase in size of naval units was startling.

Here are some examples, all displacements standard:

USS *Arkansas* (BB 33), commissioned 1912, 26,100 tons; USS *Kentucky* (BB 66), building, 45,000 tons.

USS *Ranger* (CV 4), commissioned 1934, 14,500; USS *Midway* (CVB 41), commissioned 1945, 45,000 tons (*Langley*, *Lexington* and *Saratoga*, all older than *Ranger*, omitted as not having been built from the keels up as carriers).

USS *Salt Lake City* (CA 25), commissioned 1929, first of the treaty cruisers, 9,100 tons; USS *Des Moines* (CA 134), building, 17,000 tons.

USS *Omaha* (CL 4), commissioned 1923, 7,050 tons; USS *Worcester* (CL 144), building, 14,700 tons.

And you get the idea. An interesting corollary of this search for more characteristics per hull, and consequently for ever bigger, ever better warships, is the development of new types that results as old types get too big for their jobs. As DDs increased in size from the 920-ton *Allens* to the 2,400-ton *Gearings* (the smallest and largest types which saw World War II service), something was needed to fill a gap. Big destroyers, almost small cruisers they were, took a long time to build, cost large sums of money and required large numbers of trained personnel. The DE was born, lighter, cheaper, quicker to build, and actually better suited for many types of convoy work than the new destroyers. In like manner, the CVE was more or less a result of the tremendous growth of the CV, and the CLAAAs of the late war were cut in under the CL program to do jobs too big for DDs but too small for the expensive CL.

Aside from the *Worcesters* and the *Des Moines*'s, ships building now, most of which will be ready for the Fleet within the near future, and a few of which are recently completed, represent "end of the program" con-

struction—the last war types, some of them slightly modified.

Incidentally, the Navy found it advisable to complete some (but not all) of the wartime building programs, because the earlier ships of the same types were hard-used in the war. Many of the first *Essexes* and *Clevelands*, for example, though not old in years, are old in service. Three or four years of war service seems about equivalent to 12-15 years of normal service. Maintenance and operating costs of the older wartime ships are consequently higher than those of the "end of the program" ships.

Well, here are the new ones:

Among the carriers are USS *Oriskany* (CV 34) and *Valley Forge* (CV 45), last of the *Essexes* building; USS *Saipan* and USS *Wright*, CVLs 48 and 49, two ships of a new class displacing 14,500 tons against the 11,000 tons of the previous *Independence* class (the *Saipans* are on a modified *Baltimore* hull, *Independences* are on *Cleveland* hulls); and USS *Coral Sea* (CVB 43), end of the super-carrier program. The CVE program ended with completion of the last of the *Commencement Bay* class "jeep" carriers, *Rabul*, *Palau* and *Tinian*, numbers 121-123.

The *Commencement Bays*, a new design based on the earlier four-ship *Sangamon*, or tanker-type, class, were the most successful CVE type and, in fact, the only CVEs which are in truth "warships". The *Commencement Bays* were designed as CVEs from the beginning, whereas all other CVEs were basically merchant designs. The improved design is particularly apparent in the vastly improved compartmentation of the *Commencement Bay* class. And the Navy favored the *Commencement Bays* in selecting the CVEs it would retain on active service in the post-war years. Most of the other CVE classes were assigned to the Inactive Fleets, scrapped or sold as hulls.

A few cruisers wind up the list of major warships building. USS *Toledo* (CA 133) represents the end of the *Baltimore* program; USS *Albany* and *Rochester*, CAs 123 and 124, the last of three single-stack *Baltimores*. USS *Manchester* (CL 83) will conclude the *Cleveland* program; USS *Fargo* and *Huntington*, CLs 106 and 107, two single-stack *Clevelands*, have joined the Fleet.

That's the picture, save for DDs and smaller types, and a few auxiliaries, which will be the subject of a later article.

What of the future? Well, maybe it already is later than you think. Witness this lead paragraph from an Associated Press story of a month or so ago:

"The United States, racing to maintain its naval supremacy, already is building the world's first atomic-age capital ships armed with main batteries of robot rockets instead of guns."

That, give or take a few adjectives, sums up the story of the *Kentucky* and the *Hawaii*. Both hulls, *Kentucky* 70 per cent complete at Norfolk Naval Shipyard and *Hawaii* 85 per cent complete at New York Shipbuilding Corp., Camden, N. J., have

been delayed pending major design changes which will equip them to launch guided missiles.

Pretty obviously, the revolution is at hand. Admiral Cochrane stated, when the *Kentucky-Hawaii* announcement was made: "The Navy's experiments with guided missiles have always contemplated eventual shipboard installation, although design studies were handicapped until the Navy had made more progress in the development of guided missiles. The design studies now being made for the *Kentucky* and *Hawaii* together with the development of missiles guided by carrier-based aircraft, will lead to a revolution in the striking power of naval warships."

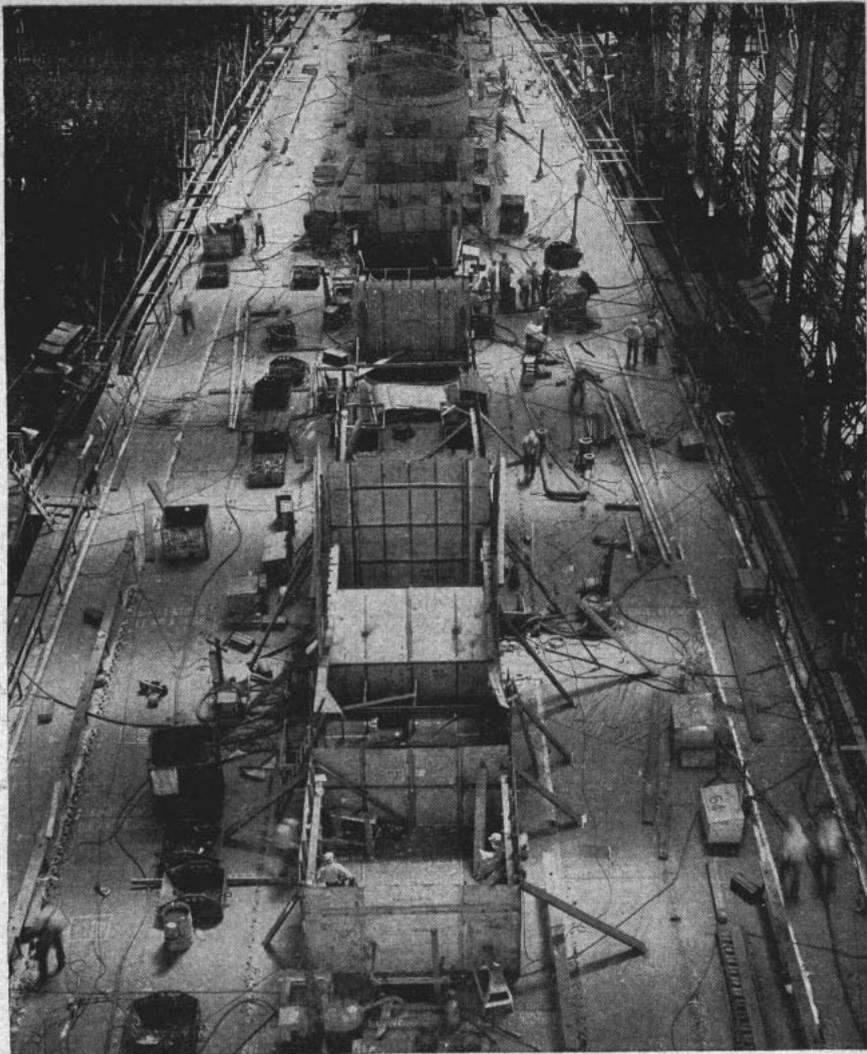
And the Associated Press commented further: "It was patent, however, that the announcement marked the end of an era—the age of the rifled gun in the main batteries of American naval ships."

That age had seen naval architecture advanced from the steam frigate during the last half of the 19th century to mammoth 45,000-ton *Iowas* of World War II—the greatest engines of destruction afloat. And even the *Iowas* would not have been the zenith of the rifled gun era, had the U. S. gone ahead with its wartime plans and built the five ships of the *Montana* class ordered in 1940 but cancelled in 1943. Monsters of 58,000 tons these were to be, mounting main batteries of 12 16-inch 50-caliber guns, three in each of four turrets; 903 feet in overall length with beams of 120 feet. These behemoths were to be named *Montana*, *Ohio*, *Maine*, *New Hampshire* and *Louisiana*, BBs 67-71. But, they were cancelled, and perhaps it was as well they were. Because the developments of this fantastic age we live in have brought a weapon of even greater potential power than the battering, crushing 16-inch shell with its mere 20-odd mile range. The soaring rocket of who-knows-what maximum range has burned a blazing trail across the naval horizon.

Still in the top secret drawer are particulars on the *Kentucky* and the *Hawaii*, if indeed they have been decided. Vast problems must be met and overcome in adapting the huge vessels as rocket platforms, and providing the fire control systems necessary to launch missiles which may have undreamed-of ranges.

Discussing the experiments on the *Kentucky* and the *Hawaii*, Vice Admiral Forrest P. Sherman, USN, DCNO (Operations), commented that if the designs work out the Navy may convert the earlier battle cruisers, USS *Guam* and *Alaska*, to guided missiles warcraft.

The age of the atom will have other effects on the surface Navy, chief among which may be the development of atomic power plants. Admiral Cochrane, in this connection, has predicted that the Navy will be successful in developing atomic-powered warships. The Admiral declared that atomic power for warships is a practical possibility, and that the Office of Naval Research is working on the theory considerations. The Navy in



HEADING new class of CLs is USS Worcester, building at Camden, N. J. Vessels will mount main battery of 12 6-inch dual purpose, rapid fire guns.

conjunction with the Army's Manhattan District is studying a solution of the engineering problems involved.

Admiral Cochrane's prediction is backed up by a statement of Dr. W. A. Higinbotham, chairman of the Federation of American Scientists, that in two years atomic fuels may be producing electric power at Oak Ridge, Tenn., and in five years atomic power may be propelling ships.

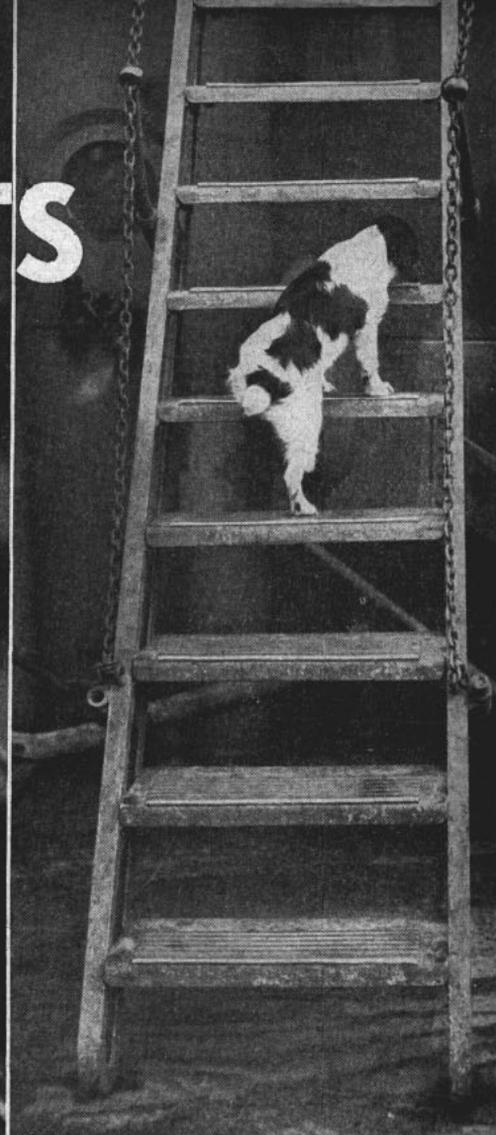
From that point on, any smart sailor's guess is apt to be a good one. It's obvious, for instance, that great changes may occur in space-weight factors aboard ship when the scientists have harnessed the atom for main propulsion machinery. Machinery and fuel account for 25-30 per cent of the space-weight in a modern BB. But these changes would not come all at once, nor would they all result in a saving of weight by any means. Some space-weight probably will have to be used to protect the crew from radioactivity. In the early stages of atomic propulsion development, it seems likely that a conventional heat transfer system will be used—boilers, turbines, etc., to convert atomic heat into shaft revolutions. "Direct drive" atomic power—a jet-

propelled battleship?—may be a much later development, but might easily save considerable weight on propulsion machinery.

Well, would such a saving in weight reverse the trend towards bigger ships? Probably not. More likely CNO, BuAer, BuOrd and BuShips would seize upon the weight advantage to pack more fighting characteristics into the hull. Perhaps more guns, more planes, more personnel, anti-atomic armor—well, the naval architect is about back where he started.

These are, of course, matters of pure speculation (and of present concern to ship designers), and they probably are far afield of the immediate interest Navy men have always held for the ship at hand. About the only conclusion you can draw, inherent in the preceding paragraphs, is that whether you're talking of the age of the Dahlgren gun or the age of the guided missile, the same determining factors keep cropping up in naval architecture: the balance between range and speed and firepower and armor, which naval architects always must consider as they seek the perfect warship.

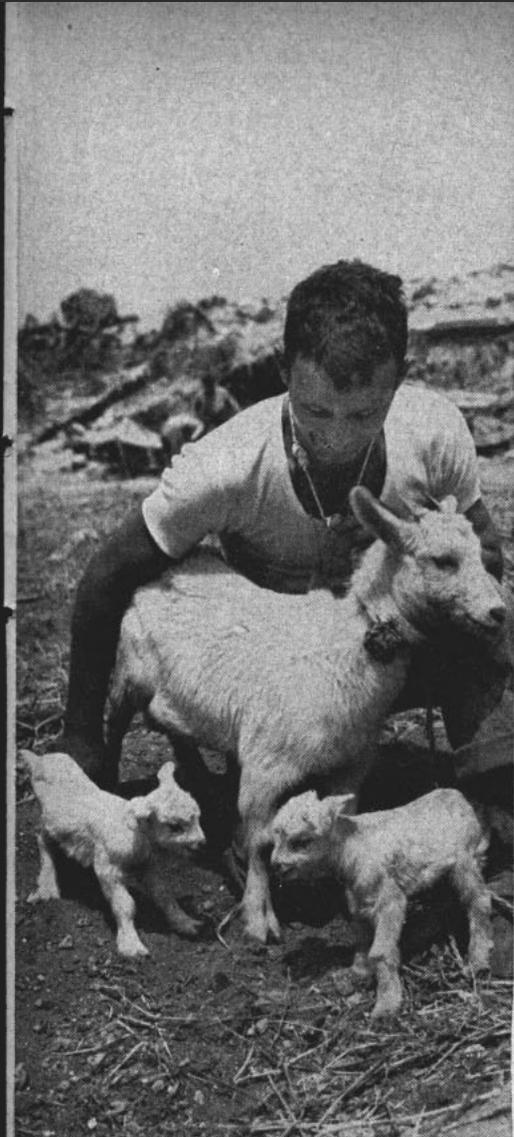
MASCOTS



PERSONALITIES UNIQUE in the animal world are acquired by the assorted animals who go to sea. Above is "Cathy" of USS Refuge; "Mr. Chips" is climbing ladder of a Navy transport. Young Aussie below is anonymous.



HUNG UP TO DRY are seven salty veterans—right the youngsters are Utah, D-Day.



MOST ANYTIME is sack time when you're a pup at sea—and any old place will do. "Brissie", above, and "Guns", below did duty on Coast Guard cutters. Marine, above left, guards Okinawan goats from mess sergeants.



ans of the European campaign. Left to Yappey, Muff, Red, Lightning and Blackie.

RESERVE

BERMUDA in peacetime is just like the pictures in the travel folders—long stretches of good beaches, pink cottages with white coral roofs and green and blue shutters, old fashioned horse-drawn carriages, thousands of bicycles, and souvenir shops with English woollens, French perfumes, and native wood carvings.

This was the discovery of Reservists and Regulars when the USS *Orgeon City* put in at the Atlantic resort islands during the first 14-day cruise of the postwar Naval Reserve training program. Departing Philadelphia 9 October, the heavy cruiser stopped at New York City for weekend liberty, proceeded to Bermuda, and returned to the States, disembarking Reserve personnel at Boston 19 October.

The trip is the forerunner of Reserve cruises that will annually take about 35,000 Reservists from eastern United States for 14 days of instruction on the Navy's most modern equipment.

More than 500 Reservists from the First, Third, and Fourth Naval Districts and the Potomac River Naval Command joined an approximately equal number of ship's company and temporary duty men from other ships of the Reserve Fourth Fleet to make up the crew for the cruise.

All Reservists are veterans of World War II, the great majority having seen action with the Navy, but there was a sprinkling of Army and Coast Guard veterans.

During the first day or two at the dock in Philadelphia, ammunition for firing practice was loaded, bedding was issued, and men were assigned berths, divisions—and places on the watch quarter and station bill.

Dock trials were run in the sleek, 674-foot ship's engine room. Experience of Reserves was tabulated and some were immediately given places on the throttle board and at other key engineering posts. Other Reserves were designated to stand by with an experienced member of the ship's crew in order to learn the job if their wartime experience, for example, had been with diesel rather than steam.

On one or two watches, Reserve officers and CPOs were qualified to take over at once.

All preparations were made for getting underway on the morning of 9 October and two stubby, lumbering Navy tugs arrived to push the powerful warship into the stream from the Fort Mifflin docking space. The skipper's orders were carried out on the deck, in the pilot house and in the engine and fire rooms by Reservists and Regulars acting with efficient teamwork.

Under squally skies, the *Oregon City* slid easily into the Delaware River channel, left the tugs behind, and headed down stream for the open sea. Some Reserves still lingered on deck as she slipped through Capes May and Henlopen and into the



CHICKEN-IN-THE-ROUGH stars at first meal of Reservist cruise. During two weeks training, 11,000 pounds of meat and poultry were consumed.



HOW TO INSERT rescue breathing apparatus cannister is demonstrated (above) by H. B. Stretcher, CSF, USN. Card tricks (below) divert Reservists.



SAILORS

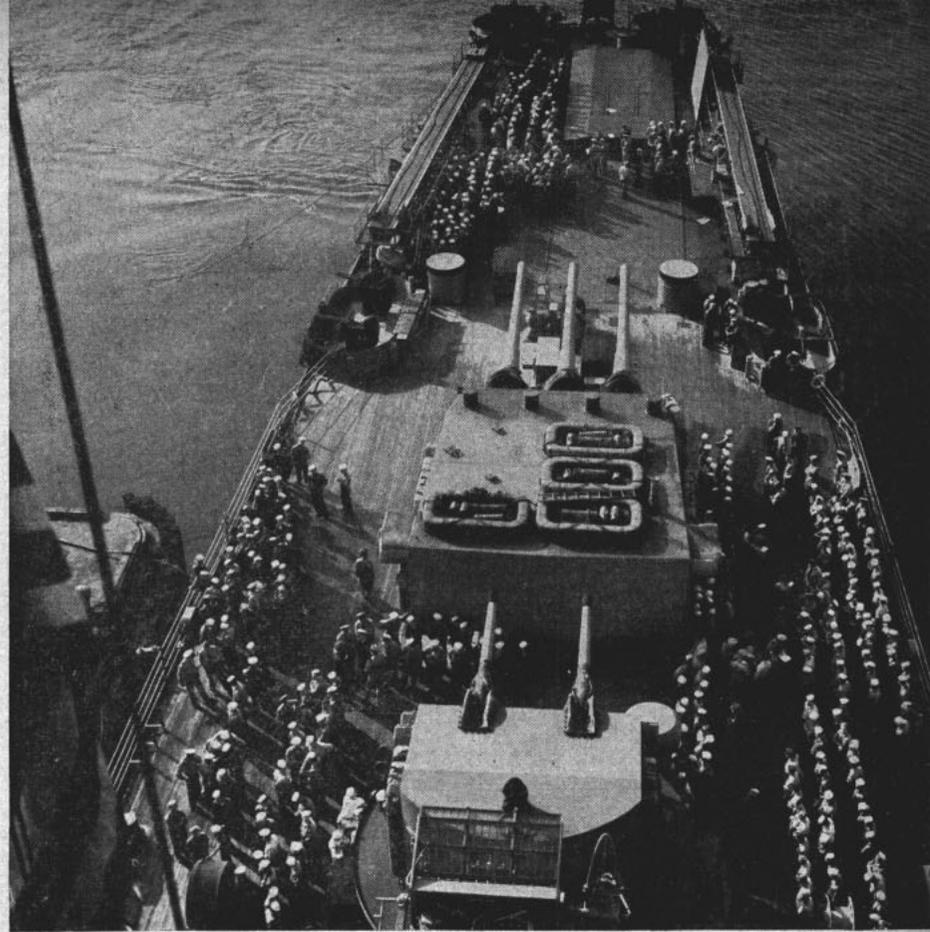
choppy waters of the Atlantic. As the cruiser took her departure from Five Fathom Bank lightship on course 090, she occasionally took a wave over her bow and the veterans of many a wartime cruise knew they were at sea again.

While the ship was proceeding to the Narragansett Bay operating area approximately 100 miles off the Jersey coast and about 80 miles south of Point Montauk, Long Island, Reservists made use of the *Oregon City* small stores, replenishing their supplies of skivvies, black Sox, dungarees and regulation shoes. Between watches they enjoyed the comfortable facilities of the crew's lounge where they read magazines and "shot the breeze" about various subjects.

Although "bull sessions" later turned to old familiar subjects—the war, ships and the sea, and liberty—the first day or two the conversations followed a question-answer pattern as Reservists and Regulars compared notes. "What's it like on the outside?" "Are you glad you shipped over?" "Were you with 'Uncle Dan, the Amphibious Man' in the southwest Pacific?" "Remember when 'darken ship' was the rule in these waters and you never knew when you would be looking down the periscope of an arrogant nazi U-boat?"

In their off-duty hours, Reservists bought cigarettes and other items from the ship's service store and enjoyed ice cream and coke at the ship's soda fountain.

At general quarters, Reservists had an opportunity to refresh themselves in their primary duties as members of a military organization. Side by side with Regulars, they manned the guns and filled the highly specialized



Official U. S. Navy photographs

positions in the directors, plotting rooms and CIC. Fog and clouds "protected" the ship from a "surprise" air attack launched by Navy planes from Quonset Point, but the gun tracking exercise was conducted on the return from Bermuda to Boston. Actual firing at target balloons showed the necessity of drills even for combat experienced gunners. After gun crews

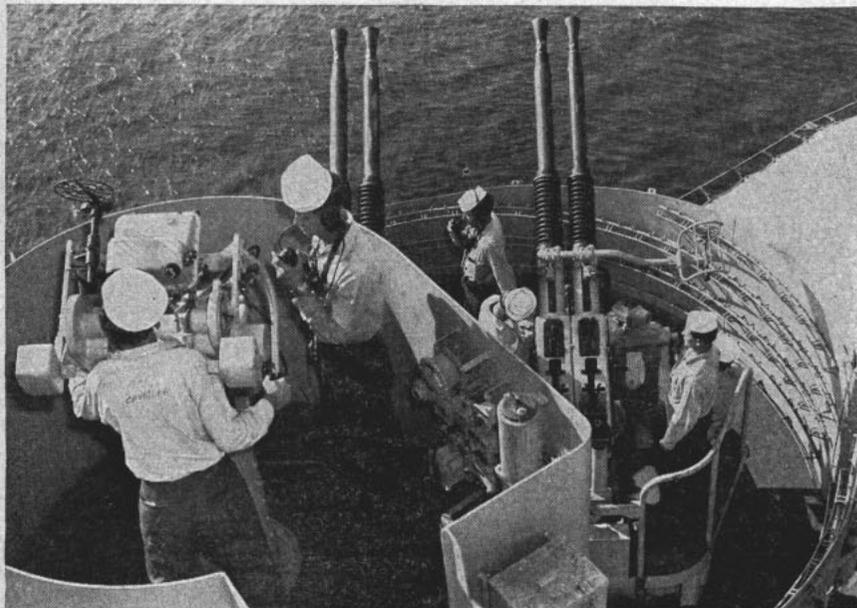
MUSTER AT QUARTERS looked like this as viewed from the top of the ship's mainmast. More than 500 Reservists made the training cruise.

had trained together for a few days marked improvement was apparent.

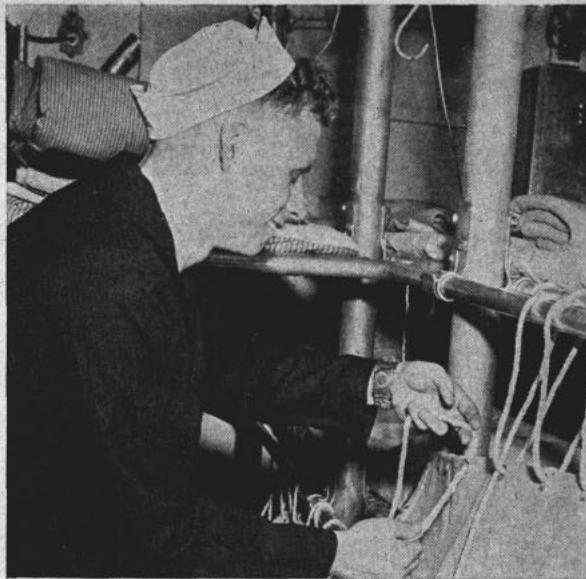
During the two weeks' cruise, Reservists and Regulars consumed approximately 11,000 pounds of meat, 500 dozen eggs, 900 gallons of milk and 160 gallons of ice cream at meals such as the following: Cream of tomato soup, steak, natural gravy, snow flake potatoes, buttered kernel corn, steamed spinach, crisp green salad, ice cream, bread and butter and hot coffee. Excellent quality of the chow, like the success of other phases of the trip, was the direct result of effective Reserve-Regular cooperation from mess cooks to supply officer.

Strictly Reserve matters were administered entirely by Reservists. Pay accounts for Reserves, for instance, were figured and pay day held by Reserve officers and storekeepers. A Reserve executive officer was appointed to handle Reserve personnel matters.

For some Reservists, the cruise was a postman's holiday. A couple of steam fitters from the Fourth Naval District elected to spend most of their free time as well as their watches down in the fire rooms, picking up information in the streamlined power plant of the *Oregon City* that they felt might be of value in their civilian trade. And there was an ex-Army Pfc. now an F1 in USNR, who took advantage of the opportunity to learn



MANNING DIRECTOR and quad 40 mm. mount, Reservists, and ship's company exercise at gunnery drills enroute to Bermuda liberty stop.



'TOMMY GUN' BOLT mechanism is explained (left) by H. A. Strain, GM1, USNR, who wears six battle stars on his service ribbons. G. A. Stein, SM3, USNR, (right) of PRNC Organized Reserve unit readies his sack skillfully.

some tricks on the O. C.'s big lathe from a CMM. The F1 is an apprentice mechanic on the outside.

On the other hand, some Reservists had a complete vacation from their day-to-day activities. One of the Reserve cooks is a moving-van driver in civilian life and many men in the deck force spend their daily eight hours in various office jobs.

Why had Reservists requested orders to the cruise? This was one of the questions posed by Vice Admiral D. E. Barbey, USN, in a questionnaire designed to guide the planning of future cruises.

"To get a little sea duty after being land-locked for about a year," was the way a BM1 answered. And there were plenty who agreed with him. An S1 stated simply, "Wanted a trip—meat hungry." A QM3 volunteered:

"Want to keep up with the changes in the Navy and make sure I'm in this outfit if there's another war." A radar man now working for one of the large electronic manufactures declared, "Came along to see the electronic setup on a new ship. Might be able to pick up some dope that will help me get ahead in my civilian job." He added that he also took advantage of the chance to spend a liberty some place he otherwise wouldn't have had an opportunity to visit.

In answer to another question asked by Com4thFleet in his questionnaire, a good share of Reservists said they preferred sailing in winter if trips could be made to warm, southern waters. Winter cruises would not interfere so much with family vacations and it would be easier to get time

off from their civilian jobs, they stated.

The *Oregon City* cruise was frankly experimental. The test trip revealed flaws in organizational aspects of the 14-day cruise program just as was expected. Three days, for example, were required at the Philadelphia pier to square away berthing, division, and watch, quarter and station bill assignments. In some instances, too, the number of men of a particular rating exceeded the need.

In the future, it is planned to order all personnel for a cruise from one naval district. A cruise to Panama, for example, might be scheduled aboard *USS North Carolina* for Reservists of the Third Naval District. On their drill nights for two weeks prior to sailing, officers and men to be ordered on the cruise would, if



SOAP AND CIGARETTES were among purchases as facilities of ship's service (left) were made available to Reservists. D. C. Taylor, RM3, USNR, (right) hands the latest weather dispatch to CPO in cruiser's radio shack.

possible, go aboard the *North Carolina* to learn the ship and receive berthing and other assignments. Reservists would be ordered to definite billets, thus increasing the training value of the trip by making it possible to shove off for Central America soon after Reservists reported aboard. Such an arrangement would allow probably four days liberty in a foreign port.

The *Oregon City* cruise is being studied by high Navy officials to smooth out other organizational and procedural methods in the 14-day cruise program.

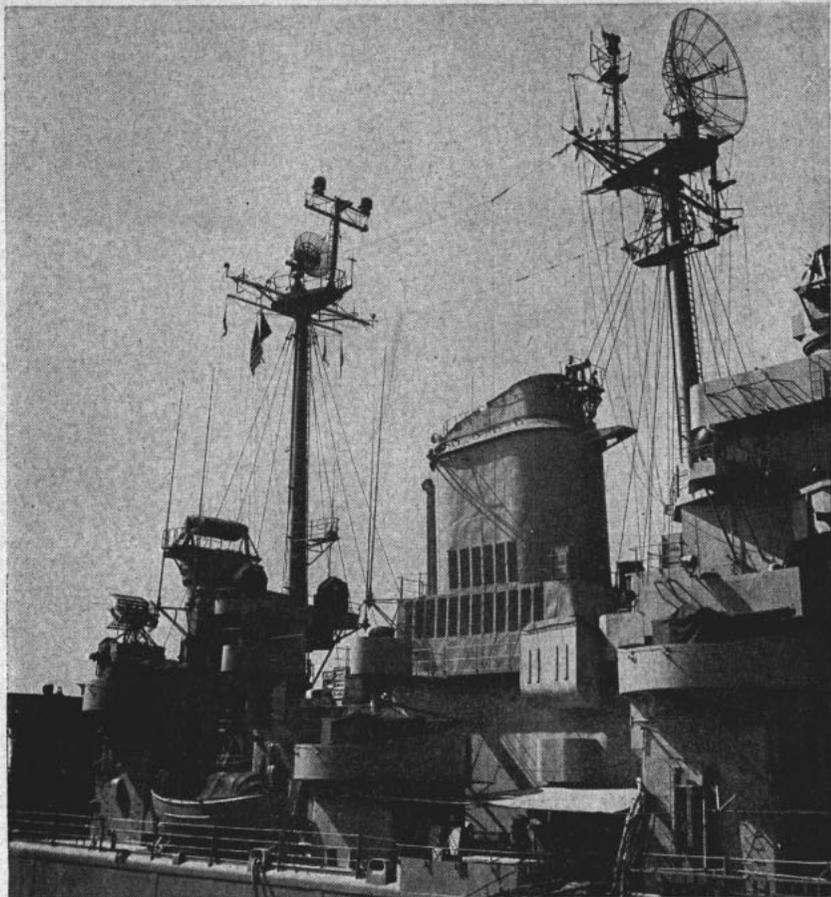
By and large, the initial cruise was a success. Working with ship's company and temporary duty men from other ships of the Fourth Fleet, Reservists sailed the *Oregon City* with the efficiency and ability that inspired a deserved "well done." The Regulars, in many cases, derived benefits from the Reservists' years of actual combat experience. On the other hand, Reservists were refreshed in their sea-going duties and brought up to date by the Regulars.

Most important lesson was the demonstrated worth of the Reserve program to the Nation's defense plan. In time of trouble, the Navy will depend upon Reservists to man ships of the Reserve fleets. Present personnel allowances of regulars to ships in these fleets are not sufficient to keep all equipment in operating condition at all times. On the *Oregon City*, for instance, regular personnel had been able only to run electronic gear periodically but were not able to carry out all phases of maintenance necessary to keep the equipment ready to go at all times. Among Reservists ordered for the cruise were several CETMs. They changed tubes, repaired switches, tested the gear, and put the ship's electronic gear in first-class operating condition. Cruising Reserve ships with Reservists will help maintain these ships as fighting units that can be called upon should international trouble develop.

Admiral Barbey underscored the integral role of the postwar Reserve in the national defense plan when he declared that, in the event of a new outbreak, the Navy will not be able to perform its mission successfully without a large, well-trained force of Reservists who know their jobs. In the future, he added, the United States will not have the time to train forces after the fighting starts, as we have had in the past.

The *Oregon City* was selected for training Reservists because she is one of the most modern ships of the Fleet. The Admiral, at a press conference, said that the Navy is hard at work developing weapons that will enable the Fleet to execute in the atomic age its traditional task of keeping the fighting away from our shores. Reservists will be trained on the new weapons as soon as they come into use, Admiral Barbey said.

That naval personnel, both Reservists and Regulars, realize the importance of joining ranks to maintain the peace by manning an effective Fleet ably is indicated by the teamwork demonstrated successfully on the *Oregon City* cruise.



SINGLE RAKING STACK gives Baltimore class *Oregon City* type a low, difficult-to-spot silhouette. Design is the result of war experience.

CRUISER LACKS CRUISING TURBINES

Built during the war and incorporating lessons in design learned in actual combat, the heavy cruiser USS *Oregon City* (CA 122) is one of the most modern of the Navy's warships. The 13,700-ton ship's single raking stack makes her a distinct type of the *Baltimore* class. There are two other ships of the type, USS *Albany* and *Rochester*, which is not commissioned.

Advantage of the single funnel is the low silhouette it affords the formidable vessel, making her more difficult for an enemy to spot.

Other significant changes from the older ships of the *Baltimore* class are mainly in the engineering plant. The *Oregon City*, for instance, has no cruising turbines. Foundations for cruising turbines were not even included in her design as they were in some war-built cruisers. When the ship was on the drafting board, no peacetime 12-knot cruising was anticipated for this war baby.

The sleek 673-foot fighting lady has four General Electric high pressure and low pressure turbines connected with four propellers and capable of generating 120,000 horsepower. She will make better than 30 knots at full load.

If the starboard fuel tanks of the

Oregon City were ruptured by explosion and water or other contamination entered the fuel lines, a shift to port suction could be accomplished in about one minute. Speed would be maintained—a factor that would prevent her becoming a sitting duck for an enemy and would keep her in the fight. *Oregon City* was the first warship to have fuel oil burner lines divided at the front of the boiler to permit almost instantaneous use of either port or starboard suction.

Tests have proved that on board the *Oregon City* split plant operation is actually more economical than cross connecting operation.

Each boiler room has one main generator, a design unique to ships of the *Oregon City* type. Evaporators are in the engine rooms.

Other departments of the *Oregon City* follow closely the design of the sister ships of the *Baltimore* class. Armament, for example, is identical. There are nine 8-inch 55 cal. rifles, six twin dual purpose mounts of 5-inch 38 cal. rifles, 11 quad and two twin mount 40 mm, and 10 twin and 20 single mount 20 mm.

Built by Bethlehem Steel, Quincy, Mass., the *Oregon City* was commissioned 16 Feb 1946 at South Boston. Her commanding officer is Capt. Burtnett K. Culver of Knoxville, Ia.



SHIPMATES help sailor check out cold weather clothing for cruise in Arctic waters. Sorry, we don't know how he stowed this gear in his locker.



PLANE CREW gets preview of Arctic survival kit whose contents are faked out

OPERATION BLUE NOSE

THE CHARTS are about as reliable as the seedings for a girls' horse-shoe tournament. A magnetic compass lies like an erring husband. Even the gyro-compass is as full of errors as a grade school infield. A ship, like the star halfback, can't move an inch without interference.

This is the Arctic, the frozen north that isn't as cold as some states of the Union and isn't as inaccessible as your geography might lead you to believe. The Canadian Arctic, habitat of the Northwest Mountie. The Greenlandic Arctic, home of the Eskimo, the polar bear and—ubiquitous character—the American sailor.

It was last summer that the Navy, anxious to convince John Gob that the Arctic Circle was no more difficult to hurdle than the Equator, buttoned up its overcoat and ordered a training cruise into the north. Delegated to the task were five ships: the USS *Whitewood*, erstwhile net-layer; the USS *Norton Sound*, a seaplane tender; the USS *Beltrami* and USS *Alcona*, AKs; and the U. S. Coast Guard Icebreaker, *Northwind*.

Typical of all ships of their class, the Navy vessels would cause no comment, but the *Northwind* is an unusual craft. Only 269 feet long, still she draws almost 30 feet and measures 63 feet abeam. At her bow—and this will raise your fur-lined white hat—is a propeller. The *Northwind* can grind her way through an ice field, leaving a clear wake for more delicate ships. When she gets through, as an awed witness remarked, you can put what's left in a highball glass.

Boston was the jumping-off place. The *Whitewood* sailed on 1 July, the

Northwind on 3 July and the *Norton Sound*, carrying the commander of the group, Capt. Richard H. Cruzen, USN, got underway on 8 July. The *Beltrami* and *Alcona* departed on the 15th and 18th, respectively. They were to rendezvous in Baffin Bay, off the coast of central Greenland.

They forged through the Labrador Sea, locale of last spring's Operation FROSTBITE (ALL HANDS, April 1946), and into Baffin Bay via Davis Strait. On 16 July the *Norton Sound* hove to off Umanak Fjord, 70° north latitude, while the *Whitewood* and *Northwind* pushed on into upper Baffin Bay, scan-

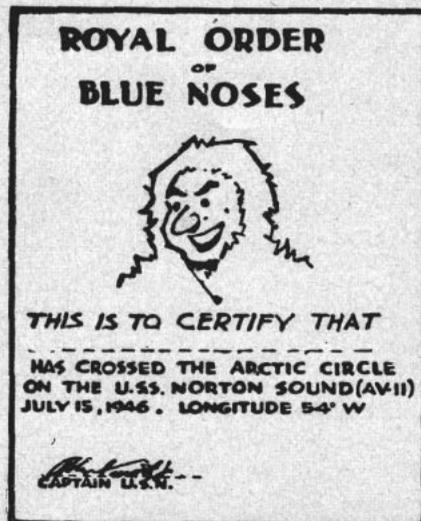
ning the sea for ice up to 74° north. They found little ice, and so the *Norton Sound* joined the other ships on 19 July about 73° north off the coast of Greenland.

On the following day a PBM took off for Thule, Greenland settlement 76° 30' north, and there found the anchorage of North Star Bay free of ice. Capt. Cruzen took the *Norton Sound* and *Whitewood* on to Thule, parting company with the *Northwind* which steamed across Baffin Bay to the Canadian side to exercise in Lancaster Sound.

Meanwhile, at Thule, the PBMs made three long-range reconnaissance flights to study the ice pack. The first flight on 25 July followed Smith Sound northward to Peary Land and eastward then to the northeast corner of Greenland and return, 1,400 miles and 12 hours. Part of this route was traversed by Robert E. Peary by dog-sled with considerably more difficulty. The pilot was Lt. Cdr. C. J. Barnowsky, USN, of Junction, Tex., a former enlisted man.

Another ex-enlisted man, Lt. Dave Bounds, USN, piloted a PBM on the second such flight on 27 July. He flew northward, also along Smith Sound, but veered west over Grant's Land, northern part of the Canadian island of Ellesmere, and winged out into the Arctic Ocean. This trip too was 1,400 miles and 12 hours long.

A third flight shortly after ranged west to the Lancaster Sound area, where the *Northwind* was operating alone, to examine the weather, the ice and scout for an anchorage. In the meantime the *Whitewood* parted company with the *Norton Sound* and



KNOW YE by these presents. No Shellback has a thing on men cruising into the Arctic. They are Blue Noses.



in style reminiscent of bag inspection. Rifle in officer's hand is part of kit.



Official U. S. Navy photographs

LATEST THING in Arctic skivvies is modeled by C. H. Morrison, ACMM, while E. J. Lauve, SKVI, admires the material and K. D. Barton, SI, admires the . . . uh . . . fit. As a matter of fact, it never got cold enough to need 'em.

sailed north to Kane Basin, returning almost immediately.

On 5 August the *Norton Sound* and *Whitewood* proceeded to Lancaster Sound to join the *Northwind*. On the 12th the *Whitewood* found an anchorage in that area at Bylot Island. From that place another PBM took off on 13 August for a 1,200 mile round trip west to McClure Strait. Observers reported heavy ice pack there, and Capt. Cruzen turned his attention to Kane Basin instead. He had transferred his flag to the *Northwind* and sailed in that ship through Smith Sound to Kane Basin, bucking ice for 24 hours on the way.

The rugged *Northwind* churned through that barrier with ease, however, logging as much as five knots on four of her main engines through ice as thick as five or six feet. Into the clear she steamed and north through Kennedy Channel, but at 0200 on 24 August forward progress halted because of ice and evil weather at a point in Robeson Channel off Thank God Harbor in Northwest Greenland.

After two hours of unrewarded ice-bucking, the *Northwind* turned back and bore south on the Ellesmere Island side of the channel, seeking sheltered water in Lady Franklin Sound. Snow and fog reduced visibility so that the scout planes (SOC) and helicopter carried by the *Northwind* could not be launched to investigate conditions farther north.

On this jaunt the *Northwind* forged farthest north of any surface ship during the cruise, reaching 81° 44' on 24 August in Robeson Channel. She returned then to Bylot Island. Another PBM flight westward showed that ice conditions had improved there so she headed west for McClure Strait. The *Norton Sound* went home.

From Lancaster Sound the *Northwind* forged through Barrow Strait

into Melville Sound, covering the eastern half of the famed Northwest Passage. On 2 September, 10 miles off the southwest coast of Melville Island, she halted because of heavy pack ice at the farthest westward point attained, 114°. Again, due to low visibility, the SOC could not take off to investigate other possible leads in the ice field.

On the return trip the *Northwind* sallied forth into Wellington Channel north 76°. Still another time ice and bad weather stopped progress between Cornwallis and North Devon Islands. She returned to Thule this time, meeting the *Alcona* there on 9 September, and left the next day for Boston. The *Northwind* reached Boston on the 18th, the *Alcona* on the 20th.

Not the least important of the things learned during the exercises was the comparative warmth of the region. Capt. Cruzen, summing up results, pointed out that Arctic sailing is no worse than any other sea duty. Temperatures at no time went lower than 24° F. and 80 per cent of the time were above freezing. The variable winds never exceeded 55 knots. It was, in fact, even warmer and the seas even freer of ice than Capt.

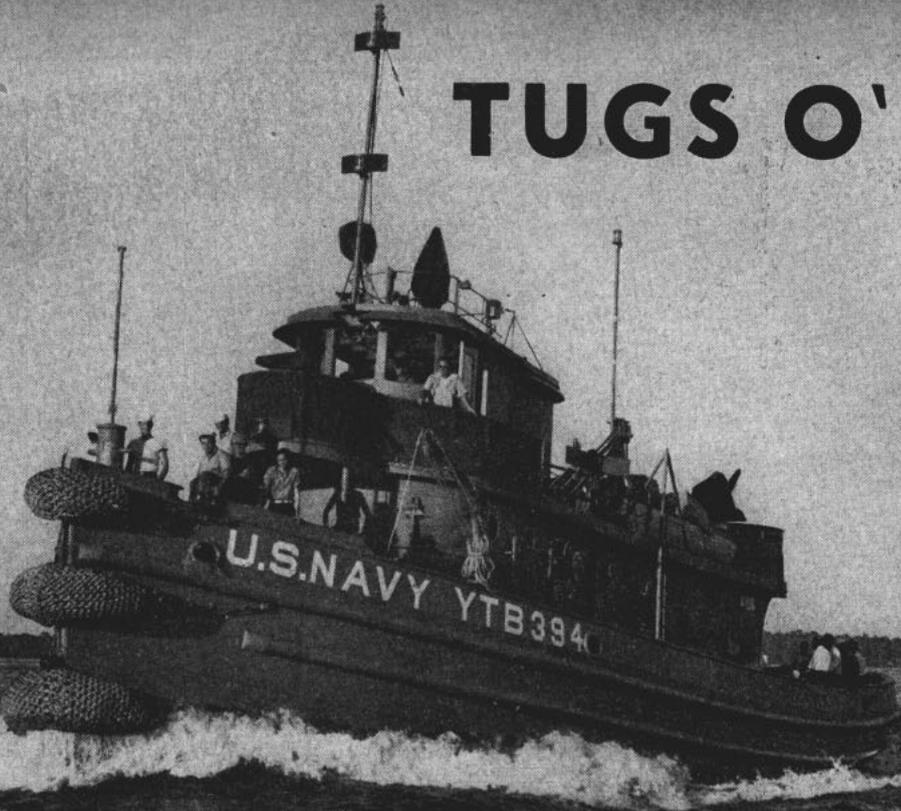
Cruzen, a veteran of Arctic and Antarctic explorations, expected.

Experience on the cruise showed that during two months of the Arctic summer, at least, conditions were suitable for combined surface and air operations. They discovered that ships could move with considerable facility through icy seas, when aircraft scouted the area immediately ahead to find open paths through the pack. Even non-winterized aircraft could be used for this purpose, it was learned.

Navigation was complicated by incomplete charts, and long periods of overcast atmospheric conditions. The almost continuous daylight nearly ruled out the use of celestial navigation. Radar was invaluable in locating iceberg targets and in picking up headlands which were sometimes as much as 20 miles from their charted locations.

All these considerations convinced the Navy of the value of the exercise, but by far the most important feature was that of training. Those who made the cruise provided the Navy with a nucleus of men trained in polar voyaging, schooled in several instances by veterans of frigid operations.

TUGS O' WAR



Official U. S. Navy photographs

FOOTBALL TEAM mans this harbor tug, big. One hundred feet long, she carries a standard crew of eleven.

BEETLE-HULLED little work horses, the Navy's sea-going tug fleet has chugged a frothy track from combat waters to new peacetime tasks growing out of a fighting war record.

These chunky jacks-of-all-jobs are stout-skinned scrappers that "grew up" during World War II. They were the square-jawed little toughies of the Service Force that moved out of their narrow front yards to smack the chip off any gent who wanted a brawl in his own home port.

Little was heard, except a shrill tooting, from the plodding 15-knotters at every major fleet operation.

They salvaged, hauled, towed, rescued and patrolled. They transferred mooring buoys, nosed transports into slips and laid smoke screens. They jerked landing craft off hot beachheads, fought shipboard fires and cut lines from the fouled screws of LCTs. They joined convoys to tow torpedo-disabled vessels to safety.

And—with their peashooter 50s and 20s—they fought.

The ocean-going tug, almost unknown before the outbreak of European hostilities, today has taken on new dimensions as a vital part of the peacetime fleet.

They're not fitted out as combatant ships, but—

● **USS CHOWANOC:** This sea-going fleet tug, hard at work off Leyte clearing the screws of an LST, was taken under attack by Jap planes. Final score: the tug's 20s nailed three Vals and two Bettys. Still under at-

Fleets Would Be Impotent If It Weren't for Vital Help Rendered by Navy's Chugging Little Workers With Their Junebug Hulls

tack later, the *Chowanoc* salvaged a capsized Navy plane, pulled a stranded AVP from a reef and worked on a damaged destroyer until a typhoon struck. Typhoons mean more work for the fleet tugs, pulling stranded ships off beaches and retrieving floating barges. The *Chowanoc* went seaward, hauled an LCT back to the beach. She helped destroyers screen a large convoy; she laid smoke screens and drove off air attacks—her nine officers and 100 men.

● **USS APACHE:** While steaming as part of a salvage group headed for Lingayen Gulf in the Philippines, she shot down three Jap planes and forced a fourth to crash in the water near her—all in nine minutes. During the Guam campaign, the tug dislodged a beach landing craft while under heavy artillery and mortar fire; the *Apache* succeeded in closing the vessel, passing a towing pendant aboard and easing the craft off the beach.

● **USS CURRENT:** This Navy tug, along with three other salvage vessels, made a 1,000-mile dash deep into Jap-controlled waters and towed two damaged American warships to safety. The job required eight days; steering

mechanism of one warship was out, making it almost impossible to tow her. Squalls were encountered and submarine contacts were made.

● **USS MORENO:** This fleet tug towed the *USS Tackle*, a salvage freighter, 1,500 miles to Odessa, USSR, to increase the slower ship's speed. The only Navy vessels to precede the *Moreno* through the Dardanelles and Black Sea in 21 years were the President's convoy en route to Yalta. The *Moreno* had more than 100 air raids in her log.

● **USS INTENT:** This "harbor" tug traveled 19,000 miles to handle vital salvage operations off the Eritrean port of Massawa on the Red Sea; later, she chugged back around the Cape of Good Hope to join in the Salerno operations. No harbor-sitter, the 102-foot tug was built in 26 days and was powered on her long jaunt by a 12-cylinder diesel.

● **USS CHOCTAW:** A 210-foot fleet tug, the *Choctaw* used an 1,800-foot towing line to bring the seriously damaged ss *Murfreesboro* into Bermuda with 4,500,000 gallons of gasoline. She towed a torpedo-damaged warship from North Africa to the U. S. and returned two crippled LSTs from Normandy, despite the fact that one of the LSTs had lost 40 feet of her stern from an underwater explosion.

● **USS MATACO:** This 205-footer traveled 65,000 war miles during 18

months in the Pacific and towed a floating dry dock from the West Coast to Australia. She pulled landing craft off the beach in the Marshalls, did anti-submarine patrol duty, yanked a sister tug off a reef, rescued a plane and its crew, carried ammunition and towed gasoline barges.

● **USS SEMINOLE:** This gallant little tug, along with her 400 drums of aviation gasoline, was blown out of the water by Jap destroyers off Tulagi after she and a few other small vessels served as the only life line for the air force defending the 'Canal'.

● **USS CHICKASAW:** This tug assisted in the removal of 280 Tinian casualties in the Mariannas from a landing ship which had beached on a reef in heavy seas. A 10-hour job, the casualties were removed by breeches buoy and small boats under difficult conditions.

Among the craft damaged by strafing in the Okinawa campaign was the fleet ocean tug *USS Pakana*.

Wartime stories of heroic action by these little ships point up the workaday job done by the stubby fighters. The *USS Lamson* (DD 367) was hit in the bridge by a suicider off Leyte during the Ormoc Bay landing. The ATR 32, a sea-going rescue tug, came alongside with her trained firefighters and assisted in extinguishing the flames aboard the destroyer. Then she towed the *Lamson* back to Leyte Gulf, meanwhile undergoing a dive bombing attack.

On the list of the unsung district craft was the *USS Menominee*, a little ship with a big record.

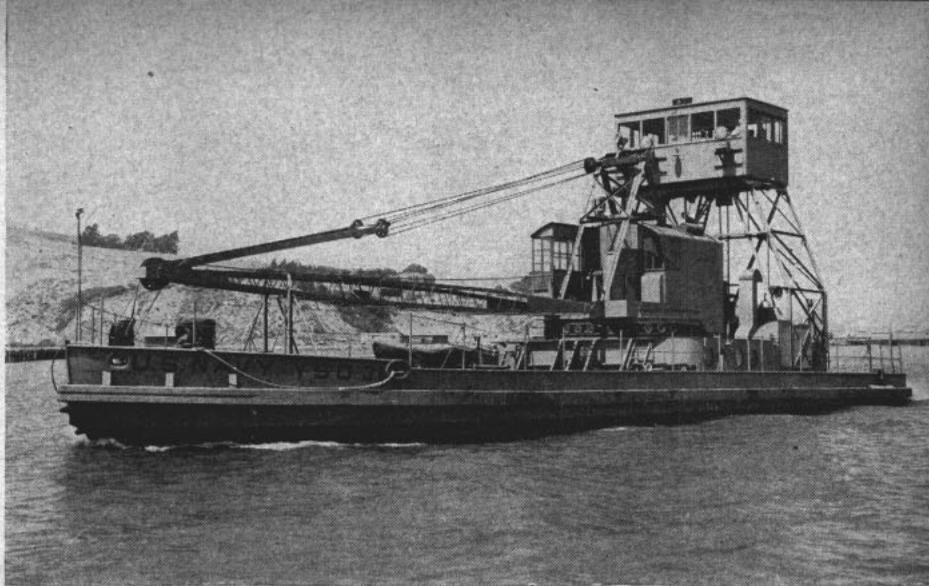
This chunky little ocean-going "crutch" added many times her own strength in crippled shipping during a two-year period in the Pacific. During this time (while covering 70 000 miles), she saved 12 ships, pulled 20 more off reefs, rescued a man trapped in a damaged cruiser, fought fires at Noumea, helped invade Green Island and Emirau and went to general quarters 178 times.

The fleet tug's job of salvage frequently was strictly lone wolf; twice she raced tropical hurricanes to save cargoes of sinking merchant ships. One of the most unusual rescue operations listed on the *Menominee's* log involved the rescue of a cruiser radio-man trapped in a flooded compartment.

Sailor Trapped

The sailor had been caught in an emergency radio room in the outboard corner of a larger compartment which had been flooded when the cruiser was hit and put out of action. The larger compartment was flooded with oil, thus making the radio room inaccessible from two sides. The outboard side of the room was below water level and the compartment above was flooded with 18 inches of oil.

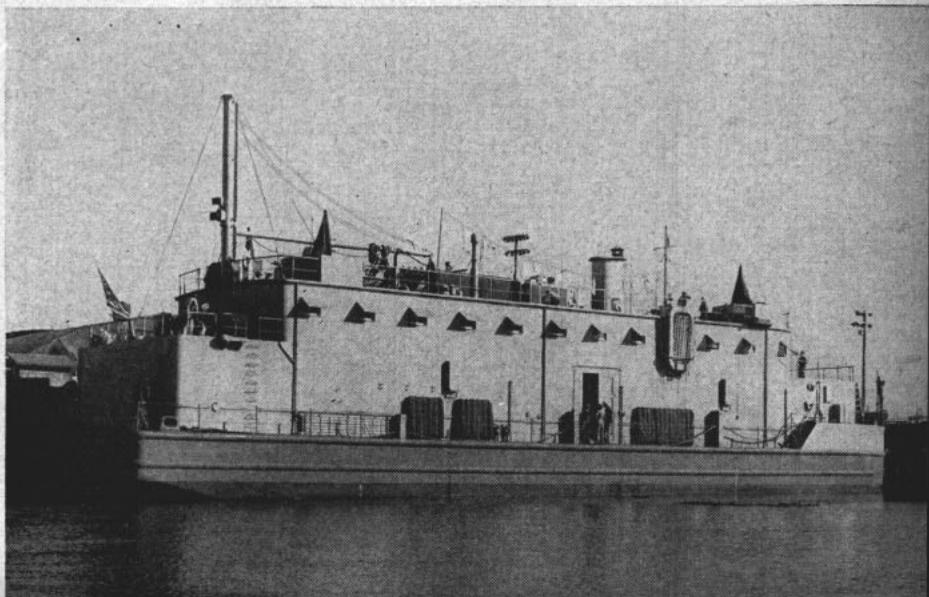
All this meant that the only approach to the trapped man was through the forward bulkhead—a heavy armor steel wall. And the cruiser's engineers were skeptical about cutting through the bulkhead, thus possibly weakening one of the

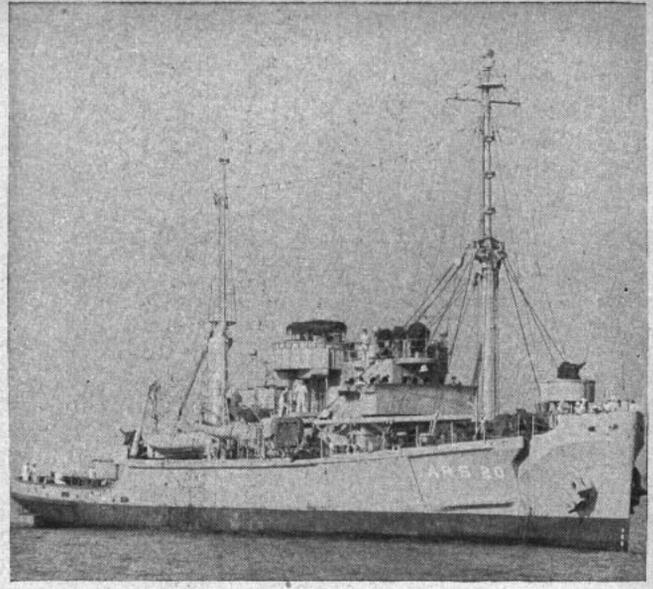


OUT OF THE WAR came the YSD—seaplane wrecking derrick, shallow draft vessel that plucked disabled planes from the sea like grapes from a vine.



HANDY as a shirt pocket was the diesel or gas-powered YTL—harbor tug, little, shown here towing a barge. Below is a YR—non-self-propelled workshop.





WOODEN HULLED, the ARS 17 was forerunner of the USS Chain (ARS 20), at right, a steel salvage vessel that turns up 3,000 horsepower and can steam 5,000 miles to accomplish her offshore salvage missions in distant waters.

mainstays of the dangerously damaged ship.

The tug's skipper and his rescue party went to work. They tackled the armored bulkhead with an acetylene torch, attempting to cut a hole large enough to free the radioman. The fumes and heat caused by the torch became unbearable in the radio room and the sailor began to lose consciousness.

As an immediate emergency measure, a small hole was cut in the steel bulkhead and a drinking hose was inserted to revive the radioman. Then the hose was used for him to breathe fresh air while the larger hole was being cut. He was brought out safely.

The ocean tugs, fleet, consisted almost entirely of large sea-going craft of the *Navajo* class. Excellent all-purpose, powerful, long range and

very seaworthy, the tugs carried good firefighting and salvage (ship rescue, emergency damage control and repair) facilities. For firefighting, they are improved by the addition of portable fire pumps and equipment.

Well armed for combat operations, the ATFs carried as additional personnel one salvage officer, four salvage divers, six general salvage men, one firefighting officer and eight firefighting specialists.

The ATAs were new war-born tugs. Designed for major towing operations at sea, they have a large radius of action and considerable endurance. They are designed for use in reserve areas just outside combat zones where they will be in a position to relieve any ATF engaged in towing a disabled vessel to a repair base.

Ocean-going rescue tugs, the ATRs

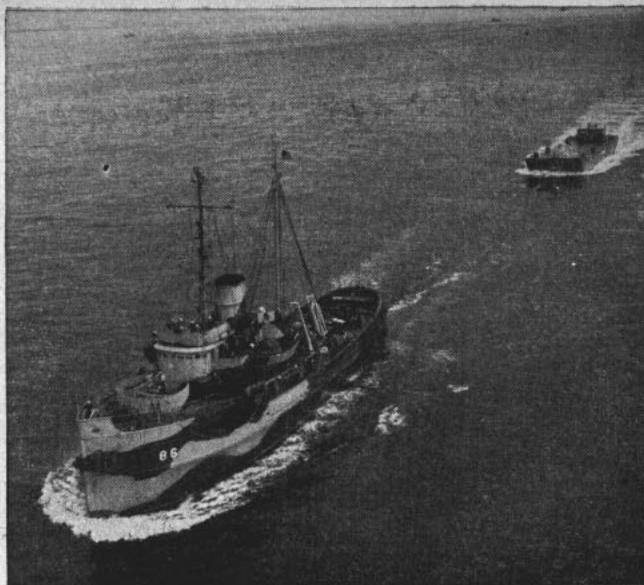
are new wooden tugs originally designed to render emergency assistance to disabled vessels in enemy submarine infested coastal waters of the U. S. They are well fitted for firefighting and have adequate salvage facilities. They have good towing power but are limited in endurance and radius of action.

The new steel salvage vessels, ARSs, are designed primarily for offshore salvage work in distant waters. With a length of 213 feet, displacing 1,630 tons, and with a cruising radius of 5,000 miles, they carried a salvage crew of two officers and 21 men in addition to the ship's operating crew.

Submarine rescue vessels, ASRs, are designed and equipped primarily for the purpose of rescuing the crews from sunken disabled submarines in waters up to a maximum depth of



HARD AT WORK, the YTB (at left) demonstrates her adaptability, pushing a gate vessel to unlatch a harbor. The ASR 12 (right) is a submarine rescue craft designed to extricate men from disabled submarines down to 300 feet.



HARBOR workhouse YTL 600 takes in the slack, but (at right) the ATR 86—seagoing rescue tug—makes knots with a barge in tow. The ATRs are well-fitted for fire-fighting and have adequate salvage facilities and towing power.

about 300 feet. Equipped for this purpose, they are suitable for conducting diving operations in relatively deep water whereas salvage vessels (ARSs) are equipped for normal diving operations in shallow water up to 60 feet.

One of the war's most hazardous and heroic jobs was performed by Navy divers operating from salvage tugs. Deep-sea diving under combat conditions is tantamount to slapping death in the face. Bombs bursting within 3,000 feet of the men under water may be fatal because of the terrific concussion waves set up in the water by the exploding charge.

During the Aleutian campaign, a couple of Navy divers were engaged in the job of salvaging a hulk when word of "enemy aircraft approaching" was passed. Word was telephoned to the men to surface hurriedly and, de-

spite the time required to safeguard changes in pressure, they made the ascent in four minutes.

Scores of sunken ships have to be moved, refloated or cut up—jobs for the divers from salvage tugs. Some of the hulks rest in the middle of navigable channels, block access to port and are a menace to shipping. Salvage of machinery and food stores often is possible, not only on our own ships but on sunken enemy submarines.

Along with the fender-nosed tugs, the Navy's "Y" boats underwent many changes during the war to conform to designs required by new performance.

The YRs, floating work shops, were a new type developed during the war. These 700-tonners, 150 feet long and

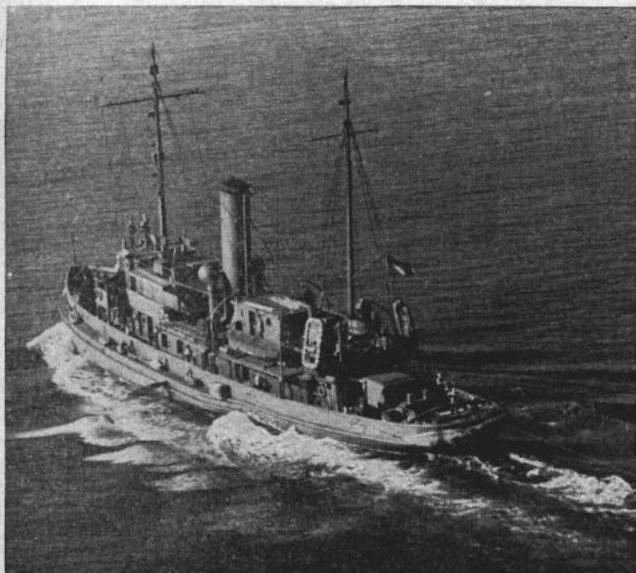
with a crew of 44, handled emergency repairs at advanced bases. The Navy had 60 of the YRs, each a floating electric shop, sheet metal shop, foundry, diesel shop and optical shop—among others.

The YSR—40 were built during the war—was another new Navy type. These were sludge removal barges utilized to clean out the fuel tanks of larger vessels.

Out of the war came 70 YSDs—sea-plane wrecking derrick. Displacing 200 tons and with shallow draft, these diesel-powered craft worked mostly at U. S. seaplane bases on the job of salvaging planes.

"Y" Boats in service during the war totaled 5,401; of these 1,450 remain in active service.

One new job carried out by the "Y"



CHUNKY veteran of the whistle-while-they-work craft is the YP 581, built in 1929 as the USS Acushnet (AT 63), while the well armed ocean-going ATF, at right, is a newcomer who proved her worth during the years of war.

boats during the war was net boom defense measures.

Prior to 1939, the U. S. had never experimented to any extent with net or boom defenses for harbors and anchorages. The British had been active in this field, developing certain standards of net and boom defenses as well as vessels designed for laying and tending these defenses.

By November 1939, sufficient information had been obtained on the British net tenders for the issuance of preliminary specifications for designing this type of vessel for the Navy. One of the major objectives in the design and characteristics was the ability to construct the vessels cheaply and quickly. The new net tender met the following requirements:

- Carrying out and laying gate vessel and net defense moorings.
- Towing nets from a shore base and making them up into a defense.
- Repairing net defenses.
- Providing gate vessel service including operation of the gate and watch on the defenses.
- Providing tug, towing and diving services.

Thus was the YN1-32 class built.

Late in 1942, it was decided to construct another series of YNs. Because of the scarcity of wood at this time reversion to steel again was necessary. Plans and specifications were completed, calling for a three-foot increase in beam to improve stability.

Mobile Drydocks

The ARDs—towed by fleet tugs—were developed as mobile, floating drydocks during the war. The ponderous hull bellied down into the water, virtually scooped up a crippled destroyer, pumped itself dry and rose to cradle its ailing occupant for repairs.

One of the hardest-working veterans in Service Force's fleet of these craft was ARD2, the Navy's first floating drydock to go outside CLUSA. Commissioned in April 1942, she left the States to complete fitting out at Pearl Harbor. In October 1942, towed by the USS *Prometheus*, a repair ship, ARD2 left Pearl on the long voyage to Noumea, New Caledonia, passing through the then Jap-occupied Ellice Islands well within enemy submarine patrol range.

For the first six months at Noumea, work on the ARD2 proceeded on a 24-hour-a-day basis, with the crew working in shifts. She was the only drydock in the forward area and the need for her facilities was both extensive and urgent.

She had the destroyer USS *Waters* in her basin when a 90-mile-an-hour hurricane struck Noumea harbor. On one occasion during these trying months she cradled three small craft in her basin at once.

Out of the war came dramatic stories of the jobs done by these "little ships".

Mighty fleets would be impotent without them. Disabled ships—torpedoed or otherwise—would never make port. Convoys would get out of line. Docking of transports would be impeded. Rescue and salvage operations would be impeded without the help of the chugging little work horses with the junebug hulls.



LOOKING AFT in partially submerged drydock shows shock-absorbers.

GADGET REDUCES DOCKING HAZARD

The Bureau of Yards and Docks is continuing consideration of design for a shock-absorber to be attached to the decks of floating drydocks to lessen the hazards of docking ships in rough water.

Because the floating drydocks may be called upon to operate in forward areas where smooth water anchorages are unavailable, and this was not uncommon in the war years, the usefulness of such a shock-absorber is obvious. When design problems are overcome, it is possible the gear may become standard equipment on floating drydocks at advance bases.

Reference to the picture of the model shock-absorbing blocks accompanying this article should help in understanding an explanation of the gadget. The gear consists of a pedestal, which is attached to the drydock deck, on top of which is a rigid steel ram, or piston head (see cutaway model). The ram is surrounded by a buoyant steel ring which may slip up and down over the ram and

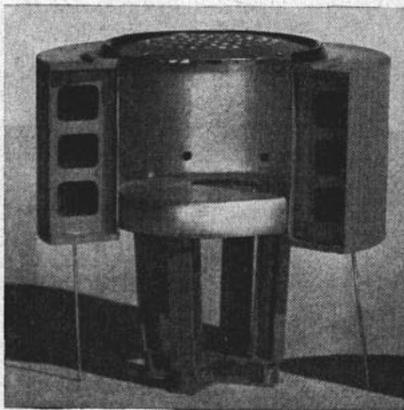
which may tilt freely in any direction. In some models, the angle of tilt may be up to 27 degrees.

The ring rests on the deck of the dock when the dock is dry, but floats up to the top of the ram as the dock is filled. When the ship is in place over the drydock deck and the dock begins to come up out of the water, the ship's bottom contacts the floating steel rings. As the dock rises under the ship, the rings are depressed gradually. When the dock is once again high and dry, the ship has come to rest on the regular drydock blocks adjacent to the ram, and the steel ring has settled back to the floor of the dock.

The cushioning effect, which makes the device useful in docking in rough water, is provided by a feature of the steel ring and piston construction. When the ring is floating at the top of the piston (better refer to the cutaway model again) the space between the top of the ring and the piston head is filled with water. A rubber sheet covers the holes in the plate across the top of the ring, thus imprisoning the water. When pressure is applied to the ring, as when a ship's hull bumps it, the water can escape only through the small holes in the sides of the ring above the piston and through the space between the ram and ring. The resulting hydraulic pressure provides the shock-absorbing feature of the design.

This action tends to ease the tossing of the ship in a rough-water docking, thus reducing danger that the ship may be thrown against the floor or the sides of the dock with resulting damage.

The gear has been tested in an open sea docking. The shock-absorbers were installed on a 1,000-ton AFD (see other illustration), which was towed to sea off Judith Point, Rhode Island, and a 250-ton oil barge was successfully drydocked.



Official U. S. Navy photographs
CUTAWAY MODEL of new gadget attached to decks of floating drydocks to help in cushioning shock.

IT'S AN AIR-COOLED NAVY

THERE'S HARDLY a bluejacket who hasn't tossed and turned in a sweltering bunk aboard ship in the tropics.

That's why most bluejackets will be enthusiastic about a new experimental program which the Navy is instituting, to increase the fighting efficiency of naval personnel by improving living conditions aboard ships of the fleet. The experiments are concerned with shipboard air-conditioning.

The Navy has made increasing use of shipboard air-cooling gear during the past 40 years, culminating in the experimental installations now being placed aboard the 17,000-ton heavy cruisers *Salem* and *Newport News*. Except for machinery spaces, virtually all living and working compartments aboard these new cruisers will be air-conditioned.

"The Navy is not trying to mollycoddle its personnel," Vice Admiral E. L. Cochrane, USN, until 1 November Chief of the Bureau of Ships, emphasized. "Admittedly the ships will be more comfortable in tropical climates, but that consideration is not paramount. It is to improve the battle effectiveness that this is being done."

Citing wartime experience, Admiral Cochrane said:

"The fighting efficiency of our fleet is lowered in proportion to the human strain and exhaustion caused by exposing personnel to long periods of abnormal heat. There can be no question but that the crew in an air-conditioned warship will have a distinct and perhaps a decisive advantage in action with an enemy fatigued and of lowered alertness from living in a ship that is not air-conditioned."

The experimental program being conducted by BuShips will test two types of equipment. One, utilizing steam jet equipment, will be aboard the *Salem* when she is completed at the Bethlehem Steel Company Shipyard, Quincy, Mass., in late 1947. The *Newport News*, now under construction at the Newport News Shipbuilding and Drydock Company, Va., and also scheduled for completion in late 1947, will have equipment which uses high-speed Freon compressors. Both cooling systems have a simplified Navy coil design which is shockproof and easily cleaned.

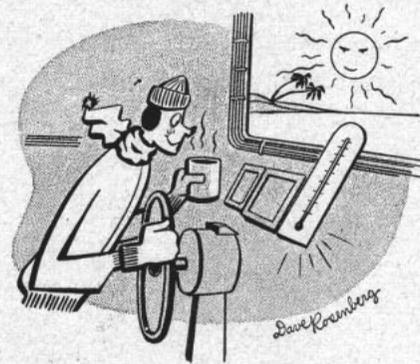
"This installation is experimental only insofar as the equipment itself

is concerned," the BuShips head declared. "The rigors of tropical warfare pose a tactical problem that can be solved only by air-conditioning all of our major combatant ships in the future. For the present we are seeking to determine what type of equipment is most efficient for the purpose."

The results of the first two installations will be carefully studied and, together with space and weight factors, will decide the full application of either or both types of equipment for combatant ships.

In World War II, early reports from the South Pacific made it clear to BuShips experts that heat exhaustion was a tactical factor in ship design. But the advantage of air-conditioned ships had to be considered in the light of wartime labor and material shortages. Jap ships were not air-conditioned either, and we fought on equal terms in that regard.

Later, the Bureau of Medicine and Surgery in cooperation with BuShips investigated the need for shipboard air-conditioning and determined the technical requirements for optimum results. Extensive experiments were

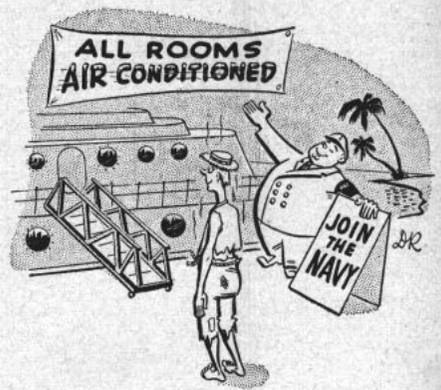


conducted at the Naval Medical Research Institute, Bethesda, Md., and aboard USS *Franklin* on the big carrier's shakedown cruise in the Caribbean.

The experiments were conducted with two groups, both of which worked in hot environments. One group rested in typically hot quarters, while the other slept in a cooled compartment. It was concluded that the principal factor underlying the differences shown by the two groups was the amount of restful sleep obtained. The men in cool quarters slept better, while almost without exception the men in the "hot" group developed heat rash which disturbed their sleep and reduced their efficiency.

Although the two cruisers will be the first surface combat craft to have living quarters completely air-conditioned, cooling systems aboard Navy ships are not an innovation. About 40 years ago temperature control was introduced to safeguard powder in the waist magazines of the early dreadnaughts.

Certain battle stations which had

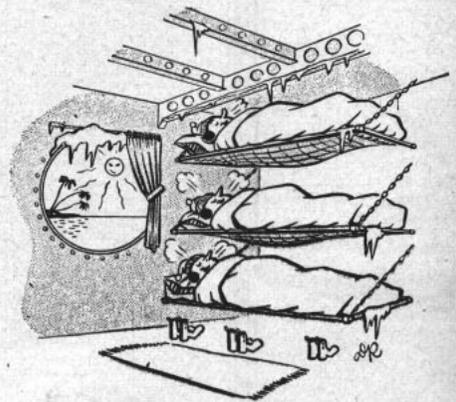
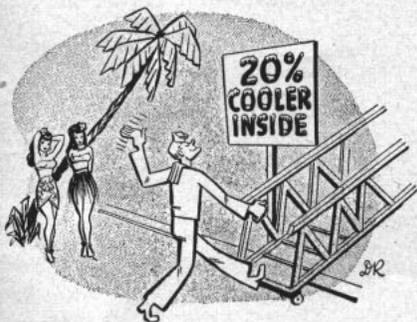


to be completely closed to protect personnel and equipment from water, smoke and chemicals, such as plotting and control rooms, were fitted about 20 years ago with mechanical cooling systems which became standard equipment. Beginning with the *Essex*-class in 1942, carriers were provided with mechanical cooling for aviators' ready rooms, enabling alerted plane personnel to stand by in heavy flying clothes.

Experiments in submarine air-conditioning have been carried on for many years. The USS *Cuttlefish*, commissioned in June 1934, was the first submarine to have air-conditioning installed during construction. Carbon dioxide was used then as the refrigerant, but was replaced by the Freon compressor five years later. Throughout the war, submarines had complete air-conditioning, a feature which increased the efficiency of submariners at battle stations and helped ease the strain of war patrols of long duration.

USS *South Dakota*, commissioned in 1942, was the first ship to have air-conditioned hospital spaces. This was necessary because the hospital area was situated on the third deck, near the waterline. During the same year, BuShips proceeded to equip operating rooms and sick bays of other ships with mechanical cooling. USS *Haven* was the first hospital ship to have living quarters as well as hospital spaces mechanically cooled.

You say you want duty in the tropics, Mac? The line forms to the right.



STALKER

THE NAVY does not intend to be caught again with limp blimps, as it happened on 7 Dec 1941, so lighter-than-air training continues at Naval Air Station, Lakehurst, N. J., but of course on a drastically reduced scale.

Thirty officers, gleaned from all parts of the fleet, now are taking an intensive 12-month course to become Naval Aviators (Airship). Approximately 30 enlisted men, selected from the lighter-than-air organization to qualify as flight crewmen, will form a class convening in early 1947. Present plans call for another enlisted class, whose members also will come from LTA ranks, to meet in 1948.

By steps of this sort, BuAer hopes to eliminate any long stern chase such as airships made in World War II. When the Japs struck, the Navy had no fleet airship unit in service. With 5,000 miles of sea frontier on two oceans to be patrolled, there was only one airship base, the one at Lakehurst.

Becoming daring as they were unmolested, enemy subs grew downright arrogant. An axis undersea boat shelled Mona Island near Puerto Rico. A Jap sub lobbed shells at oil derricks north of Santa Barbara, Calif. Merchant ship sinkings sky-rocketed, and the *USS Jacob Jones* was torpedoed and sunk off Cape May, N. J. But the Navy's air and surface anti-submarine program was really getting underway, with blimps billed for a big role.

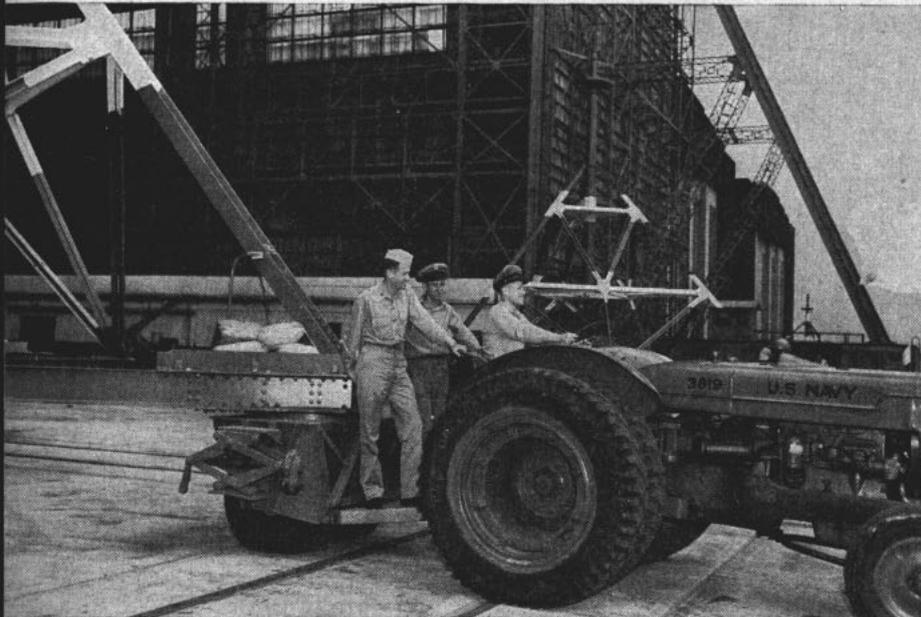
Starting practically from scratch, the Navy built airships and trained personnel to man them at a maximum rate. By 1945 there were 48 to 53 patrol airships in operation along the Atlantic coast. In that year the Navy team had reduced sinkings by submarine in that area to three. Similar records were compiled on the Pacific coast, and along the Caribbean, South American and Mediterranean coastlines. Not a single enemy sub passed through the Strait of Gibraltar after U. S. blimps began patrols there in June 1944.

Airships made 55,900 flights, 35,600 in the Atlantic and 20,300 in the Pacific. They logged 550,000 hours, 380,000 in the Atlantic and 170,000 in the Pacific. Only one—the *K-74*—was lost to enemy action. On 18 July 1943 in the Florida Straits a U-boat surfaced and shot her down after the bomb-release mechanism in the airship failed to let the bombs go at point-blank range. In all, airships escorted 89,000 ships, laden with troops, equipment and lend-lease supplies, without loss of a single vessel, although 50,000 of these were in areas where U-boats were known to be skulking.

In light of such a wartime record the Navy understandably, intends to continue its airship program, despite the dwindling budget. The last airships overseas were called home from Europe in early 1946. Auxiliary stations on the east and west coasts are used only when necessary, so that Naval Air Stations at Lakehurst and



STUDENT OFFICERS in advanced training phase of ground school are checked out in the use of radar (foreground) and navigation equipment (right).



AIRSHIP MAST and tractor (above) and simulated flight conditions (below) must be coped with before student can complete his LTA pilot training.



OF SUBS

Moffett Field and Santa Ana, Calif., are the only ones in constant operation for the support of airship activity.

Lakehurst is headquarters of Rear Admiral T. G. W. Settle, USN, Chief of Naval Airship Training and Experimentation, under whose direction the current class of pilots is schooling. Picked from many applicants, officers in training have had at least one year of sea duty in such widely divergent types as small craft, subs, jeep and large carriers, transports, cargo vessels, destroyers, cruisers and battleships. Their background is a necessary adjunct to the lighter-than-air organization, since blimps are required to operate with all types of fleet units.

Pilot training stresses the value of learning by doing as well as by classroom theory. By the time a student gets his wings he is fully qualified in a basic sense in all phases of airship operation. To accomplish this the curriculum is designed to give the student ample time in both practical and theoretical work.

Primary ground school instruction includes courses in aerodynamics, aerostatics, airmanship, balloons and gases, communications, design and maintenance, mooring and docking, navigation, ordnance, photography, power plants and strategy-tactics and missions.

There are now four types of blimps—the L, M, K and G. Primary flying is given in the small G, a training ship with a gas volume of 196,000 cubic feet in an envelope 192 feet long. Usually carried on training flights are four student officers, a flight instructor and an enlisted mechanic. Flights last from three to five hours, depending upon the stage of training, and each student gets his turn at the controls.

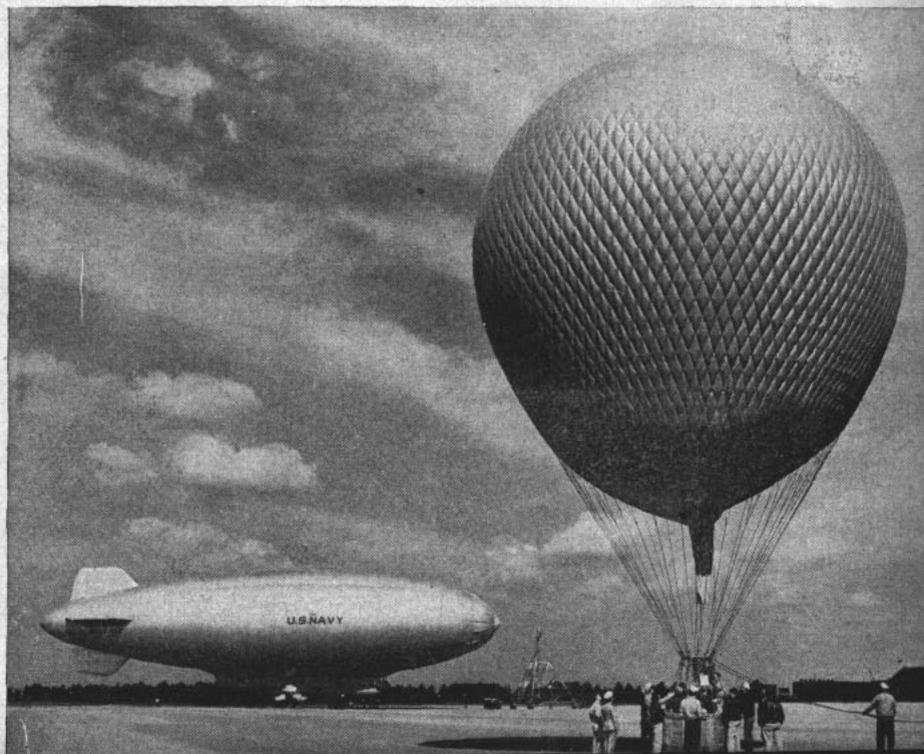
One of the more important parts of the primary course is free ballooning. An airship is handled as a free balloon when both engines are stopped. During the war an Atlantic Fleet airship returned from patrol short of fuel to find the entire coast blanketed in heavy fog. The crew "free-ballooned" for 12 hours and landed after the fog lifted.

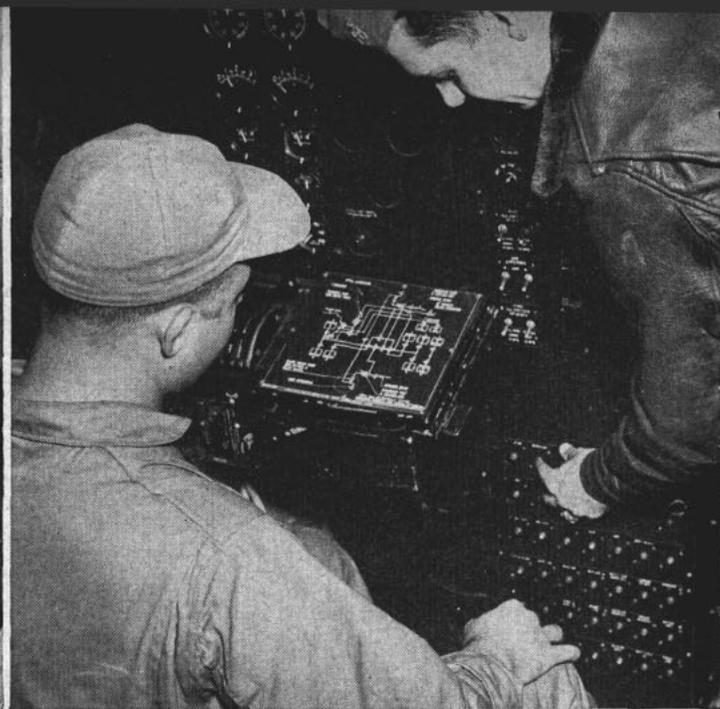
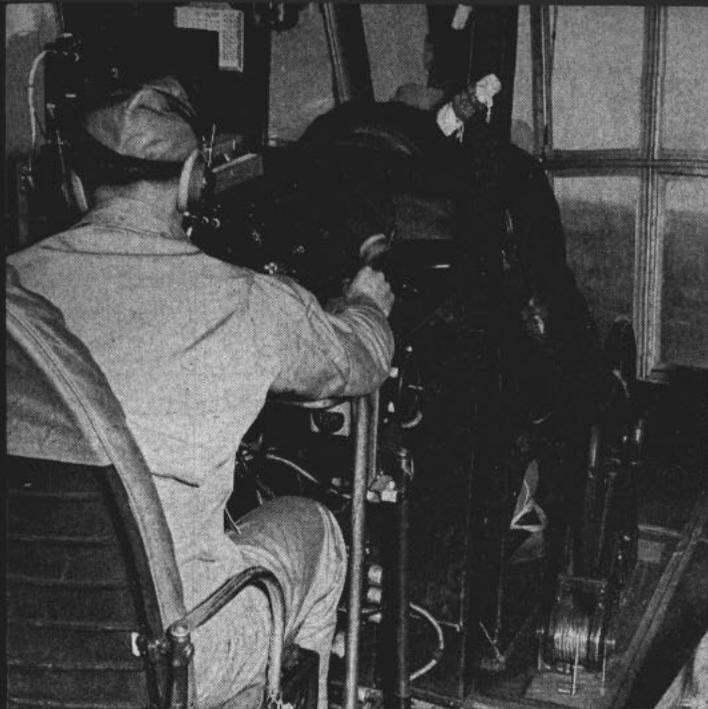
Training balloons are usually of 35,000 cubic feet, carrying an instructor and six students in flight. Personnel schooled in these balloons used their lore to aid Army and Navy intelligence officers who investigated Jap balloons which landed in the western United States.

After primary training students move to the advanced course, which covers flight training in the larger K, a patrol and anti-submarine ship with a gas bag 253 feet long, 79 feet high and 65 feet in beam. The K packs a gondola 43 feet by 8½ feet, ordinarily manned by four officers and six enlisted men. All four officers are pilots, one serving as flight captain and an-



Official U. S. Navy photographs
AT PEAK of mast prospective pilot stands by to lock bow-spindle in mooring cup. Instruction in 35,000 cubic foot balloon (below) is important because an airship with both engines dead can be handled like a free balloon.





PILOTS must have working knowledge of the duties of every man aboard the airship. Tyro mans radio gear in G Type (at left). Flight engineer (right) explains mech panel of K type ship to student on watch at Lakehurst.

other as navigator. Since two pilots, one at the elevator and the other at the rudder, are necessary in flight, the four officers stand watch-and-watch on patrols which lasted as long as 20 hours during submarine-hunting days. Two enlisted men are aviation machinist's mates, two are radiomen, and two are airship riggers. One or both of the radiomen are qualified in electronics.

During training in this type student officers serve a required number of hours at each vital position in the ship. Thus, airship pilots gain a working knowledge of the duties of every man aboard. On the ground, in this advanced phase, they take courses in communications, electronics, celes-

tial navigation, squadron organization, engineering and aerology.

Operational training completes the year-long grind. Complex because of the variety of jobs airships are called upon to perform, operational training consists chiefly of practical experience. Students learn utility missions such as torpedo-chasing, shell-splash photography, mine-spotting and surface ship calibration. In flight they gain knowledge in simulated patrols, which include exercises in submarine bombing and tracking.

Flight from a simulated expeditionary base, patterned after those set up during the war in the Caribbean, South American and Mediterranean areas, completes the operational train-

ing schedule. In this phase students serve their ships and make repairs without such luxuries as a hangar and overhead crane.

Even after assignment to the fleet, there is no prospect that life will grow simpler for the airship pilot. The Navy thinks the blimp will be handy as a safety pin and its chores will involve search, observation, photography, rescue and assistance to surface vessels and downed airplane crews.

Something of an all-time high in airship adaptability was attained not long ago when a blimp found a fisherman at sea and delivered to him his draft summons. . . .

"Greetings!"



THIS NAVY K type blimp isn't "in tow;" it's cruising overhead on a wartime submarine hunt off the U. S. coast.



TWICE-WOUNDED, Capt. Lawrence is carried below as the battle rages on deck of the U. S. Frigate *Chesapeake*

TRADITION AND DEFEAT

A HARD LUCK SHIP, a green and mutinous crew, ill-advised gallantry and a frightened bugler ended at 32 the brilliant naval career of James Lawrence, but the captain was four days dying and the words he shouted repeatedly in delirium—"Don't give up the ship!"—never stopped echoing.

Capt. Lawrence received his fatal wounds on 1 June 1813 as the United States Frigate *Chesapeake* fought a losing battle with His Britannic Majesty's Frigate *Shannon* 30 miles out of Boston harbor. In 15 minutes of fighting the taut *Shannon* subdued her American foe, while Lawrence gave the U. S. Navy one of its more glittering traditions.

Not that Lawrence had been without distinction. He was, in fact, the toast of the coast, the day he sailed from Boston to challenge the *Shannon*. Just three months earlier, commanding the *Hornet* in a predatory sweep along the Atlantic coast of South America, he had captured the British brig sloop *Peacock*. Congress

U. S. Navy's Lawrence Lost His Life and Battle With British Ship in 1813 Off Boston Harbor But Gave Us a Famed Rallying Cry

gave him a gold medal for that feat—posthumously, of course.

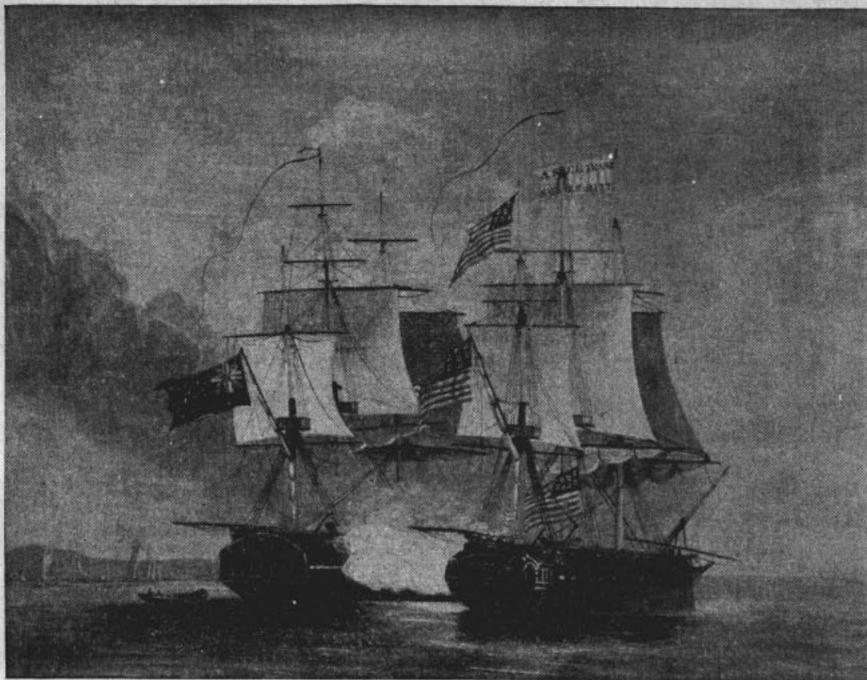
Before he started refusing to give up ships, Lawrence gave up a law career to enter the Navy as midshipman in 1798. Lawrence père, who sired our hero in Burlington, N. J., in 1781, had been an attorney but his son wasn't having any. He went to sea instead on the *Ganges*, a converted merchantman, and received his baptism of fire on that vessel during the undeclared naval war with France.

Appointed acting lieutenant, Lawrence was transferred to the *John Adams* and served in her in the West Indies until 1801. That year a wave of economy hit the Navy. Lawrence survived the slashing as a midshipman, sailing not long after in the

Enterprise to the Mediterranean, where Uncle Sugar was having a spot of trouble with a band of sea-going brigands from Tripoli. Twice he distinguished himself, once as second in command to David Porter on a boat-burning foray into the harbor at Tripoli and again as leader of a party which boarded and fired the captured *Philadelphia*. Lawrence disdainfully refused two months extra pay for this last expedition.

In August 1805 he commanded the *Enterprise* but the following month went to the *John Adams* as first lieutenant (executive officer). He left this duty to command one of a fleet of gunboats, a ridiculous craft resulting from the penury mentioned above. Lawrence outlived this ignominy and in 1807 went to Portland, Me., as inspector at the yard building the gunboats of his earlier shame.

From that time until the war of 1812 and his assignment to the *Hornet* Lawrence saw service in the famous *Constitution*, the brig *Vixen*, the sloop *Wasp* and the *Argus*. It was while on the *Hornet* that he was promoted



LUFFED ALONGSIDE within pistol shot, the Chesapeake exchanges point-blank fire with the Shannon, whose first shots fell 100 men on the spar deck.

from master commandant (a rank comparable to commander) to captain.

While Lawrence was at Portland and contemplating marriage, the *Chesapeake* was sullyng her reputation and, as an added fillip, helping to bring on the second War for Independence from England. She got underway 22 June 1807 from Hampton Roads, bound for Gibraltar and fresh from Washington Navy Yard, where she had been readied as flagship of the European squadron. Just clear of the Capes the English man-of-war *Leopard* hailed the *Chesapeake* and signalled that she wished word with Capt. James Barron, the flag officer.

The *Chesapeake* hove to and an English officer came on board with an order to search the American vessel for British deserters. Barron refused, of course, and as soon as the Englishman had gone directed Master Commandant Charles Gordon, the CO, to go to general quarters.

The skipper was willing but the *Chesapeake's* decks were cluttered with stores so that the guns could not be served. The *Leopard* commenced firing and forced the *Chesapeake* to strike colors in 15 minutes with only one gun discharged in reply. British officers boarded the *Chesapeake*, took out the men they wanted and departed in unflustered hauteur.

In light of her sooty past Lawrence gave vent to no famous saying when ordered to Boston to command the *Chesapeake* in May 1813. He protested against leaving his beloved *Hornet*, victor over the *Peacock*. Then he asked for shore duty in letters to SecNav, citing as cause the delicate health of Mrs. Lawrence. Even after assuming command, Lawrence struggled to keep from going to sea in the jinx ship. He couldn't have liked her record in the quasi-war with France (one capture) or her achievements up to date in the War of 1812 (six insig-

nificant prizes). He couldn't possibly have liked the sound of a rumor that the *Chesapeake* stuck twice on her ways (evil omen) at launching in 1799.

Lawrence probably wasn't too cheerful about the crew of the *Chesapeake*, either. Although it had salty elements, some were Englishmen, turn-coat prisoners-of-war, while others just weren't happy. On the day of sailing from Boston the crew refused to cast off lines until paid some arrears of prize money. Few of them, including the captain and his first lieutenant, Augustus C. Ludlow, knew their ship. The first time at general

quarters in many cases was the last.

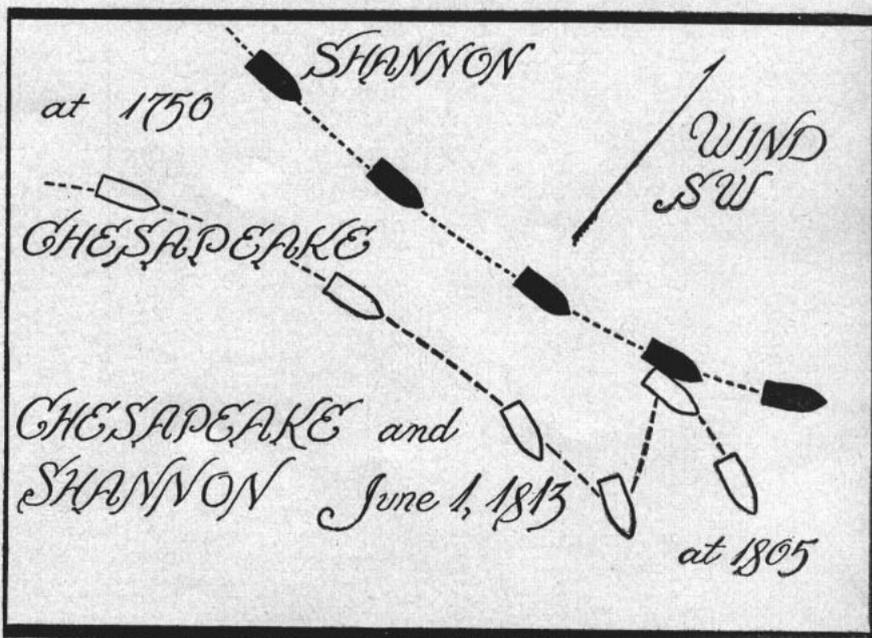
The *Chesapeake* was a handsome vessel nonetheless and as she stood out of President's Roads the day of battle her paint work glistened and her bunting snapped in the breeze. She flew battle flags at the mast heads, three national ensigns and at the fore truck a pennant inscribed, "Free Trade & Sailors Rites."

The *Shannon* was no pretty picture. War-worn and shabby, she had been 20 months on grim patrol of the North Atlantic. Her skipper, Sir Philip Bowes Vere Broke, was no spit-and-polish sailor, but probably the most fanatical naval officer of his day on the subject of gunnery. Capt. Broke was eager for battle and had Lawrence sailed a day later he would have received a challenge from the Britisher at Boston.

Lawrence, however, left Boston on 31 May and anchored in President's Roads at sunset. Next morning Capt. Lawrence studied the *Shannon* with his long glass and sent out a boat to make sure the British frigate was alone. When he ordered sail set and anchor weighed, it was noon of 1 June. By the time the *Chesapeake* passed Boston Light at 1330 the *Shannon* was hull down to north and east. She steered a course that let the *Chesapeake* overhaul her at 1725.

Capt. Broke taunted his "Shannons," telling them that Americans said "... the English have forgotten the way to fight." He brusquely refused to fly more bunting. "We have always been a modest ship," he declared, "one flag is enough for us, but ... it shall be lashed to the peak."

Lawrence bore down handsomely on a course that would have carried the *Chesapeake* across the *Shannon's* wake. From this vantage point American gunners could have raked the *Shannon* without fear of the Englishman's broadside. Naval warfare at that time had elements of gentility, and Lawrence declined to take an ad-



BATTLE CHART shows that Lawrence could have cut across the Shannon's wake and easily raked her without fear of the Englishman's broadside guns.

vantage he thought Capt. Broke was extending out of magnanimity. Like an Alfonse tennis player who swats one out of court when an umpire's bad decision hurts his Gaston opponent, Lawrence ordered the *Chesapeake* luffed alongside the *Shannon* within pistol shot.

At 1755 the *Shannon* fired three guns, the *Chesapeake* opened with musketry and then both ships fired as rapidly as the guns could be served. On a course parallel to the *Shannon* the *Chesapeake* fired three rounds and then, her rigging shot up, the wheel broken and three helmsmen killed in succession, the Yankee frigate drifted astern until she fell afoul her foe.

The *Chesapeake* poop rail caught the *Shannon* sheet anchor and the ships locked together. A British seaman put out a hand to lash them tighter. A flashing cutlass parted him from the hand. Capt. Broke led boarders to the rail with great guns of both vessels silent after six minutes of incredible carnage.

First fire of the *Shannon* swept the spar deck of the *Chesapeake*, killing and wounding 100 of 150 men. Lawrence, conspicuous in golden epaulets and white trousers, caught a pistol ball below the knee. Two lieutenants, the marine officer, three midshipmen and the boatswain fell.

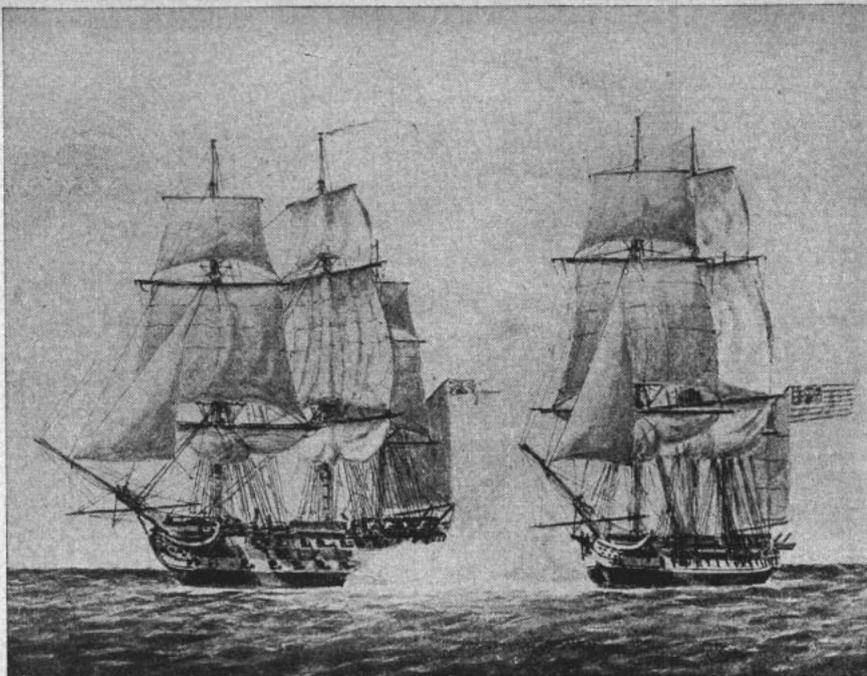
Just prior to crashing into the *Shannon* a hand grenade exploded an ammunition box on the *Chesapeake's* poop deck so that fire now raged as high as her tops, enveloping both ships in smoke and confusion.

Though bleeding profusely, Lawrence leaned against the starboard binnacle and spied the threatening British boarders. In a clear voice he ordered boarders called away to meet the menace, but no bugle call responded. Midshipman James A. Curtis found the bugler, stiff with terror, stowed in one of the boats. He dragged him out and ordered him to sound the Rally, but the bugler was too frightened to blow his nose.

If it had been blown, incidentally, that bugle would have been the first sounded in an American warship. Capt. Lawrence, seeking something noisier than the drum, brought a bugle on board before sailing and asked for a volunteer to blow it.

Some boarders assembled when the order was passed by word of mouth, but they were soon dispersed by the swarming British. As the battle became a scrimmage, a musket ball struck Lawrence in the groin and he was taken below where he told the surgeon: "Go on deck, and order them to fire faster and to fight the ship till she sinks; never strike; let the colors wave while I live." Then again, ". . . fight the ship till she sinks. The flag shall wave while I live." And finally, "Don't give up the ship. Blow her up."

Soon after the British plunged aboard the *Chesapeake* she tore away from the *Shannon* and forged ahead. The Britisher ceased fire to protect her boarders, who swept the shattered Yankees from the decks and herded them below. The English promptly struck the ensign but, instead of



UNSAVORY REPUTATION of the *Chesapeake* was come by honestly. Here she strikes her flag to HMS *Leopard* after 15 minutes of feeble resistance.

hoisting the British colors above the American, bent them on underneath. The *Shannon* resumed fire, and the boarders quickly rectified the error.

Thus English colors flew above the Stars and Stripes as night closed in over the bloody scene. Two hundred twenty-seven men lay dead or wounded as the British fell to cleaning up the decks, preparatory to sailing their prize from Massachusetts Bay to Halifax.

It was at Halifax four days later that Lawrence died in the wardroom of the *Chesapeake*. In constant pain, frequently delirious, the gallant cap-

tain punctuated his agony with the defiant cry:

"Don't give up the ship."

Lawrence's dying words became a rallying cry for the U. S. Navy. Oliver Hazard Perry flew a pennant on his flagship *Lawrence*, flaunting the words at the British in the Battle of Lake Erie (ALL HANDS, P. 20, September 1946).

Just how important news of the battle was to both countries may be judged from a statement in a London newspaper. It bewailed the fact that in seven months of warfare at sea Americans captured 500 British merchantmen and three frigates, then added: "Yet down to this moment (20 March 1813) not a single American frigate has struck her flag."

Capt. Broke, who was seriously wounded in boarding the *Chesapeake*, came home to "thunders of fort and fleet." He was made a Knight Commander of the Bath and voted freedom of the city of London, just as New York had honored Lawrence.

America mourned her latest hero as a personal loss. Bostonians, who had confidently prepared a victory banquet, were crushed. Commodore William Bainbridge, commandant of the Boston Navy Yard, reported to the Navy Department, "We have lost one frigate, but in losing her I am confident we have lost no reputation."

Capt. Lawrence's remains, removed from the *Chesapeake* at Halifax, were brought by land to New York and taken on board the sloop *Alert*. On 16 September, while the entire city mourned, the funeral cortege wound from the Navy Yard to the Battery and finally to Trinity Church, in whose yard lies Capt. Lawrence. The final line of a poetic epitaph on his monument is visible to passersby on Broadway. It reads:

"Don't give up the ship."



FOUR DAYS dying, Lawrence repeatedly shouted in delirium, "Don't give up the ship!" He died at 32.

BATTIN' THE BREEZE

Steer Clear

The Coast Guard, a least part of it in Chicago, is in tune with the times. Only last month the crew of a crash boat, operating in Chicago River, took steps to ease the meat shortage.

Apprehensive, perhaps, of the fate awaiting him, a 1,700-pound steer took French leave before dawn from the stockyards. He leaped out of his pen and into the river. While hundreds of meat-hungry Chicagoans slavered hopelessly on the banks, the Coast Guardsmen lassooed the steer, hauled him aboard then returned the animal to the pen. Semper paratus-ed him, in other words.

Lost Their Shirts

The Naval Academy football team, like "great Casey's visage," shone "with a smile of Christian charity" on 12 October. The Middies lost their shirts literally and figuratively.

Duke beat them, 21 to 6 (figuratively). Prior to the game they loaned their shirts to the Dukes, whose jerseys failed to arrive in Annapolis (literally).

Shipshape?

By this time everyone should have heard about the boatswain's mate who nailed a plan-of-the-day to the bulkhead of the galley at home as a guide for the little woman. Comes now another "boats" who carries his profession ashore.

This one eased into the ship's office one morning and told the chief yeoman that tomorrow would be his fourth wedding anniversary. They put their heads together and, after an hour's cogitation, produced an extremely official looking document which the

boatswain's mate carried away with him.

That evening he presented the paper to his storm-and-strife. "Your four-year cruise is up tomorrow, baby," he told the bewildered spouse. "If you want to ship over, just sign this thing."

The document, of course, was a shipping article.

Just In-TEL-o-pers

They tell this one on a certain officer of the Royal Navy.

When a lieutenant, the young officer, an able seaman and a fine leader, was yet something of a martinet, and irascible on one point—proper respect among his men for the ship on which he served. And well he might make a point of it, for she was the war-famed cruiser, the late HMS *Penelope*. Now *Penelope*, if you're up on mythology, was the faithful wife of Odysseus, and her name is spoken, approximately Pee-NEL-o-pee. But British ratings, noting the officer's temper, seemed to prefer PEN-lope in his presence.

One day the zealous lieutenant called his men together and gave them the word henceforth, if he heard another "PEN-lope" he'd have the man in irons!

Time passed, and with it came the usual round of transfers and, less frequently in those days of war, leaves home.

A new day, and the conscientious British officer found himself aboard a new ship, a destroyer, together with several of the old ratings who had served with him aboard *Penelope*. A British tar, seeing the lieutenant approach one morning, spoke the name of their new ship to his mates, and that officer of His Majesty's fleet flew into a mighty rage. The ship's name—HMS *Antelope*. The sailor's pronunciation, in studied deference to the old directive—An-TEL-o-pee.

Low Blow

A typhoon was approaching Okinawa and ships in Buckner Bay were frantically putting to sea to ride out the storm's fury.

USS *Repose* (AH 16), commanded by Capt. W. O. Britton, USNR, was bucking a 130-knot wind, and the quartermaster was hopefully watching the aneroid barometer for a sign.

Suddenly, the barometer took a drop to its minimum reading, and the quartermaster hastened to the mercury barometer. He took a quick look, blinked his eyes, and looked again.

The hospital ship's log explains the quartermaster's amazement:

At 2100, the *Repose* passed through the eye of the typhoon, and the shrieking gale subsided, leaving the ship in an area of dead calm. And the mercury barometer dropped to 25.55 inches!



ON THE SEVEN SEAS

Eskimobile

Coach Mike Gonzalez of the St. Louis Cardinals added to the colorful language of baseball with his now-famous description of a rookie player: "Good field. No hit."

Mike has a rival rhetorician, however, in Marine Gunnery Sgt. Al P. Jordan. With other members of the corps, Sgt. Jordan took part in Arctic exercises conducted by the Navy on Greenland. The sergeant gave three Eskimos a lift in his "weasel," an Army vehicle also known as the M-29. The Eskimos clung courageously to the weasel as it bounced overland, plowed through water and skittered down an icy mountainside.

When the shaken aborigines clambered down, Jordan commented succinctly:

"Good sled. No dogs."

'Gag Away'

The atom blast had some rather low watt competition during Operation CROSSROADS.

On board the *USS Kenneth Whiting* 500 officers, enlisted personnel and civilians, cruising in Pacific waters on duties connected with the tests, flew into something of a tizzy one night. Thirty feet astern of the ship they made out a mysterious light. Consternation became the order of the evening, but no one could explain the ghostly glimmer.

Days later they learned that a sailor had dropped a waterproof flashlight over the side as a gag.

'Lost' Squadron

The letter left the Navy Department addressed, you would think, in adequate manner:

Commander
Destroyer Squadron 30
c/o Fleet Post Office
New York, N. Y.

It came back, rubber-stamped by the Post Office with awful finality, decision from which there is no appeal:

"Returned to Writer."

The reason: ComDesRon 30, said the rubber stamp, had "Moved, Left No Address."

Could it be—a squadron of nine U. S. tin cans fleeing naval jurisdiction, a wild-eyed commodore on the flag bridge shouting over the shriek of the gale; nine DDs splitting the waters of a remote corner of the South Atlantic, beating around the Cape in lonely patrol, ectoplasm trailing from the gun muzzles? Shades of the Flying Dutchman.

No. The explanation, of course, was prosaic. DesRon 30 (apparently without the knowledge of the Post Office) had simply crawled tiredly into the Navy Base at Charleston, and can be

found there now sleeping quietly among the ships of the 16th Fleet, seven out of commission, two in commission in reserve.

Trail-Blazer Blazes

The patron saint of sailors apparently has transferred his allegiance to the air arm, or at least expanded his activities to include naval aviation. Comdr. Thomas D. Davies and members of his crew in the Truculent Turtle, Navy patrol plane which recently flew from Perth, Australia, to Columbus, Ohio, reported the latest manifestation of St. Elmo.

While en route from Reno, Nev., to Ogden, Utah, on the non-stop flight, the propeller of the Turtle was enveloped in a huge halo of greenish-blue flame four times as bright as the Northern Lights. The scientific phenomenon, caused by electrical discharge and once known as St. Elmo's fire, "made our hair stand on end for a while," Comdr. Davies reported.

Heretofore, St. Elmo's fire has confined its activities to mast tops, the ends of yardarms and—occasionally for the benefit of lubbers—church spires.

Save That Cap!

Sailors whose white hats cost them a mere 60 cents at Small Stores may want to shed a sympathetic tear for the senior officer whose headgear comes considerably higher. Recently a commander had occasion to underline this fact. While waiting on the dock for his boat to come alongside, the officer fell off. Several enlisted men standing by quickly reached to rescue him.

"Never mind me," the commander cried, "get that cap. That hot dabble thing cost me 17 bucks!"





Official U. S. Navy photographs

REAL FIRES in simulated shipboard settings were used to train men in eleven major Navy firefighting schools.

PEACETIME ENEMY—FIRE

FIRE, one of the most fearful weapons of war, was fought almost literally to a standstill by revolutionary measures developed by the Navy as it sought to snatch men, ships, and material back from the shadow of death.

Confronted with the appalling toll of Pearl Harbor, brought about not so much by bombs and torpedoes as by the resulting fires, the Navy gave fire fighting research top priority and enlisted the help of key specialists—city firemen and fire underwriters in particular—from all over the nation.

The net result of invention, mass training, and production of new equipment was to pay off these rich dividends:

The great carriers USS *Franklin*,

Revolutionary Methods Developed to Combat Flames Were Used by 15,000 Fire Fighters To Reduce Navy Losses

Bunker Hill, *Saratoga*, and *Ticonderoga* were saved from infernos of flame which would have entirely destroyed them without the advanced technique of fire fighting and the skill and courage of their men.

The USS *Enterprise* was hit by a Jap bomb in the Marshalls invasion in 1944, spewing burning high-octane gasoline about her flight and hangar decks.

Using foam chemical alone, its crew extinguished the blaze in one minute.

Carrying a \$1,250,000 oil cargo, the ss *Robert C. Tuttle* caught fire after striking a mine off the Virginia coast in September, 1942. Abandoned by the crew, she was later saved by a tug of Navy fire fighters which put out from Norfolk. This first large example of the success of the Navy's new methods resulted in the salvaging of 75% of her cargo.

Later that same fall the USS *Wakefield*, formerly the passenger liner *Manhattan*, was gutted by flames off Newfoundland. A combat fire team from the Boston Fire Fighters School was flown from Quonset, R. I., to the blazing hulk, and with portable gear finally brought the flames under con-

tol. She was presently rebuilt and went back to sea.

At Naples one team of Navy fire fighters finally conquered flames raging in the holds of a merchant ship after an exhausting struggle which lasted 55 hours. At Salerno they had come near to success with a similar burning ship when faced with a problem yet to be conquered—the flames reached a hold filled with bombs and began to heat the casings. The fighters got off seconds ahead of the doomed vessel's final and terrible blast.

Combat teams were stationed aboard fleet and salvage tugs and LCIs during the amphibious assaults on Leyte, Lingayen Gulf, Manila Bay, Iwo Jima and Okinawa. They played a particularly important role in combating the fires started by the furious kamikaze attacks at Okinawa.

They were also on hand as early as the North African landings. With more than \$1,000,000 worth of specialized equipment and materials, they quelled fires ranging from a blaze which followed an explosion aboard a submarine chaser to a flaming ammunition train.

Eleven major schools were set up throughout the country to train personnel. Realizing the greatest ally of fire is panic, the instructors began by making the students work immediately with actual fire conditions, and win self-confidence by proving to themselves that they could master the conflagrations.

This was done by steel and concrete replicas at the schools of ship's bridges, holds, compartments and engine rooms, into which oil was pumped and then ignited. The students had to walk in and battle the flames with their equipment.

Fog and foam were the backbone of the Navy's anti-fire blitz. Fog, sprayed through special nozzles, absorbs heat until the temperature of the burning material drops below ignition point. It put up a protective wall behind which the fighter can walk in comparative safety. It was instrumental in saving pilots from burning planes.

Foam, however, simply smothers the burning material by denying oxygen. Foam currently in use by the Navy was derived largely from soy beans and fish scales. For this reason it is familiarly called "Navy Bean Soup."

Water fog has done miracles with a hitherto very difficult type of fire to control—electrical short circuits. A non-conductor, fog has been effective in circuits carrying up to 600 volts.

Also perfected and used extensively were portable oxyacetylene cutting outfits so that steel decks, wreckage and other barriers to effectual fighting of a fire could be quickly cut away.

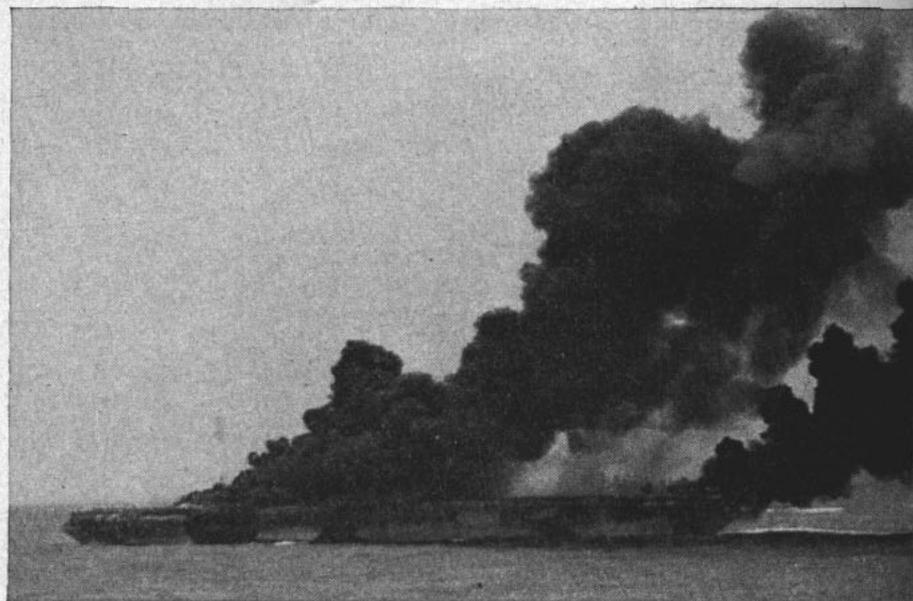
Oxygen rescue breathing apparatus, asbestos clothing, fire-retardant life jackets and fire-retardant paints are among the other weapons with which the Navy helped conquer the historic destructive force.

By the end of hostilities more than 15,000 personnel were on duty aboard ships and at shore establishments concerned with fire fighting work.

Plans are now under way to make available to all civilian agencies concerned with fire fighting and prevention the methods used so successfully by the Navy.



SMOTHERED IN FOAM was a fire on the Enterprise, set by an anti-aircraft shell from another ship. The snowy foam gave the deck a wintry appearance.



BURNING AT BOTH ENDS, the Hancock looked lost (above) after bomb and plane hit her; was operating four hours later, thanks to the firefighters (below).



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.

Awards for Ships

SIR: We sailors on the auxiliary and small fighting ships attached to the famed Task Forces 38 and 58 are getting an inferiority complex. It seems that the only ships to receive any credit are the carriers, and we of the supporting forces who protected and supplied the needs of these "big boys" are pushed into the background. (1) Can't something be done about this? (2) Has a ribbon been authorized for the transportation of Chinese troops?—V. H. A., Y1, USN, and E. F. F., CY, USN.

• (1) A study of all types of vessels that served in the Pacific Fleet during World War II is being conducted with a view to recommending outstanding vessels or units for unit awards. (2) There has as yet been no ribbon or medal authorized for wearing by Navy personnel in connection with the transportation of Chinese troops.—ED.

No Waiver of Time

SIR: I enlisted in the Navy for six years and lack 33 days in completion of four years service. I would like to know whether or not I rate a discharge under the recent Alnav 512-46 (NDB, 30 Sept).—W. H. B., S1, USN.

• No. Alnav 512-46 allowed no waiver of time. No further Alnav granting such discharges is contemplated at this time.—ED.

Chronic Seasickness

SIR: I have just completed four years of a six-year hitch. I am afflicted with chronic seasickness. Will this disqualify me for reenlistment, and, if so, am I entitled to immediate discharge?—M. T. T., PHM2, USN.

• Chronic seasickness, if properly determined by BuMed to exist and to disqualify a man for sea duty, will also disqualify him for reenlistment. However, no persons are being granted discharges solely for reason of chronic seasickness.—ED.

About Hashmarks

SIR: We believe Chapter VIII, Art. 8-8, para. 2(c), Uniform Regulations, 1941, corrects your statement in ALL HANDS of September 1946, p. 30, regarding the wearing of hashmarks.—Recruiting Station, Cleveland.

• ALL HANDS stated: "A hashmark is authorized for a minority cruise of any length."

Chapter VIII, Art. 8-8, para. 2(c), Uniform Regulations, states: "There shall be one service stripe for each four years of active service in the Navy or the Naval Reserve."

The apparent conflict does not, in fact, exist. Various pieces of legislation have long established that for purposes of transfer to the Fleet Reserve and for purposes of retirement "a complete enlistment during minority . . . shall be considered as four years' service," to quote one of these acts. As an administrative matter, BuPers has interpreted the legislation as allowing the wearing of a service stripe after a minority cruise, because that cruise is, for all practical purposes (except longevity pay) four years' service. In the same manner, BuPers authorizes a service stripe for a four-year cruise, the length of which may have been reduced up to three months by early discharge under the "convenience of the government" clause.

Incidentally, watch for a new Chapter VIII, Uniform Regulations, which provides that a service stripe shall be worn for each four years active duty in the Navy or active service (active or inactive duty) in the Naval Reserve.—ED.

Souvenir Books

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

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

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

• USS Massachusetts (BB 59). Address: Ship's History Officer, USS Massachusetts (BB 59), Norfolk Naval Shipyard, Portsmouth, Va. Copies available now. Send \$1.25 per copy, plus seven cents postage, with order.

• Souvenir books of the following ships are available, address Campus Publishing Co., 1420 Walnut St., Philadelphia 2, Pa.: USS Wisconsin (BB 64), Wilkes-Barre (CL 103), Gilbert Islands (CVE 107).

• USS Bataan (CVL 29). Address: Bataan Publishing Committee, USS Bataan (CVL 29), Philadelphia Group Sixteenth Fleet, U. S. Naval Base, Philadelphia 12. Available now; \$7.50 per copy, prepaid.

• USS Lowry (DD 770). Address (and make checks and money orders payable to), Commanding Officer, USS Lowry (DD 770), c/o FPO, San Francisco, Calif. Copies will be mailed anywhere in the U. S. upon receipt of \$5 and a mailing address.

• Patrol Bombing Squadron 109 (VPB 109). Address: Lt. T. M. Steele, USNR, treasurer, 401 West 118th St., New York 27, N. Y. Book now available at \$6 per copy.

• USS Wasp (CV 18). Address: George E. Crosby Company, Printers 394 Atlantic Ave., Boston, Mass. Book now available; \$5, check or money order.

Enterprise Veterans

SIR: Recently I learned that a club was formed of personnel who have served aboard USS Enterprise. (1) Is this information correct and (2) if so, where can I get further information on this group?—J. F. G., Lt. Comdr., USNR.

• (1) Yes. Such an organization has been formed. (2) Full details may be had by writing to USS Enterprise Veterans Association, National Headquarters, 512 5th Ave., New York 18, New York.—ED.

Visiting Ships

SIR: I am on USS Gherardi (DMS 30). Can the wives of enlisted personnel visit aboard their ships?—G. K. R., S1, USN.

• COs prescribe security regulations and visiting hours in the light of local circumstances.—ED.

Education for Transfers

SIR: I have just been transferred from a temporary USN officer status to a permanent commissioned status. I understand that transferred officers who do not have five semesters of academic college work will be trained at an NROTC college. I would like to know (1) if this information is correct. (2) If so when could an officer with two years commissioned service expect such training?—W. W. T., Lt(jg), USN.

• (1) Correct. Five terms is the maximum. For example, an officer who has had two terms will be sent back to school for three more. (2) Initial input was made this fall. Additional transferred officers will be ordered to school at the beginning of subsequent semesters. Each officer requiring further college education will be ordered to school as soon as his availability permits.—ED.

Delegated Authority

SIR: (1) Is it required for naval personnel to take orders from the civilian personnel officer on this base? (2) Does he have authority to make station orders?—L.F.A., Y3, USN.

• (1) It is assumed that the civilian personnel officer has been so designated by the commanding officer, and is therefore acting for the commanding officer. All proper orders issued by him would therefore be obeyed by naval personnel and civilians assigned under him as though they were issued by the commanding officer. (2) His authority to issue station orders depends on the authority delegated to him by the commanding officer.—ED.

Dependents' Transportation

SIR: Is a man who is discharged and who reenlists at any recruiting station within 90 days, entitled to transportation of dependents and household effects when he is assigned to a duty station other than his previous station?—F. A. B., CSM, USN.

• Only under certain conditions. Art. 8071, Travel Instructions (revised, 12 March) states that to qualify for transportation of dependents, reenlistment must take place within 90 days at a place in the vicinity of place of discharge. Household effects, however, will be transported regardless of where reenlistment (within 90 days) takes place.—ED.

Longevity Time

SIR: I enlisted in V1 on 21 Oct 1942 and was transferred to active duty in class V12 on 1 July 1943. On 26 Aug 1943 I entered the Naval Academy from which I was graduated 5 June 1946. Will all this time count for longevity purposes?—P. B. S., Ens., USN.

• Time served as an enlisted man in class V1 and V12 may be counted for longevity purposes, but time served as a midshipman, USN, may not be counted.—ED.

Occupation Ribbon

SIR: According to my service record I rate the Ribbon for the Occupation of Japan for duty served aboard a station tanker at Wakaama and Sesabo in Japan. I have tried in various ways to find out, but to no avail. The exec refused to forward to BuPers a letter written through the chain of command inquiring about the ribbon. The chief yeoman has taken it upon himself to tell me I don't rate it, but he doesn't explain why. Personally, I don't care whether I rate it or not, but I'm going to wear the ribbon as long as it is authorized by my service record. I don't see what harm can come from it. If you could get the information I need I would appreciate it very much.—G. W. C., SKD3, USN.

• You're off base, mate. The Army of Occupation Medal is an Army decoration, awarded only by the War Department. In the case of naval personnel, it has been awarded by the Army only to those who were attached to and serving directly with units of the Army of Occupation. Requests now received in BuPers are being held awaiting information from the War Department as to which Navy units were actually attached to the Army of Occupation and are considered eligible for the award.—ED.

Allowance for Stepchildren

SIR: (1) Would it be possible to request family allowance for stepchildren were either of the following the actual case? Wife's former husband living and contributing less than 50 per cent of the support and maintenance of the children. Wife's former husband living but not contributing to support of the children. (2) What papers or other proofs must be presented in order to have application forwarded by ship or station to BuPers for final judgment as to validity?—M. D. H., CGM, USN.

• (1) Under the Servicemen's Dependents Allowance Act, as amended, family allowance benefits are payable in behalf of stepchildren of an enlisted man provided such stepchildren are in fact members of the enlisted man's household. Benefits are payable in behalf of such stepchildren regardless of whether their natural father may be contributing to their support or they already are receiving family allowance benefits by reason of his service. (2) Formal application for family allowance in such cases should include sworn statement as to actual custody of the stepchildren.—Ed.

Time in Rate

SIR: I understand "time in rate" cannot be waived, except by BuPers. In ALL HANDS (June, 1946, p. 32) it was stated that S2s were being advanced to ETM1s in 13 months. Does this waiver of "time in rate" apply to only those attending material school, or can an ETM striker at sea also advance this fast?—J. L. D., ETM3, USN.

• The "time in rate" waiver applies only to those personnel undergoing instruction, or in instructor capacity, at EE and RM school. Refer to Annav 290-46 (NDB, 15 June) for school eligibility, and to BuPers Circ. Ltr. 125-46 (NDB, 31 May) for advancement in rating at school.—Ed.

Wave Promotions

SIR: Does the three-year "time in rate" requirement for promotion from PO1 to CPO apply to Waves as well as to men?—L. M. A., SK1, USNR.

• Yes. Refer to A1StaCons 052346 January, 172109 January and 291805 March.—Ed.

Mustering Out Pay

SIR: I reenlisted in the regular Navy last November and received \$200 mustering out pay. If I have sea duty before the new hitch is up, will I receive the additional \$100?—W. A. B., S1, USN.

• Yes. You are entitled to accrue the additional \$100 during your enlistment, but payment cannot be made before your present enlistment expires.—Ed.

Button Regulations

SIR: Do current uniform regulations authorize wearing of gold buttons on CPO as well as commissioned officer uniforms?—L. T. G., CPHM, USN.

SIR: What kind of buttons are worn with stewards' and cooks' gray and khaki uniforms?—W. R. K., STM3, USN.

• Depends on the uniform. Gold buttons must be worn on CPOs' khaki and blue uniforms. Either gold or black buttons may be worn on grays. Bronze buttons are required on greens. The same regulations apply, as appropriate, to stewards' and cooks' uniforms.—Ed.

Original Claim Needed

SIR: As an ex-POW, I submitted claim for \$143.20 for gear lost by me. Claim was approved, and I received one issue of \$68.60. The storekeeper who issued this did not return the original claim, but returned a copy to me. I did not realize the mistake until I tried to get the rest of the claim filled at another station. I wrote the office which kept my original claim and they returned a certified copy to me. There is still \$74.60 due on this claim. Can I collect having only this certified copy of the original approved claim?—T. A. H., GM1, USN.

• Sorry, payment cannot be made on certified copies. Suggest you write again to the station holding the original claim and request it be returned to you.—Ed.

Pro and Con on Uniform

SIR: With three and one-half years in the Army and sixteen months in the Navy, the present dress blues are still tops.—W.H.M., ETM3, USN.

SIR: I think the uniform is fine the way that it is, with a very few exceptions, which are: (1) Change the material of the dress blues to serge or gaberdine, and (2) authorize the Eisenhower style jacket, to be worn with the blues in place of the present pea coat.—W.D.N., Y2, USN.

SIR: We the undersigned are submitting this petition in protest against any change in our present uniform.—111 USNs and 11 USNRs.

Corpsmen Organization

SIR: I have heard of a new organization made up of former Navy pharmacists' mates. If this is true, where can I get additional information on this organization?—E. R. S., former PHM.

• It is partly true. The organization, known as the National Association, Veterans of the Hospital Corps, is made up not only of former Navy personnel, but of former hospital corps personnel and similarly trained men of the Army and Coast Guard, including enlisted personnel and officers who served in that capacity in any war. The organization was incorporated under the laws of the District of Columbia on 14 Aug 1945. Further information may be obtained by writing the secretary of this association at 1605 M St. N.W., Washington 6, D. C.—Ed.

Precedence of Ratings

SIR: In the June Issue of ALL HANDS, you list boatswain's mate as being the rate of highest precedence in the Navy followed by turret captain, gunner's mate, mineman, torpedoman's mate and quartermaster. BuPers Manual, article D-5101, on board this vessel indicates seniority as follows: boatswain's mate, gunner's mate, turret captain, torpedoman's mate and quartermaster. Which is correct?—H. W. M., Lt. Comdr., USN.

• Change No. 4 (1 Feb 1945) to BuPers Manual changes precedence of ratings (Art. D-5102) to read: boatswain's mate, turret captain, gunner's mate, mineman, torpedoman's mate and quartermaster.—Ed.

Shipping Over

SIR: (1) Can a man reenlist for two years if he has not reenlisted before? (2) Is reenlistment leave still granted, and (3) will travel money be paid both ways for this leave?—T. A. F., BM2, USN.

• (1) No. Current enlistment rules (Nav-Act 65-46; NDB, 31 August) state that enlistment and reenlistments may be for four or six years only, with the exception of applicants 17 years of age who will be enlisted for minority only. (2) Yes, but reenlistment leave will count against annual leave already accrued, or against annual leave which will accrue in the ensuing enlistment. (3) Yes.—Ed.

Here's How Wifey Can Bake Beans Navy Style

SIR: My wife tries to serve baked beans Navy style, but they never seem to turn out like the Navy cooks' them. She asks me time and again how the Navy cooked them, but, being an ACMM, I know nothing about cooking. How about it, Ed., can you help her out?—G. N. H., ACMM, USN (Ret).

• ALL HANDS' home economics department is always glad to help a lady. Here's the recipe from the official Cook Book (NavSanda No. 7):

Pick over and wash thoroughly 12 pounds of white dried beans. Soak in cold water about 6 hours.

Do not drain. Add 3 to 4 gallons of boiling water. Simmer about 1 hour until beans are tender, but not mushy. Drain off and save the excess liquid. Add 10 tablespoons of salt, 4½

Chief Warrant

SIR: I was appointed warrant officer on 24 Apr 1939. Normally I would have made chief warrant on 24 Apr 1945. When my temporary commission as lieutenant is terminated, will I revert to warrant or to chief warrant?—H. L. D., Lieut., USN.

• Present indications are that permanent warrant officers will be retained in temporary rank for some time to come. When service needs dictate these officers, who have been retained beyond the date they normally would have become eligible for appointment to chief warrant officer, and including CWOs appointed under Public Law 347, 79th Congress (which provided for transfer of USNR and temporary USN officers to the regular Navy), will be assigned precedence in the grade of permanent commissioned warrant officer, with due consideration being given to their positions on both the temporary and permanent lists of the Navy.—Ed.

Eligibility for Advancement

SIR: I was discharged as CSKA, USNR, on 6 Oct 1945. Before 90 days I reenlisted in V-6 and retained my rate. On 7 May 1946, I reenlisted in USN in the highest rate open at that time, SK2. Higher rates for reenlistments opened 15 May. Since reenlisting my rate has been changed to PRTRL2. I am told I qualify for PRTRL1. In view of this and my previous service in higher pay grades, I would like to know when I will be eligible for advancement in rating.—P. D., PRTR2, USN.

• Inasmuch as your rate was changed from SK2 to PRTR2 subsequent to your enlistment there is no provision whereby you could be reinstated to the rating of PRTRL1, as such rate was not previously held by you. Normally, you will be eligible for advancement to PRTR1 after you have served 12 months in your present pay grade, if otherwise qualified.—Ed.

Drawing Saved Pay

SIR: When I was promoted from chief warrant to ensign I continued to draw the pay of the former rank with 20 per cent longevity based on 12 years service. Upon completion of 15 years service the pay remained the same without any increase for the last three years. Do officers and men drawing saved pay get increases in longevity pay for additional pay periods?—E. M. L., Lt. (jg) (HC), USN.

• No. Art. 54106-3 (a) BuSanda Manual states in part that an individual who elects to draw saved pay will receive base pay plus longevity at the rate to which entitled at time of first temporary appointment.—Ed.

Street Scene

SIR: The photograph that appeared in ALL HANDS, March issue, inside front cover, was taken in Japan and not in Shanghai as you stated. Shanghai is flat as a pancake. Where did the hill in the picture background originate? The architecture is Japanese and the owner of the cart is a Japanese wearing a soldier's cap and Japanese slippers.—G.W.T.

• Research disclosed the picture was taken on the main street of Wakanoura, Japan, 27 Sept 1945.—Ed.

tablespoons of dry mustard, 1 quart of molasses, and 4 pounds of cubed salt pork, bacon or ham fat. Place in baking pans.

Bake in slow oven (300°) from 4 to 5 hours, adding liquid from the boiled beans as needed.

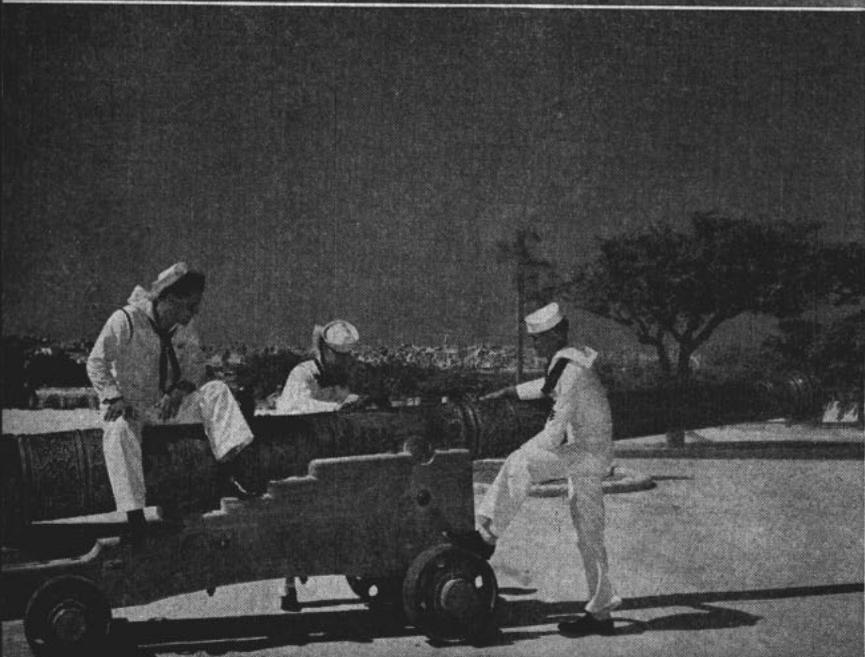
That's what the Cook Book says. But a chief commissary steward who has been cooking beans for 11½ of his 12 years in the Navy, offered a few suggestions:

"Simmer the beans about 4½ to 5 hours to make them more tender. Throw in about 12 ounces of chopped onions and 8 ounces of ketchup when you put them in the baking pans, and lay strips of bacon over the top. Cut the baking time down to about 1 hour. You've simmered the beans long enough to cook them."

By the way, how hungry for beans are you, chief? This recipe serves 100.—Ed.



SANDIE AND MOTHER, Mrs. Geraldine T. Anderson were among wives and children of service men bound for Pacific bases and Japan. Philippine Mars leaps clear of San Francisco assisted takeoff. Lower left: Bluejackets on liberty do a bit of sightseeing on Malta. Upper right: Destroyers lie at anchor on a visit to Athens, Greece. Mission is given aboard USS Burlison to a goat



TODAY'S NAVY



burg of Chicago, upper left, on board the USS General. Left center: NATS' mighty under added power of a jetty from USS Franklin D. Roosevelt. Right: U. S. cruiser and deck. Lower right: Blood transfused to atomic blast at Bikini.



Guam and Saipan Will Be Developed; Facilities to Rival Pearl Harbor

Marianas Naval Base

The Navy will devote its principal efforts in overseas construction in developing a permanent, major naval base in the Marianas, with facilities rivaling those at Pearl Harbor.

This statement of Pacific policy was outlined by Admiral John H. Towers, USN, Commander in Chief, Pacific Fleet, following a White House conference with President Truman and SecNav James Forrestal.

Other Pacific bases will assume a secondary status, but will not be abandoned, Admiral Towers revealed. Most of these have natural naval anchorages which the Navy will continue to use. However, it will not be necessary to maintain the facilities on shore which were required during the war, and which are deteriorating rapidly.

By maintaining these bases on a secondary basis, the Navy will need to spend little money on them, yet can utilize them as aviation stepping-stones, staging bases and Fleet anchorages, linking the great western Pacific base in the Marianas with Pearl Harbor. In this category are such bases as Eniwetok, Kwajalein, Majuro, Truk, Ulithi and Palau.

The Pacific commander said that recent budget cuts and a re-examination of the general situation have resulted in this policy whereby the Navy will cut down its spending on less important bases to expedite development of the Marianas.

Admiral Towers made it clear that construction in the Marianas embraces both Guam and Saipan, which will be developed as one major naval base. Most of the money spent there during the war was for temporary construction, which must be replaced with permanent facilities, he said.

On the other hand, Admiral Towers declared, the principal naval bastion in the Pacific, Pearl Harbor, is largely of permanent construction, and will

require very little further development. The northern Pacific naval base at Kodiak, partly of permanent construction, will continue to be developed.

In discussing the time element in completing the proposed Guam-Saipan naval base, Admiral Towers said that the Navy must take into consideration several factors:

- Most of the labor to construct the facilities will have to be imported.
- The Navy cannot expect to get all its money at one time.
- The Navy cannot indulge in operations which will result in an extensive withdrawal of materials already scarce in the U. S., and which probably will continue to be scarce for some years.

Dependents' Transports

Families of naval personnel were assured comfortable transport overseas when the first of a group of ships were remodeled to serve as dependents' transports. The vessels, USS *Le Jeune* (AP 74) and USS *General A. E. Anderson* (AP 111) have made maiden voyages.

Le Jeune is a former German passenger liner which was used by the nazis as a raider and supply vessel in the South Atlantic. She was seized and turned over to the U. S., and served as a troop transport after April 1944.

Her facilities include 75 cabin-class staterooms with berthing capacity for 205 cabin-class passengers, as well as berthing compartments for 2,700 troops. A large nursery has been provided for the Navy tots, complete with slides, sand boxes, play pens and tables and chairs. The room is appropriately, if un-nautically, decorated with pictures of animals, birds and animated cartoon characters. A diet kitchen has been set up where mothers can prepare formulas for babies and small children under the supervision

LAST DECEMBER

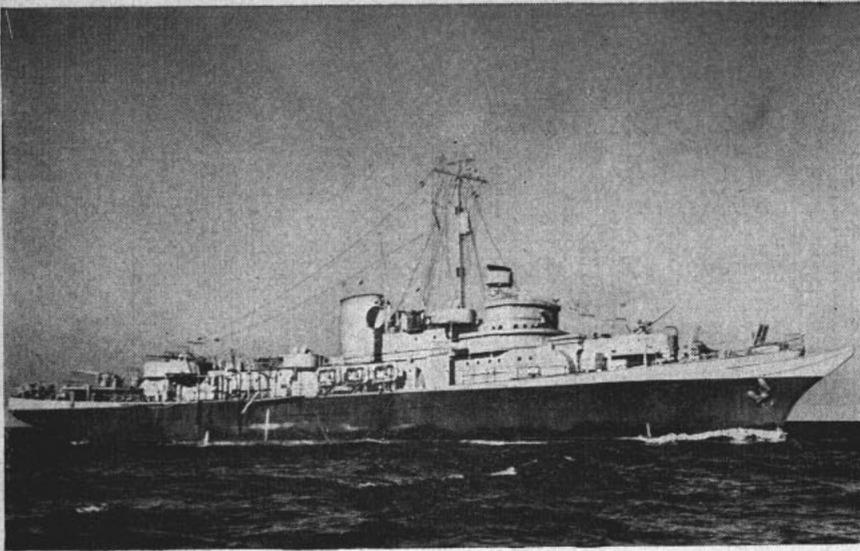


Death came to Gen. George S. Patton, result of motor collision. The U. S. became an active member of UNO. Officialdom prepared to welcome a

novel invasion—an estimated 100,000 overseas brides of service personnel and their offspring.

DECEMBER 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. Coast Guard photograph

MAYFLOWER, veteran of three wars and 35 years in the Navy, and private yacht of several presidents, is offered for sale, either for operation or scrapping.

of a Navy nurse. Four other nurses are assigned as part of the ship's complement.

Also included is a small hand laundry, in addition to the ship's laundry, complete with irons, and a drying machine. Three barber shops, a ship's store with soda fountain, two lounges, and enough bathtubs to permit mothers to bathe their small children are provided. Space is available for sunbathing and deck sports.

The Navy plans conversion of other vessels for this new duty, including USS *General H. W. Butner* (AP 113), *General W. A. Mann* (AP 112), *General Wm. Mitchell* (AP 114), *General G. M. Randall* (AP 115), *General J. C. Breckinridge* (AP 176), *President Hayes* (APA 20), *President Adams*

(APA 19), *President Jackson* (APA 18), *Thomas Jefferson* (APA 30) and *Crescent City* (APA 21).

Mayflower for Sale

The former Presidential yacht *Mayflower* was recently offered for sale, either for operation or scrapping, by the Maritime Commission. Bids for the yacht were to be opened in Washington on 6 November.

The *Mayflower* (then AY 1) was a vessel of the Navy for 35 years, serving as the private yacht of several Presidents. In 1931 she sank after catching fire at the Philadelphia Navy Yard, and was sold for scrap.

In 1942 more than a million dollars was spent in reconditioning and reconversion of the vessel for use in the war by the Coast Guard. Used as a CIC training ship, she was based at Little Creek, Va.

Built in Glasgow, Scotland in 1896, the *Mayflower* is a steel, twin-screw craft, 275 feet long of 1,780 gross tons, and is powered by 4,800-horsepower oil burning engines.

News Center Moves

The Fleet Home Town News Center has continued to supply the nation's newspapers with stories and pictures of the men of the Navy in its new location at Great Lakes, Ill. The News Center was moved from its downtown Chicago location.

More than a million and a half home town news and picture releases have been sent out by the center in the past 16 months of its existence, an average of nearly 100,000 per month. The News Center also has graduated three classes—and is training a fourth—of enlisted naval correspondents, trained newsmen who are assigned to Fleet units to send back to the center pictures and stories about the men aboard which are of interest to home town readers.

New address of the center is: Fleet Home Town News Center, Ninth Naval District, Great Lakes, Ill.

Plaque for Utah

Survivors of USS *Utah* (once BB 31, later AG 16) have erected a plaque in the rotunda of the Utah State Capitol, commemorating the officers and men who lost their lives aboard that ship in the Japanese attack on Pearl Harbor.

Capt. John Ball (SC), USN, of the Naval Supply Depot, Clearfield, Utah, and Capt. J. P. Thew, USN, CO of the NROTC unit at University of Utah, were in charge of ceremonies. Governor Herbert B. Maw of Utah was present at the unveiling.

Submarine Jeep

The versatile jeep has become submersible.

BuShips has ordered "submarine kits" from the jeep's makers, with specifications that the kits must make the jeep operable in water one foot higher than the hood for a period of 15 minutes. The Marine Corps requested the equipment.

The kits contain 125 parts and weigh 117 pounds, but because of removal of certain other parts of the jeep in installing them they actually add only about 37 pounds to the total weight of each vehicle.

Largest parts of the kit are extensions of intake and exhaust manifolds, which act as breathers for the submerged engine. In addition to the "schnorchel-like" manifolds, the jeeps are provided with a waterproof distributor and coil, aviation-type spark plugs and an aluminum carburetor housing.

After waterproofing, the jeep may be run on land or in fordable water—fordable water meaning any stream not over the driver's head, presumably. In land operation, the waterproofing helps keep sand and dirt out of the motor.



Official U. S. Navy photograph

NAVY WIFE carries child under one arm and luggage with the other as she boards USS *Le Jeune* (AP 74).



Official U. S. Navy photograph

FLORIDA GOVERNOR Millard Caldwell gets set for flight from USS *Saipan* during visit as SecNav guest.

BAT-ing Practice

Aircrewmembers and pilots are in training at the Naval Aviation Ordnance Test Station, Chincoteague, Va., in the operational use of the Navy's first guided missile. Aim of the training program is to establish two squadrons of PB4Y2s (Privateers) ready and able to launch the missiles.

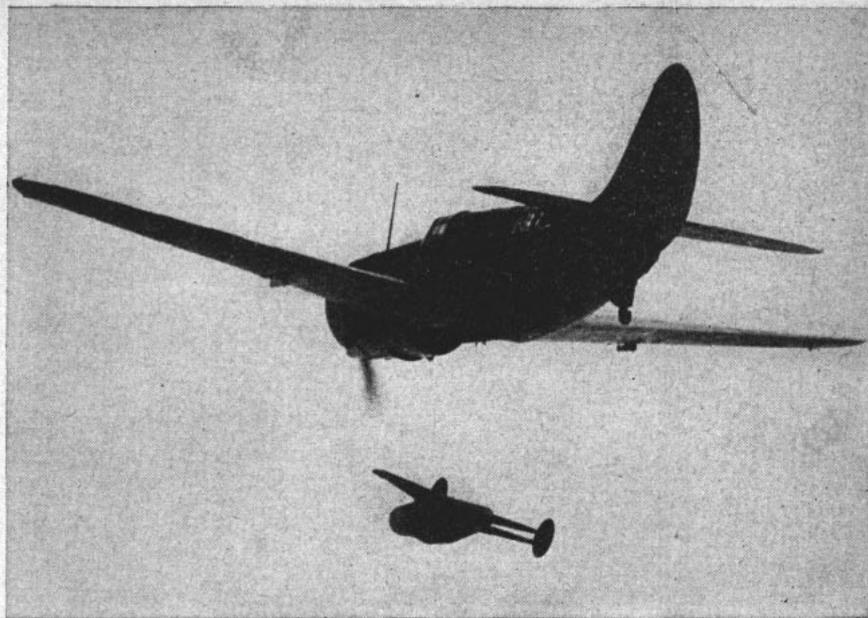
The announcement was made at the first public demonstration of the missile, the BAT, last month. The weapon is an automatic-homing glider-bomb, used with success against Jap shipping in the closing stages of World War II. The BAT is launched from an aircraft and sweeps down in a fast, flat glide, guided by a radar set contained within the missile. It was operated entirely by specially trained BuOrd teams in the war.

The BAT is a small glider capable of carrying a 1,000-pound bomb, with a range of about 10 miles. The complete unit may be suspended beneath the wing or fuselage of a parent aircraft and launched while the plane is well out of range of anti-aircraft fire. It glides down at a speed comparable to that of a high-speed airplane.

Twelve feet long with a 10-foot wingspan, it contains, besides its warhead, a radar transmitter and receiver which actuate a servo system to operate control surfaces, and a gyroscopic stabilizer.

The BAT has been hailed as the first true guided missile to be made available to the armed services on a practical scale.

The BAT's practicality is attested by its record. Launched in tests at distances greatly in excess of those possible in conventional bombing, it has attained direct hits in 50 per cent of the drops. The missile's radar robot



Official U. S. Navy photograph

THE BAT, first fully automatic guided missile to be used successfully in combat by any nation, is launched by an SB2C during public demonstration.

pilot performs much more efficiently than did the human pilots of Japan's suicide Baka bomb. The radar can detect a target under any condition of visibility, can react to correct its flight much more quickly, requires less space than a human pilot and, of course, never gets cold feet at the last minute. The BAT is, however, a little weak on ship recognition, and once launched would as soon attack the *New Jersey* as, say, the *Nagato*. Care must be exercised in selecting targets before the BAT is released from the mother plane.

Directional control of the BAT in flight is maintained by a radar "brain," which detects the target, determines its direction with respect to the axis of the BAT, and moves the missile's control surfaces to keep its deadly nose pointed at the victim. The most frantic evasive maneuvers of the target are followed with cold, impersonal accuracy by the BAT.

The BAT is not propelled by any type of propulsive force within itself. Its power, and speed, are a result of the speed of the mother plane at launching and the pull of gravity. From the point of drop the missile's great weight relative to its small drag insures a flashing descent on the target and makes it a challenging AA target.

Another advantage of the BAT's relatively small size is that it may be carried by fighters as well as by bombers, carrier-borne as well as dry-land aircraft. It affects the flight characteristics of the mother plane only a little. In flight tests at Chincoteague the missile has been launched by Corsairs as well as Privateers.

While the BAT was used only against shipping during the war, and it destroyed many tons of both combatant and merchant types, tests since the war have shown it may be homed on land targets as well. Its radar director can find such targets as bridges, dams and isolated factories.

Flag Promotions

The following promotions to flag rank for temporary service were announced last month (Congress not in session).

• To be Vice Admiral (reappointed): Edward L. Cochrane, USN, Chief of the Material Division, to rank from 3 Apr 1945.

• To be Commodore: Ernest M. Eller, USN, Director of Public Information, to rank from 30 Sept 1946.

• To be Chief of the Bureau of Supplies and Accounts:

Rear Admiral Walter A. Buck (SC) USN, to rank from 31 Mar 1943.

On Guided Missiles

Concurrently with the public demonstration of the BAT, the following statement was made by Vice Admiral G. F. Hussey Jr., USN, Chief of the Bureau of Ordnance:

"The program in progress at the Naval Aviation Ordnance Test Station, Chincoteague, Va., for the training of Fleet personnel in the technical and operational use of the BAT marks the first step in the foreseen change in methods of defensive and offensive warfare through the employment of guided missiles.

"The BAT has been evaluated fully through a long program of development and test, and received service evaluation in the late stages of the war. It is now a full-fledged service weapon, the first fully automatic homing guided missile to be made available to the armed forces.

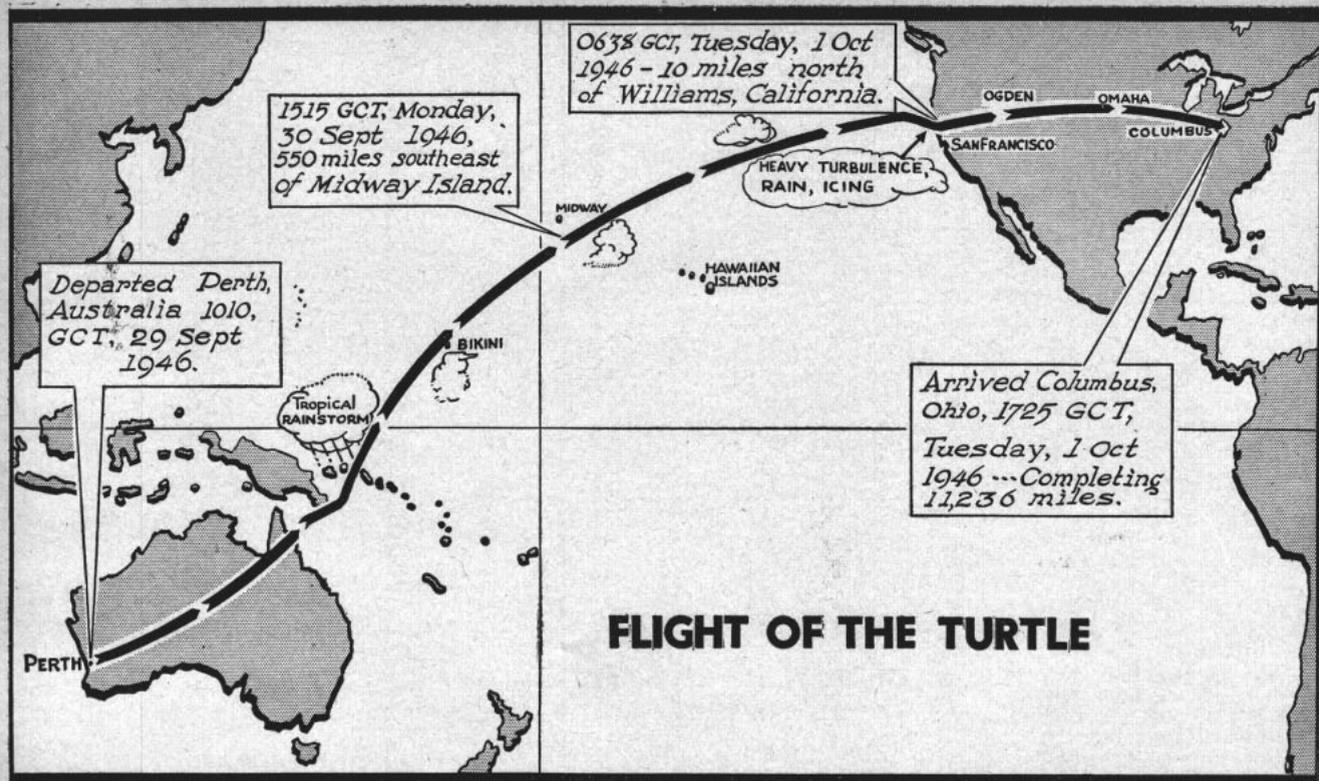
"Like the airplane in World War I, the guided missile in World War II has made its debut as a vital weapon to success in any possible future conflict.

"With the completion of this program, the Bureau of Ordnance development responsibilities for the BAT are terminated and future cognizance of this missile will be vested in the Bureau of Aeronautics."



Official U. S. Navy photograph

ALL SMILES, Chief Yeoman Helen Swanberg displays bright new hash-mark, recently approved for Waves.



RECORD-MAKING flight of the "Truculent Turtle" from Australia to U. S. is given in map by All Hands artist.

It's a Small World

The Navy and the Army demonstrated last month something most people had begun to suspect: that this world isn't so all-fired big after all.

A Navy P2V, the Truculent Turtle, lifted (with a JATO boost) her 85,500-pound gross load off Pierce Air-drome, near Perth, Australia, shortly after 1800 Sunday, 29 September, local time (1010 Sunday, GCT). Exactly 55 hours and 15 minutes later, and a matter of some 11,236 official, great circle miles, the Neptune sat down at Columbus, Ohio (1125 Tuesday, 1 Oc-

tober, local time; 1725, same date, GCT).

A few days later an Army crew took a heavily-loaded Superfortress, Pacusan Dreamboat, off John Rodgers Field, Honolulu, and flew across the top of the world to land at Cairo, Egypt, in 39 hours, 36 minutes and 15 seconds, and 9,422 miles in the air.

The Turtle's record 11,236 miles (for such flights only the great circle distance is officially allowed) and the Dreamboat's 9,422-mile flight, both topped the previous long-distance record of 7,916 miles, Guam to Washington, D. C., logged on 19-20 Nov 1945 by, coincidentally, the same Dreamboat.

The world looked even smaller when the public realized these flights had been made by equipment at hand, not fanciful eight-jet propelled bombers of the future. And a glance at the record book shows even more clearly you don't need a rocket ship to make a long flight. The last prewar distance record, set by a group of intrepid British airmen in 1938, covered a route from Ismailia, Egypt, to Port Darwin, Australia—7,158 long miles. The Britishers, it may be observed, flew it in two single-engined planes!

Meat for Thought

The Navy menu, which became pretty prosey last month, should read like poetry again, although BuSandA pointed out that decontrol of meat did not mean conservation measures could be relaxed. Supply departments still pursue proteins in such items as fish, macaroni, cheese, eggs and sundry dairy products, as instructed by Alnav 532-46 (NDB, 30 September).

In view of the unsettled price situation and rate of meat procurement,

it is anticipated that it will be three weeks before the product will be back in the pipeline at a volume sufficient to meet normal requirements and start rebuilding reserve stocks. These reserves were heavily tapped during the meat shortage to supply reefer loadings and support domestic activities.

During the critical period the Army's Quartermaster General, from whom the Navy obtains 85 to 90 per cent of its meat, placed on the production of federally-licensed plants a priority which yielded some meat. All this went for domestic use. No meat was obtained from foreign sources.

Mills Heads BuShips

Vice Admiral Earle W. Mills, USN, became Chief of the Bureau of Ships on 1 November, following the trans-



Vice Admiral Mills

fer of Vice Admiral E. L. Coch-rane, USN, former bureau head, to be Chief of the Material Division, Office of the As-sistant Secretary of the Navy.

Vice Admiral Mills formerly was Deputy and Assistant Chief of the Bureau of Ships. This post was taken over by Capt. Charles D. Wheelock, USN, who became a rear admiral upon assumption of his new duties. He previously was serving as dean of Army and Navy students, Naval Construction and Engineering Postgraduate Course, Massachusetts Institute of Technology.



Official U. S. Navy photograph

PLANE'S INSIGNIA—Record-making hop by Navy plane demonstrated world isn't as big as some folk think.

'Industry, Perseverance'

Fleet Admiral Chester W. Nimitz, CNO, released the following statement in observance of National Employ The Physically Handicapped Week (6-12 October).

"A record of industry and perseverance characterizes the careers of the physically handicapped individuals who have taken their place in every field of human endeavor.

"The Navy appreciates the capabilities of its physically handicapped employees and can speak with pride of the standards of efficiency and service that they are maintaining. I therefore welcome the opportunity to participate in a program which seeks to insure that the Nation's handicapped, including its disabled war veterans, will increasingly be afforded the opportunity to take their proper place in a nation's industry. For, in earning a normal livelihood they thus gain that status of dignity and independence which is the fundamental right of the people of a great democracy."

Procurement Studied

Four government offices, at the invitation of Under Secretary of War Kenneth C. Royall and AstSecNav W. John Kenney, have met with the armed forces for thorough study of wartime procurement practices. Invited to take part were the Maritime Commission, Reconstruction Finance Corporation, Procurement Office of the Treasury Department and General Accounting Office.

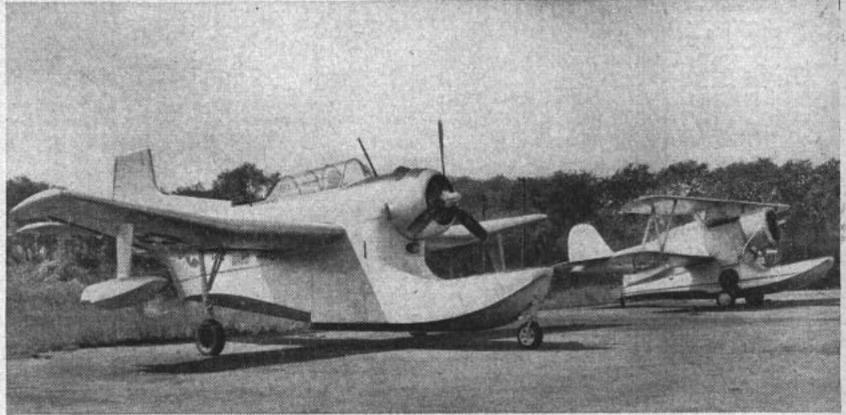
Incorporating benefits of experience gained in the war, they will make recommendations for comprehensive statutory and administrative action, designed particularly to circumvent unscrupulous profiteers during any future war.

In a joint statement the War and Navy Departments said:

"During the progress of World War II there were many improvements in procurement procedures which resulted both in making possible the enormous task of equipping our fighting forces and also in protecting the financial interests of the Government. Examples of these improvements include renegotiation, periodic repricing of contracts, procedures under the contracts, procedures under the Contract Termination Act, advanced payments of contracts, assignment of contracts, simplified methods of certification of vouchers, and tax amortization procedures.

"These various statutory and procedural provisions did not all become effective at the beginning of the war, but were provided for from time to time in order to meet new and often unprecedented situations. Every effort must be made to capitalize on our war experience both in adopting new methods of peacetime procurement and in planning for a possible future emergency.

"Some of the statutes and Executive Orders under which war procurement was effected are no longer in force and others will lapse with the official termination of the war or shortly thereafter. Accordingly, authority must be secured from the Congress to



Official U. S. Navy photograph

NAVY'S NEW amphibious utility plane XJL-1, left, is latest word in hull design and is designed to replace the old Duck J2F, shown at right.

VERSATILE AMPHIB PLANE TESTED

A new amphibious utility plane, so versatile it will land and take off from nearly anything but a yardarm, is undergoing exhaustive pre-acceptance tests. The plane, designated XJL-1, is designed to replace the old Duck (J2F), and may be used for search and rescue, short-range patrol, personnel and cargo transportation, target towing and photography.

XJL-1 is a midwing, amphibious monoplane, and represents what is currently the last word in utility airplane design, especially with regard to its hull. The most extensive tests and experiments in their field on record, conducted at the National Advisory Committee for Aeronautics laboratory at Langley Field, Point Comfort, Va., resulted in the unusual shape of the hull. The hull, capable of a landing in four and one-half-foot waves, features what engineers call a "flared chine," which is simply a downward extension of the edges of the hull, calculated to deflect spray down and away from the aircraft.

The new plane is capable of landing on carrier, airfield or water, and of taking off from carrier, airfield, water or catapult, assisted by JATO as appropriate. This versatility will mean, in a practical sense, that the craft could perform ideally in search and rescue at sea—picking up survivors in the open sea and landing them quickly at the nearest sickbay

whether it were aboard a carrier or other large ship, or adjacent to a body of water or an airfield.

The plane is designed to be flown by a crew of two—a pilot in the forward cockpit, and an "observer-attendant" in the after cockpit. The rear cockpit is equipped with a 360° swivel chair set high up in the compartment for maximum visibility, and a set of dual controls to allow the observer to relieve the pilot on long flights.

Below the cockpits is a large personnel compartment, seating six, or with space for three litters and seats for three. The observer has access to this lower compartment via a ladder, allowing him to assist the nurse or corpsman below in air-sea rescue cases.

Included among features, unique for amphibians, are folding wings allowing carrier stowage, and tricycle landing gear with the main wheels retracting into the wings instead of into the hull.

Vital statistics: She was built in New York by Columbia Aircraft Corporation, is powered with a 1,425 takeoff-horsepower Wright engine. Length is 43 feet, wingspan 50 feet. Maximum gross weight is 13,000 pounds, of which more than 2,000 pounds represents payload. Top speed is "in excess of 200 miles per hour," and service ceiling is over 23,000 feet.

permit the adaptation of new methods to normal procurement.

"After thorough study a bill designed to improve peacetime procurement procedures was recommended by the Army and Navy and introduced during the closing days of the last Congress. Time did not permit consideration of this legislation, but it is planned to have the measure again introduced at the next session. The bill has the approval of the War and Navy Departments, the Bureau of the Budget and the Comptroller General.

"As to the procurement procedures planned for any future war, it should

be borne in mind not only that conditions may well change but also that a few unscrupulous contractors, seeking to make as much profit as possible, may find ways to circumvent some of the protective measures which were in force during this war. The interested agencies of the Government are considering this feature so that in the event of a future war they will be prepared to recommend emergency legislation or orders, together with implementing procedures, which will facilitate procurement and protect the financial interest of the Government as well as was done during the war."



Official U. S. Navy photograph

WEATHER EYE is kept by CPO Howlett on youngest member of 143 monkeys flown to U.S. from Philippines.

Light Conversation

Aladdin's lamp had to be rubbed but one has been developed for the Navy you can talk to—and it talks back.

Infra-red radiations, invisible to the unaided eye, by means of the new device permit two-way conversations secure against "jamming," eaves-dropping and static, the Navy has revealed. Dr. Norman C. Beese of Westinghouse Electric Corp., designer of the lamp, calls the new communications system "beam-casting." The newspapers have identified it as a "talking lamp." Engineers in the

Electronics Division of the Bureau of Ships prefer to speak of it as voice-modulated infra-red.

Dub it "lookie-talkie" if you like, the lamp appears adaptable to many uses in both peace and war. The Navy had planned to use it in convoy and troop-landing operations. Although the lamp has never been installed in aircraft, plane-to-plane conversations of pilots flying in radio "blackout" may some day become possible.

Development came just too late for combat use in World War II. A quantity of one type of lamp had been manufactured by V-J Day, but auxiliary equipment could not be delivered in time.

In shipboard installations the lamp will be mounted in a parabolic reflector similar to that of a searchlight. Words spoken into a microphone in the pilothouse or beside the lamp alternately dim and brighten its infra-red emanations thousands of times a second. The receiving instrument, a photo-electric cell mounted in another parabolic reflector, picks up the infra-red rays. They are converted and amplified into a reproduction of the human voice.

The unseen radiations are generated by a metal seldom used in lamps—cesium. In addition to its efficiency as a generator of infra-red rays, cesium possesses extremely low visibility, minimizing need for a filter and precluding leakage of visible light.

"Jamming" is a very feeble possibility, and would require a "shutter" device within the limited 25-degree beam. Eavesdroppers must be within the narrow beam spread.

BuShips says that bad weather handicaps infra-red broadcasts in the same way that it does visual signals and "black light" signals. This last named communication method was described in an earlier article. (ALL HANDS, June 1946, p. 34).



Official U. S. Navy photograph

FLEET ADMIRAL NIMITZ autographs envelope for Navy Day mailing from carrier FDR for Ross Murphree, SI.

Admiral Waesche Dies

Admiral Russell R. Waesche, USCG (Ret), wartime head of the Coast Guard, died 17 October in the Naval Hospital, Bethesda, Md. He was 60.

Admiral Waesche, the Coast Guard's first four-star officer, was commandant from 14 June 1936 until his retirement 31 Dec 1945. After his retirement he was named by President Truman as one of the 10 top war leaders to form an "elder statesmen's" advisory group on national defense.

He was decorated by SecNav James Forrestal on 14 January of this year with the Distinguished Service Medal for his service as Coast Guard commandant.

Admiral Waesche leaves his widow and four sons. The sons are Cdr. R. R. Waesche Jr., USCG; Lt. Col. Harry Lee Waesche, AAF; Ens. James H. Waesche, USCG, and a younger son, William R. Waesche.

New CEC Magazine

First issue of a new magazine, the Civil Engineer Corps Bulletin, will be distributed next month. The magazine's purpose is to assist in the training of Naval Reserve CEC officers, but the publication will be distributed to CEC officers on active duty as well.

The 28-page monthly will include technical articles by officers of the Bureau of Yards and Docks and by qualified civilians, illustrated extensively with explanatory drawings and photographs. It will cover all phases of CEC activity, and will watch especially new developments, to carry out its Reserve training mission. The magazine also will include personnel notes to assist Reserve CEC officers in keeping track of their active service acquaintances.

The magazine will be coordinated with the CEC Reserve training program now being formulated.

IS BUTCH UGLIEST DOG IN NAVY?

Ugliest pooch in the Navy!

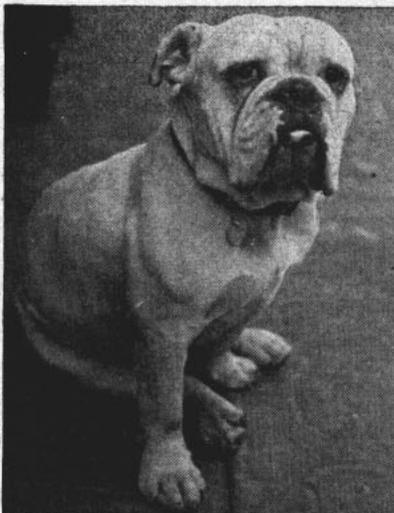
That's the claim of the men of USS *Darby* (DE 218) for their ship's mascot, Butch. Butch's portrait lends authority to their statement.

Butch is an English bulldog, one and a-half years old. He has, as the *Darby* hands put it, "a very congenial disposition behind that (ugh) face (groan)."

Butch's duties are primarily that of assistant to the gangway petty officer, and he holds his station at the quarterdeck nearly all of the time in port. But when another ship comes alongside or stores are being loaded, Butch feels he must relinquish his gangway watch to assume supervisory duties over those operations.

Butch has collateral duties on movie and mail trips, and he also sees to it that the signalmen make colors on time—sort of an exec with teeth, you might say.

Like most sailors, Butch has a shipboard nickname. He is known as "The Face."



Official U. S. Navy photograph

THE FACE, also known as 'Butch,' is mascot of the USS *Darby* (DE 218) and assists the ship's gangway PO.

'Support and Protect'

SecNav James Forrestal announced that the specific purposes of U.S. naval forces in the eastern Atlantic and the Mediterranean Sea were:

"First, to support the Allied occupation forces and the Allied Military Government in the discharge of their responsibilities in the occupied areas of Europe.

"Second, to protect U.S. interests and to support U.S. policies in the area."

The Secretary added that there are many concurrent benefits to be attained by stationing U.S. ships in European waters:

"First, it offers a splendid opportunity to train the officers and men of our ships in independent operations and to familiarize them not only with the waters in which they cruise but also with the customs and the traditions of the people of the countries which they visit.

"Second, it is a builder of morale for the many officers and bluejackets who still have the traditional urge 'to join the Navy and see the world.'

"Third, it affords an opportunity for American naval personnel to create good will and better understanding

with the people with whom they come in contact. . ."

The Secretary continued, "It is planned to maintain the number of U.S. naval ships on duty in the Mediterranean at a level consistent with the attainment of the foregoing purposes and benefits. The ships in European waters include a division of cruisers, a squadron of destroyers, and the necessary sustaining vessels of auxiliary types. With minor exceptions these ships will have a normal period of duty of six months or less in European waters, after which they will be rotated with other ships of similar types in order to permit as many officers and men as possible to obtain this valuable experience and also to avoid overlong absences from home ports and the repair facilities of our own naval bases. From time to time aircraft carriers will be ordered for temporary duty with the forces in European waters to facilitate training of all the ships in carrier task group operations and to give our aviators equal opportunity to visit foreign countries.

"Since we do not propose to acquire any shore bases in Europe we do not plan to keep individual carriers on station for the same length of time as the cruisers and destroyers. It has been our experience that a high standard of efficiency of our carrier air groups requires that we base those groups at airfields ashore from time to time to conduct certain phases of their training. Their cruises in European waters will therefore be of shorter duration than those of the cruisers and destroyers."

How's Weather Up There?

A new type of weather balloon, sent aloft to seek accurate information of weather conditions in the stratosphere, recently reached an altitude of 93,000 feet, or almost 18 miles, in tests being conducted by the Navy in cooperation with the Weather Bureau.

The tests, conducted from the Weather Bureau Experimental Station at College Park, Md., involve the use of radio direction finders and optical telescopes for tracking the balloons and determining their exact location. Observers at five scattered points in Washington, Baltimore and College Park, and radio direction finders located at College Park and in Baltimore, follow the balloons' flight.

Suspended below the balloon is a small automatic radio transmitter which enables the radio direction finder to follow the flight of the balloon and at the same time sends out signals which describe the weather conditions in its flight.

The Navy said, "The development of such weapons as guided missiles, pilotless aircraft and rockets, as well as the trend toward higher and higher altitudes for regular airplane flights, makes it imperative that we obtain accurate information of weather conditions in the stratosphere."

The balloons are made of neoprene, a synthetic rubber which has the ability to stretch in the extreme cold of the stratosphere. At the top of their flight the balloons expand to about 32 feet in diameter, about four times their normal size.

QUIZ AWEIGH

What do you know about the Navy? Super Salts should get six correct answers, Young Salts four, and Boots three or less.



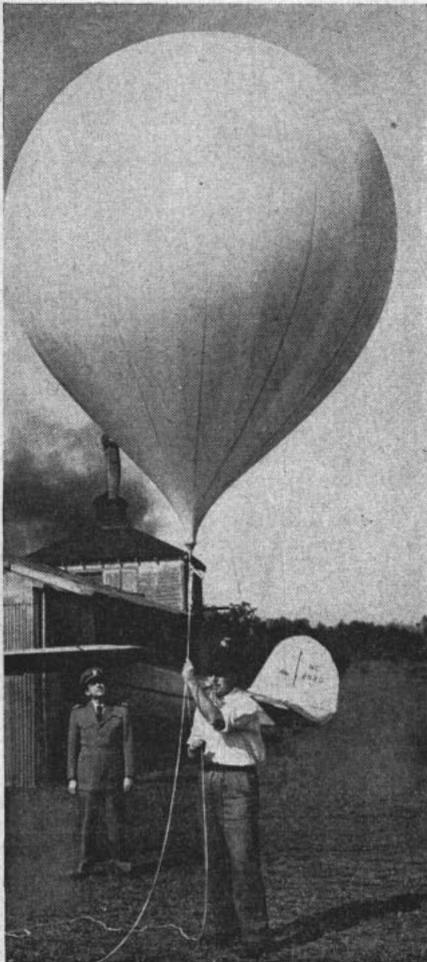
1. The bluejacket is using a (a) rocking chair (b) breeches buoy (c) boson's chair.
2. What knot would be used here (a) sheep shank (b) bowline (c) girth hitch?



3. The above men are (a) signalmen (b) lookouts (c) gun pointers.
4. What instrument are they using?



5. This huge tail assembly belongs to the (a) PB4Y-2 (b) PB4Y-1 (c) PB4Y-1.
6. What is its armament?



Official U. S. Navy photograph

STRATOSPHERE WEATHER data sent back by this new neoprene balloon, designed to reach 19-mile height.

'Experience, Knowledge'

SecNav James Forrestal and the 10 members of the new civilian Naval Research Advisory Committee, authorized by the Vinson Act (Public Law 588, 79th Congress), held their first meeting in the Navy Department last month.

AstSecNav W. John Kenney said that "with the appointment of the Naval Research Committee it is hoped to bring to the assistance of the Navy in its many research problems the experience and knowledge of these men preeminent in their individual fields of endeavor in the scientific world."

The members are:

Dr. Warren Weaver, Director of the Division of Natural Sciences of the Rockefeller Foundation, New York City, who served as chairman of the Applied Mathematics Panel of the Office of Scientific Research and Development, and was a member of the Guided Missiles Committee of the Joint Chiefs of Staff during World War II.

Dr. Philip M. Morse, professor of physics at M.I.T., who is now on leave of absence to become Director of the Northeastern Regional Laboratory for Atomic Energy Research, Camp Upton, L. I.

Dr. L. A. DuBridge, president of the California Institute of Technology, who served as director of the Radiation Laboratory at M.I.T. during World War II.

Dr. Arthur H. Compton, Chancellor of Washington University, St. Louis, and Nobel prize winner, who served during World War II as head of the Metallurgical Laboratory at Chicago, which worked on the Manhattan Project.

Dr. William Sharp McCann, Director of the Institute of Medicine at Rochester University, now on inactive duty following service as Captain, Medical Corps, USNR.

Dr. Detlev W. Bronk, head of the National Research Council of the National Academy of Sciences, Washington, D. C., who served as Coordinator of Research in the Office of the Air Surgeon, United States Army Air Forces, during the war.

Richard J. Dearborn of the Texaco Development Corporation, New York City, and head of the Patents Committee of the National Association of Manufacturers.

Dr. Karl T. Compton, president of M.I.T., who served as a member of the Presidential Evaluation Committee and the Joint Chiefs of Staff Evaluation Board for the Bikini atom bomb tests.

Rear Admiral Luis deFlorez, USNR, New York City, until recently Assistant Chief of Naval Research, now on inactive duty.

Rear Admiral Lewis L. Strauss, USNR, New York City, now on inactive duty, an authority on Army and Navy material procurement problems during the war.

NAS in Full Status

The Naval Air Station, Banana River, Fla., has been placed in a full operating status to provide facilities and support for the operational flight training of naval aviators.



Official U. S. Marine Corps photograph

REPLICA of Tun Tavern, popular hostelry in Philadelphia chosen as site of first recruiting station of Marine Corps, established in 1775.

171st BIRTHDAY FOR MARCORPS

Marines throughout the world, ashore, in the air, and on board ships at sea, this month are joining in commemorating their 171st anniversary.

The Continental Congress in Philadelphia on 10 November 1775 passed the historic resolution which created the Marine Corps, and Capt. Samuel Nicholas, named commandant of the corps, lost no time in setting up the corps' first recruiting station.

Tun Tavern, a popular Philadelphia hostelry of the time, was chosen as the site of this first recruiting station. It was situated on the east side of King (Water) Street at the corner of a small thoroughfare known as Tun Alley, which led down to the Delaware River.

Capt. Nicholas instructed his first recruiting officer, big-fisted Robert Mullen, the tavern proprietor, to ac-

cept only candidates who were "of dependable and religious nature, combined with proper robustness of body." To this were added other qualifications: a man had to be at least five feet, four inches tall; between 18 and 40 years of age; a native-born American, or if foreign-born, a settled resident with family; and he could not be a deserter from the British Army, a vagabond, or "person suspected of being an enemy enemy to the liberty of America."

Tun Tavern no longer stands but a replica was built.

The Marine Corps remains today one of the greatest organizations of fighting men in the world, and marines this month can look with pride at the glorious history of the corps, which had its beginning at that first recruiting station.

Scientists Aid Navy

German and Austrian scientists, working in the fields of electronics, supersonics, guided missiles and jet propulsion, are lending their skills to the U. S. Navy's "Buck Rogers" era.

The Navy, War and State Departments announced jointly their program had resulted in the importation of 200 such volunteer scientists into the U. S., and that more were to come. Results of their research are being incorporated in the postwar armed forces, and, within the limits of security, will be given to U. S. industry for its benefit. Fields in which the experts are working, of direct interest to industry, include fuels and

lubricants, diesel and turbo-jet engines, optics, synthetics and other phases of applied physics and chemistry.

It is planned that within the next year the Austro-German scientists will be joined by their families, and some of them may, if they wish, be permitted to become permanent residents of the U. S. All were volunteers and underwent extensive screening before being accepted for research in America. At present, the scientists are under observation in protective custody, which will continue until their applications for transportation of their families and for immigration status have been processed.

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.

Cowell Honored For Okinawa Duty

USS *Cowell* (DD 547) has been awarded the Presidential Unit Citation for her part in the capture and occupation of Okinawa from 1 April to 17 June 1945.

On 2 March of that year the *Cowell* left Seattle for Pearl Harbor and on 17 March she shoved off for Eniwetok and Saipan, under the command of Comdr. Charles L. Wertz, USN. In company with ships of Task Force 51 she left Saipan on 27 March and moved forward for the invasion on 1 April.

It was the beginning of nine spectacular weeks for the USS *Cowell*, on fighter-director radar picket duty which was not terminated until 20 June. It was the beginning of nine disastrous weeks for the enemy; during that period 38 enemy aircraft were destroyed, of which 28 were accounted for by the CAP and 10 by the *Cowell's* guns. Six of those shot down were suicide attacks which were splashed so close that much debris, gasoline, and water from the explosions were thrown aboard.

The *Cowell* was a frequent target for heavy Japanese aerial attacks as well as kamikaze and dive-bombing planes, but she continued to send out early air warnings, provide fighter direction and render service in preventing the Japanese from striking in force the naval forces off Okinawa beachhead.

A valiant fighting ship, the *Cowell*, her officers and men withstood the perilous radar picket duty and achieved a brilliant combat record.

NAVY CROSS

Gold star in lieu of third award:

★ **EDGE, Lawrence L.**, Comdr., USN, Columbus, Ga. (M): As CO of the USS *Bonefish* during the eighth war patrol of that vessel in the Japan Sea off the west coast of Honshu, Japan, Comdr. Edge, fully aware of the dangers involved, left port in the veteran submarine on 28 May 1945 to conduct one of the first war patrols to be made in this area. He boldly penetrated the strong antisubmarine barriers and entered the supposedly inviolable waters of the Japan Sea. After maneuvering the *Bonefish* into shallow waters, he launched devastating torpedo attacks against enemy targets vital to the Japanese effort. By striking with great speed and precision, he succeeded in sending two valuable ships to the bottom and continued this smashing offensive until overwhelming counter attacks caused the loss of the *Bonefish* and its gallant commanding officer. By his brilliant seamanship, initiative and indomitable perseverance, Comdr. Edge contributed essentially to the infliction of extensive damage to the enemy during this urgent mission.

★ **LYNCH, Frank C. Jr.**, Comdr., USN, Deven, Pa.: As CO of the USS *Haddo*



Official U. S. Navy photograph

USS *COWELL* (DD 547) spent nine spectacular weeks on fighter-director radar picket duty in connection with the capture and occupation of Okinawa.

during the eighth war patrol of that vessel in enemy water from 28 Oct 1944 to 27 Dec 1944, Comdr. Lynch displayed extraordinary heroism in line of action. With outstanding aggressiveness and tenacity, he was able to penetrate strong enemy air and surface escort screens to launch four well planned and smartly executed torpedo attacks which resulted in the sinking of four enemy ships. His skillful evasive tactics enabled him to avoid damage from severe depth charging and intense enemy air activity and bring his ship safely to port.

Gold star in lieu of second award:

★ **ANDREWS, Charles H.**, Capt. (then Comdr.), USN, New London, Conn.: As CO of the USS *Gurnard* during the fifth war patrol of that vessel in Japanese controlled waters from 16 April to 11 June 1944, Capt. Andrews was aggressive and relentless in tracking the enemy. He launched his attacks in the face of extremely severe hostile countermeasures and unfavorable sea conditions. Fighting the *Gurnard* boldly in a series of well executed strikes against strongly escorted formations, he succeeded in sinking three freighters and a large tanker and in damaging a battleship and another freighter. By his inspiring leadership, outstanding courage and valiant devotion to duty throughout each furious action, Capt. Andrews made a great contribution towards the reduction of Japanese naval strength.

★ **DYKERS, Thomas M.**, Capt., USN, Santa Ana, Calif.: As CO of the USS *Jack* during operations against enemy Japanese shipping in the Pacific War Area from 16 Jan to 13 March 1944, Capt. Dykers demonstrated superb ship-handling, bold initiative and outstanding professional skill. Aggressive and determined, he maneuvered immediately into striking position as he came in contact with the enemy and swiftly launched a powerful attack. He succeeded in sinking a total of seven Japanese ships, including four tankers, and then, employing brilliant evasive tactics, withdrew the *Jack* from

the combat area without damage, despite the strong opposition of the enemy.

★ **HAMM, Andrew B.**, Lt. Comdr., USN, Bowdon, Ga. (posthumously): As CO of BomRon 1 embarked in the USS *Bennington*, while piloting a dive bomber during action against Japanese forces at the Kure Naval Base, Honshu, Japan on 28 July 1945, he showed extraordinary heroism in leading his squadron in a bold strike at vessels in the well defended harbor of Kure. Lt. Comdr. Hamm fearlessly pressed his attack against a 28,000-ton enemy aircraft carrier in the face of one of the heaviest ship and shore battery barrages ever encountered over the Japanese homeland. He released his bomb at a perilously low altitude and scored a

Decoration Medals Now Available

Decoration medals are now available, the Medals and Awards Activity of BuPers announced.

Every effort is being made so that as the temporary citations—which were given during the war—are being drawn up in permanent form, they (with the appropriate medal) may be forwarded to the persons honored or, in case of their deaths, to the next of kin. Individuals who have been awarded decorations and have not received medals, may address requests to Bureau of Naval Personnel: (Attn: Pers 10), Washington 25, D.C.

Campaign medals have not yet been prepared, but they will be ready for issue some time in the near future. When the medals are available announcement will be made and applications should not be made until that time.

★ DECORATIONS

Navy Cross (Cont.)

direct hit on the carrier's stern. Even though his plane had been struck and badly damaged by fire, he succeeded in controlling the plane until the crew had all parachuted to safety. He lost his own life, but by his daring leadership, courage and devotion to duty despite great personal risk, Lt. Comdr. Hamm contributed to the success of his squadron in the carrying out of its mission and set an example of heroic conduct for his men.

★ **MUNSON, Henry G., Comdr., USN, Waukegan, Ill.:** As CO of the USS *Crevalle* during the Second War Patrol of that vessel in Japanese controlled waters from 30 Dec 1943 to 29 Feb 1944, Comdr. Munson carried on a fearless search for enemy ships under conditions of extreme danger. He pursued one hostile ship for 15 hours and even though he was driven off four times by enemy escorts, he relentlessly carried on his attack and finally sent the enemy to the bottom. He requested and received a five-day extension of the normal patrol period and set out again to intercept Japanese surface units. He tracked one enemy convoy of nine ships, escorted and covered by hostile aircraft, from the middle of the morning until dark, and then directed the submarine in a night surface attack. He succeeded in scoring torpedo hits on six enemy vessels and then maneuvered his withdrawal so skillfully that the *Crevalle* escaped without damage, despite Japanese gunfire and intense depth-charge barrages. Under Comdr. Munson's superb command, the submarine completed a daring patrol in the face of great opposition, sinking three freighters, one armed patrol tug, and a sailing craft and injuring four other enemy ships.

★ **STACY, Ray J., Lt.(jg), USNR, Guthrie, Okla.:** While serving as pilot of a carrier-based torpedo aircraft, Lt.(jg) Stacy distinguished himself by extraordinary heroism. He skillfully and courageously piloted his aircraft in a torpedo attack against a major unit of the Japanese fleet. Despite intense antiaircraft fire, he pressed home his attacks to close range and secured a direct torpedo hit on the enemy heavy cruiser. His skill and courage were at all times in keeping with the highest traditions.

First award:

★ **DAVIS, John M., Lt.(jg), USNR, Gordo,**

—HOW DID IT START?—

Hawseholes

It was an old Oriental custom to have eyes either carved or painted on the bows of ships. The bow being the head of the ship, the belief was that if a vessel were to see the evil spirits ahead, she would veer away from her course and leave the spirits astern.



From that humble beginning the present-day hawseholes came into existence, the ancient custom being shelved for the modern method. In some of the Asiatic countries, the custom of the eyes is still in vogue, especially along the Yangtze river in China where junks and sampans ply their trade.

Ala.: As the pilot of a carrier-based torpedo plane assigned to attack enemy surface forces in the vicinity of the Philippine Islands on 25 Oct 1944, Lt.(jg) Davis distinguished himself by extraordinary heroism. In the face of intense and accurate antiaircraft fire, he pressed home his attacks and scored a direct bomb hit on an enemy battleship. His courage and skill were at all times inspiring.

★ **DYSON, Howell J., Capt. (then Comdr.), USN, Silver Spring, Md.:** As executive officer of the USS *Bunker Hill* during action against enemy Japanese forces off Okinawa on 11 May 1945, Capt. Dyson showed extraordinary heroism. Although he was severely wounded when the ship was struck during two vicious enemy aerial attacks, he skillfully organized fire-fighting parties and led them in combating the raging flames on board the carrier. He persisted courageously in his efforts until he collapsed as a result of his wounds. During the valiant fight to preserve the ship, Capt. Dyson was an inspiration to his officers and men by his fearless leadership, fortitude and devotion to duty.

★ **ELDER, Arthur G., Lt., USN, Dallas:** As CO of a Navy search Liberator attached to PatBomRon 117 during action against Japanese forces at Saigon Harbor, French Indochina on 25 March 1945, Lt. Elder showed extraordinary heroism. He flew in over the area in defiance of the terrific antiaircraft fire sent up from armed merchant vessels and warships in the harbor, and plunging relentlessly on his assigned targets, dropped his bombs and made his strafing runs at a perilously low altitude. He destroyed three large merchant vessels and accounted for the infliction of damage on two destroyer escorts and 20 other merchant vessels. When he was jumped by an intercepting enemy aircraft during the engagement, he promptly maneuvered to strike, and with deadly accurate fire he succeeded in blasting it from the sky in flames. By his superb airmanship, indomitable fighting spirit and dauntless perseverance in the face of tremendous odds, Lt. Elder contributed materially to the extension of costly damage to Japanese surface and air forces in this vital theater of war.

★ **ELLIOTT, Ross T., Ens., USNR, Riverton, N. J. (posthumously):** Serving as assistant gunnery and machine gun officer on board the USS *Emmons* during operations against enemy Japanese forces off Okinawa Shima in the Ryukyu Chain on 6 Apr 1945, Ens. Elliott performed valiant and determined action that lived up to the highest tradition of the Navy. Stationed on the flying bridge, he ably directed the steady fire of his weapons against an overwhelming number of Japanese kamikaze planes attempting to crash dive on the deck of the ship. He maintained close control of his batteries and shot down two of the six enemy aircraft shot down by the *Emmons'* guns during a furiously waged battle that lasted for more than two-and-a-half hours. When he became aware that one of the planes was going to crash the ship in the vicinity of the bridge, he ordered all personnel on the flying bridge to lie close together on deck against the barrette, and hurled himself across the prone men as the plane crashed the ship on the port side. Ens. Elliott was fatally wounded by enemy strafing bullets as a result of his heroic act, but he succeeded in protecting his men from serious injury and probable death. All personnel concerned survived despite the violent explosions and fires that followed the crash.

★ **HAMM, Andrew B., Lt. Comdr. USN, Bowdon, Ga. (posthumously):** As CO of Bombing Squadron One, embarked in the USS *Bennington* while piloting a dive bomber during action against enemy Japanese forces at the Kure naval base, Honshu, Japan, on 24 July 1945, Lt. Comdr. Hamm led his squadron brilliantly against

NAVY CROSS RECIPIENTS



Lt.(jg) Davis

Comdr. Edge



Ens. Elliott

Comdr. Lynch



Lt. Comdr. Mears

Lt.(jg) Samaras



Lt.(jg) Stacy

Capt. Wiley

Photos of other Navy Cross winners not available.

a concentration of enemy warships docked in the harbor. He boldly dived upon a camouflaged 28,000-ton aircraft carrier through a heavy fire sent up by the shore batteries and the combatant vessels and released his bomb at a dangerously low altitude over the ship and scored a direct hit. He was the first pilot to plunge against the carrier despite the enemy's vicious opposition and executed his attack with superb skill and daring, inflicting costly damage to the enemy.

★ **HARRIS, Hugh K., GM2, USNR, Rogers, Ark.:** Serving on the USS *South Dakota* as gun captain of number four 40-mm. quadruple mount on 19 July 1944, Harris carried out his duties throughout an attack by an enemy plane in such a way as to bring honor to the service. He directed the fire of his quad at a Japanese plane making a dive bombing and strafing attack on the ship. The plane was kept under fire from the beginning of the dive, and the guns were still firing when the bomb exploded a few feet from the quad,

killing most of the crew and seriously wounding the others. The plane continued across the vessel and crashed on the other side. Although Harris was badly wounded, he proceeded to mount five and directed fire there during the remainder of the action.

★ **HARRAL, Brooks J., Comdr., USN,** Beverly Hills, Calif.: As CO of the USS *Ray* during a war patrol of that vessel in Japanese waters from 23 April to 14 June 1944, Comdr. Harral was relentless in tracking the enemy. He expertly maneuvered and fought his ship throughout repeatedly well executed attacks against hostile surface forces and, by his outstanding skill and daring, contributed to the success of the *Ray* in sinking six hostile vessels totaling 42,500 tons. In addition, he conducted an important reconnaissance mission to secure valuable information on the enemy for our further operations despite severe enemy opposition. He subsequently brought his ship safely to port.

★ **IRVIN, William D., Capt. (then Comdr.), USN,** Mt. Carmel, Pa.: As CO of the USS *Nautilus* during the Seventh War Patrol of his vessel in Japanese-controlled waters, Capt. Irvin carried out an extremely perilous mission and contributed directly to the success of our forces in that area. Capt. Irvin remained on station after his ship had been severely damaged by hostile shellfire and, with valiant determination, successfully landed a detachment of Marines on Apamama Island in the Gilberts. He returned to the island under intensely hazardous conditions and delivered important supplies to the landing party, bombarded enemy positions and removed the wounded.

★ **MEARS, Howard F., Lt. Comdr., USN,** Washington, D. C. (M): While serving as patrol plane commander, attached to Pat-BombRon 106 and as leader of a two-plane section of Navy search bombers during action against enemy forces in the Singapore Area on 1 June 1945, Lt. Comdr. Mears undertook a vital observation and photographic mission which made possible the collection of information of inestimable value to the Allied forces. The mission, to secure intelligence concerning hostile shipping, airfields and ground installations, particularly the location of enemy heavy cruisers known to be at Singapore, was continued until the de-



Official U. S. Navy photograph

FIVE NAVY officers are honored by SecNav for outstanding wartime services. In a ceremony at the Navy Department Navy Crosses were presented to Lt.

Arthur G. Elder, USN, and to Capt. Howell J. Dyson, USN. Distinguished Service Medals were presented to Capt. Benjamin S. Killmaster, USN, and Admiral Joseph M. Reeves, USN (Ret). Vice Admiral Charles A. Lockwood, USN, received a gold star in lieu of a third DSM. Shown above: Lt. Elder, Capt. Killmaster, Capt. Dyson, Secretary Forrestal, Admiral Reeves and Vice Admiral Lockwood.

sired information was secured despite continuous opposition from enemy ships, shore batteries and an increasing number of fighter planes. By his skill in maneuvering the two planes, he avoided damage and enabled both planes to continue their observations until a fighter plane scored a hit causing his number three engine to burst into flames and his plane to lose altitude. Lt. Comdr. Mears continued directing the fire of his two bombers until his starboard wing broke off and he was forced into the water at the perilously low altitude of three hundred feet.

★ **PARKER, Wayne A., Lt., USNR:** Serving as engineer officer of a fire support destroyer during the Tarawa assault in the Gilberts on 20 Nov 1943, Lt. Parker distinguished himself by his undaunted bravery. When an enemy shell penetrated to the after engine room, he stopped the underwater hole with his own body, thus preventing flooding until an emergency repair could be made. Then, with complete disregard for his own safety, he ordered all personnel clear of the area and personally disposed of the shell, carrying it topside and jettisoning it.

★ **SAMARAS, Thomas D., Lt. (Jg), USNR,** Akron, Ohio (posthumously): As pilot of a dive bomber in Bombing Squadron 83 operating from the USS *Essex* during action in the East China Sea on 7 Apr 1945, Lt. (Jg) Samaras took part in an attack against major units of the Japanese fleet. He plunged in over the enemy task force and carried out his run at a perilously low altitude. Although there was intense antiaircraft fire, he succeeded in making direct hits on an enemy battleship, at great personal risk.

★ **WILEY, Herbert V., Capt., USN,** Chillicothe, Mo.: As CO of the USS *West Virginia* during the Battle of Surigao Strait in the Philippines on 25 Oct 1944, Capt. Wiley directed the *West Virginia* in an engagement with the enemy which proved disastrous to the Japanese fleet. He delivered accurate gunfire against the enemy surface force and maintained a high standard of fighting efficiency through the prolonged action. He conducted the vigorous attack in the face of intense opposition and rendered invaluable assistance in sinking ten combatant ships, including two battleships.



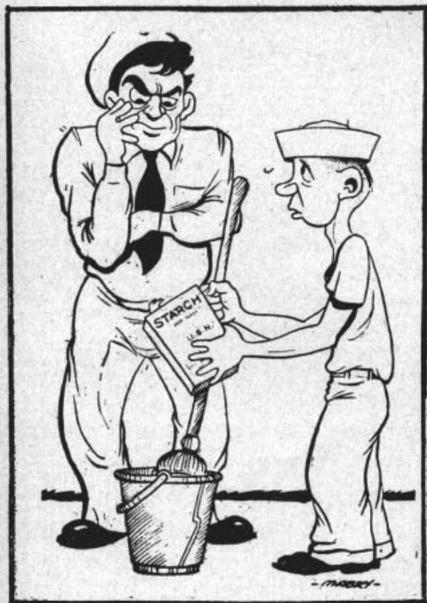
Gold star in lieu of third award:

★ **LOCKWOOD, Charles A., Vice Admiral, USN,** Washington, D. C.: As ComSubSo-WesPac from May 1942 to February 1943, Vice Admiral Lockwood rendered exceptionally meritorious service to the U. S. Government. Assigned additional duty as Chief of Staff, Commander Allied Naval Forces, Western Australia, and acting as Commander Allied Naval Forces, Western Australia, from 29 May to 12 July 1942, he served with distinction during a period when Japanese air-sea power was at its height. A daring, forceful and inspiring leader, he directed the operations of the submarines under his command with the result that they sank 58 enemy ships and damaged 41 others. Vice Admiral Lockwood contributed vitally to the initiation of our offensive operations in the Southwest Pacific and his courage, vision and unwavering devotion to duty reflect the highest credit on him.

First award:

★ **BRYANT, Carleton F., Vice Admiral (then Rear Admiral), USN, (Ret),** Searsport, Maine: As Commander Fleet Operational Training Command, U. S. Atlantic Fleet, from November 1944 to January 1946, Vice Admiral Bryant exhibited rare skill and judgment in the formation and execution of plans designed to carry out the function of the Fleet Operational Training Command. His strong leadership, thorough knowledge and sound solutions of the problems of such a training program were reflected in increased operational readiness and combat effectiveness of the Navy in all theaters of war.

★ **DOCKWEILER, Edward V., Capt. (then Comdr.), USN,** Los Angeles: As senior prisoner of war officer on board a Japanese prison ship en route from Cavite, Philippine Islands, to Japan, from 7 Oct to 12 Nov 1942, and subsequently at Camp Shinagawa, Camp Omori, Camp 3D at Kawasaki and Camp Kaasaki in Japan, until his liberation by American forces in September 1945, Capt. Dockweiler assumed command of the panic-stricken men and used every available means to maintain discipline when attack seemed imminent and helped alleviate conditions for the trapped men. With sound decision and cool judgment he continued his efforts after reaching the Japanese mainland where he repeatedly subjected himself to humiliation and physical punishment to improve his men's deplorable conditions. He accompanied working parties to the Nippon Kokan Shipyard and learned the layout so well that he was able to devise and promote a plan of sabotage that re-



Midway Current, USS *Midway*

"Gosh, chief, I heard the man say 'Sweepers starch your brooms'"

★ DECORATIONS

DSM WINNERS

D.S.M. (Cont.)

duced production 69 per cent for several months. By his fortitude, valor and self-sacrificing devotion to his fellowmen, Capt. Dockweiler was in a large measure responsible for the safe return of hundreds of men to their respective countries following the bitter conflict.

★ **KILAND**, Ingolf N., Rear Admiral, USN, Arlington, Va.: In command of an amphibious attack group engaged in the assault and capture of Japanese-held Kerama Retto, Okinawa Gunto, during the period 15 Feb to 22 May 1945, Admiral Kiland contributed materially to the success of the entire campaign. Because of his efficient planning, organization, and operation of the units under his command, and despite repeated attacks by enemy aircraft, he personally directed the assault on the many islands of the Kerama Retto, organized the Fleet anchorage, and established therein a logistics and repair base, a seaplane base, and casualty handling and evacuation facilities with such success that large numbers of combatant ships were refueled and rearmed, and numerous damaged ships were salvaged and repaired to fight again. Admiral Kiland showed initiative, resourcefulness and outstanding performance of duty.

★ **KILLMASTER**, Benjamin S., Capt., USN, Arlington, Va.: As representative of SecNav and as director, Navy liaison, Selective Service System from 1 Oct 1940 until 2 Sept 1945, Capt. Killmaster did much to maintain a sound and cordial basis of cooperation between the Navy and the Selective Service System. As Chairman of the Joint Army-Navy Selective Service Committee prior to the enactment of the Selective Service and Training act of 1940, Capt. Killmaster acquired a broad knowledge of the over-all functioning of the Service. He aided greatly



Vice Admiral
Bryant

Capt.
Dockweiler



Rear Admiral
Kiland

Rear Admiral
Whitehead

Photos of other DSM winners not available.

in the formulation of the policies that guided the Service in the critical period of its organization and early operations. In command of the 74 liaison officers attached to the Service and assigned to the various headquarters, he proved himself an outstanding administrator and leader, and contributed essentially to the rapid and efficient mobilization of the armed forces of the United States.

★ **MASON**, Redfield, Capt., USN, Manassas, Va.: While attached to the Division of Naval Communications from 13 Apr 1942 to 2 Sept 1945, Capt. Mason rendered invaluable assistance in directing and carrying out vital work of key activities of the Communications Intelligence Organization. By his outstanding judgment, astute planning and devotion to the fulfillment of an exacting assignment, he contributed materially to the effectiveness of important operations which culminated in the successful conclusion of World War II.

★ **REEVES**, Joseph M., Admiral USN (Ret), Washington, D. C.: Admiral Reeves was Navy Department Lend-Lease Liaison Officer from March 1941 to December 1945, Senior Military Member of the Munitions Assignments Board and Chairman of the Munitions Assignment Committee (Navy) from 13 Feb 1942 to 8 Nov 1945, and Chairman of the Joint Munitions Allocation Committee from 11 Jan 1944 to 2 Sept 1945. In diplomatic relations with the senior military representatives of the United Nations, Admiral Reeves displayed unusual qualities of leadership and rendered invaluable service in carrying out his duties. His skill and initiative in bringing about the harmonious distribution of finished materials to meet the demands of all United Nations Services were essential to the integration of the Allied military organization, and his brilliant analyses of the over-all situation were substantial factors in executing logistic plans in accordance with strategic requirements.

★ **WHITEHEAD**, Richard F., Rear Admiral, USN, Coronado, Calif.: While Commander, Air Support Control Units, during the Iwo Jima and Okinawa campaigns and serving in a major role in the training of such units from January 1944 to April 1945, Rear Admiral Whitehead pioneered in the development of carrier aircraft as effective

support for our ground troops conducting amphibious assaults upon enemy held positions. Preparing detailed plans for aerial activities in connection with the Iwo Jima and Okinawa operations, he controlled all aircraft at the objective areas, directed preinvasion bombing attacks and many other miscellaneous missions. He rendered invaluable service in producing standard techniques and doctrines for essential tactical employment.

SILVER STAR MEDAL

Gold star in lieu of second award:

★ **EUBANKS**, Leon S., Comdr., USN, New London, Conn.: Executive officer, navigator and assistant approach officer, USS *Bonefish*, third war patrol, forward Pacific areas.

★ **KEFAUVER**, Russell, Comdr. (then Lt. Comdr.), USN, Brooklyn: CO, USS *Tambor* in Pacific waters, 7 May to 27 June 1943.

First award:

★ **BUE**, Paul D., Comdr. (then Lt. Comdr.), USN, Nashville, Ga.: ComFtRon 16, Truk, 29 to 30 Apr 1944.

★ **CALVERT**, James F., Lt. (then Lt. (jg)), USN, Huron, Ohio: Assistant to CO, on board U. S. submarine in Japanese controlled waters.

★ **CHAPMAN**, William H., Lt., USN, Cleveland, Ga.: First lieutenant, torpedo data computer operator and gun control officer, USS *Bonefish*, third war patrol in forward Pacific areas.

★ **FITZPATRICK**, Joseph J., Lt. (jg), USNR, New York City: CO, MTB 189 and OTC MTB 149, Wewak, New Guinea, 6 July 1944.

★ **MURPHY**, James C., Lt. (then Ens.), USNR, Chicago: Naval gunfire liaison officer with 3rd Batt, 22nd Rgt., 4th Inf. Div., USA, Normandy, 6 to 30 June 1944.

★ **ROGERS**, Leon W., Lt. Comdr. (then Lt.), USN, Sherwood, Wis.: Group control officer, 5-inch battery, USS *Houston*, Sunda Strait, 28 Feb 1942.

★ **SHANE**, George L., Capt., USN, Corning, N. Y.: Division engineer, SubDiv 61, 7 Dec 1941 to April 1943; acting material officer, SubRon 6, 7 Dec 1941.

★ **SIMMONDS**, Richard H., Lt. (jg) (then Ens.), USNR, Peekskill, N. Y.: Engineering officer, LST 472, off Mindoro, 15 Dec 1944.

★ **UMSTEAD**, John, Lt. (then Lt. (jg)), USNR, Washington, Pa.: During enemy aerial attack at Bari, Italy, 2 Dec 1943, skillfully maneuvering USS *Aristook* through channel to safer anchorage.

★ **WHEELER**, Paul L., Lt., USNR, Wilton, Me.: Engineering officer and torpedo data computer operator, USS *Scamp*, fourth, fifth and sixth war patrols in Pacific waters.

★ **WILLHOITE**, Robert B., Lt. (then Gunner), USN, Bellflower, Calif.: Gunnery officer, USS *Pigeon*, during siege of Bataan, December 1941 to April 1942.

LEGION OF MERIT

Gold star in lieu of fourth award:

★ **LIBBY**, Ruthven E., Commodore (then Comdr.), USN, Arlington, Va.: Aide to Cominch, 29 Dec 1941 to 22 Mar 1943.

Gold star in lieu of third award:

★ **CLARKE**, William P. O., Capt., USN, Annapolis, Md.: Chief of staff for a ComPhib, Iwo Jima in the Volcano Islands and Okinawa, 25 Oct 1944 to 11 Aug 1945.

Gold star in lieu of second award:

★ **BEYERLY**, Irwin F., Capt., USN, Atlanta, Ga.: Chief of staff, USNavGrp, China,

USO Founder First Woman to Get Award

Mrs. Henry A. Ingrahan, one of the founders and original directors of the United Service Organizations, is the first woman to receive the Medal for Merit, the highest Presidential award granted to civilians. With seven men, all USO leaders, she was cited by President Truman for her role in the agency's contribution to the war and the national welfare.

The medals were presented by Rear Admiral Felix L. Johnson, USN, Assistant Chief of Naval Personnel, and Brig. Gen. Russel B. Reynolds, chief of the War Department's Special Services Division, on behalf of the President.

In addition to her work in the USO and the Y.W.C.A., the Presidential citation noted her service on a War Department committee that selected the first group of women to be trained as Wac officers, as well as her leadership in the solution of interracial problems and the furtherance of a better understanding among races.

In presenting the awards, Gen. Reynolds declared they were intended to honor the entire membership of the USO, which he hailed as one of the most successful achievements in democracy this country has ever known.

and as Commander, naval group, Eastern China, 20 Apr 1944 to 4 Sept 1945.

★ DURGIN, Calvin T., Rear Admiral, USN, Alexandria, Va.: Commander, major task group, invasion southern France, August 1944.

★ KETCHAM, Dixwell, Commodore, USN, Palo Alto, Calif.: ComFairWing 1, and Task group commander, 3rd Fleet, 10 Sept 1944 to 26 Jan 1945.

★ LITTLE, Marion N., Capt., USN, Washington, D. C.: Planning officer and assistant chief of staff, Com11thPhibs, France, 6 June 1944.

★ WATTS, Ethelbert, Capt., USN, Alexandria, Va.: Commander of a group of U. S. tank landing ships, Lingayen and Okinawa, December 1944 to April 1945.

First award:

★ ALLEN, Burrell C., Rear Admiral, USN (Ret), San Francisco: Deputy commander, WestSeaFron, and chief of staff, WestSeaFron, March 1942 to July 1945.

★ ALLEN, Burrell C. Jr., Capt. (then Comdr.), USN, Paeonian Springs, Va.: CTG, landing craft tanks in initial supply and resupply of bases in New Guinea and New Britain, 4 Sept to 26 Dec 1943.

★ BIGGS, Burton B., Capt. (then Comdr.), USN, Arlington, Va.: Appointment officer and director of officer performance division, BuPers, December 1941 to July 1943.

★ CHURCH, Gaylord, Rear Admiral (CEC), USN (Ret), Clearwater, Fla.: Superintending civil engineer, areas I, II, and III.

★ CLARK, Carlton H., Lt. Comdr. (then Lt.), USN, Corbin, Ky.: POW, Omori camp and at naval interrogation camp October 1942 to 29 Aug 1945.

★ DINGFELDER, Frank A., Comdr. (then Lt. Comdr.), USNR, Corry, Pa.: Communications officer, Com1stCarTaskFor, vicinity of Marianas, Carolines, Bonins, Halmahera, Philippines, Formosa and Nansel Shoto, June through October 1944.

★ DREXLER, Louis A., Comdr., USN, Don Palos, Calif. (posthumously): Commander of a group of tank landing ships, and of landing craft task units, Lingayen, Nusubu, Kerama Retto, Leyte and Ie Shima.

★ DUNCAN, Donald B., Rear Admiral, USN, Washington, D. C.: Assistant chief of staff and assistant planning officer for Cominch, November 1943 to July 1945.

★ DUVAL, Elmer E. Jr., Capt., USN, Washington, D. C.: Chief of staff, ComSerRon 10, central and western Pacific, 8 Aug 1944 to 1 June 1945.

★ ELLSBERG, Edward, Capt., USNR, Westfield, N. J.: Principal salvage officer, North African theater of operations from November 1942.

★ EVANS, William A. Jr., Capt., USN, Alexandria, Va.: CO, USS *Currituck*, SoWesPac and Philippines, June 1944 to September 1945.

★ GENTNER, William E. Jr. Capt. (then Comdr.), USN, Jacksonville, Fla.: ComBomRon 127, 14 May to 17 July 1943; operations officer, FairWing 16, 7 July 1943 to 18 Apr 1944.

★ GILLESPIE, Bartlett W., Capt. (then Comdr.) (CEC), USNR, Arlington, Va.: OinC, Naval Construction Battalion and a Naval Construction Regiment from September 1942 to October 1943.

★ GURNETTE, Byron L., Comdr., USN, Lenox Hill, N. Y.: CO, USS *Gleaves*, invasions of Sicily, Salerno and Anzio, Italy, May 1943 to January 1944.

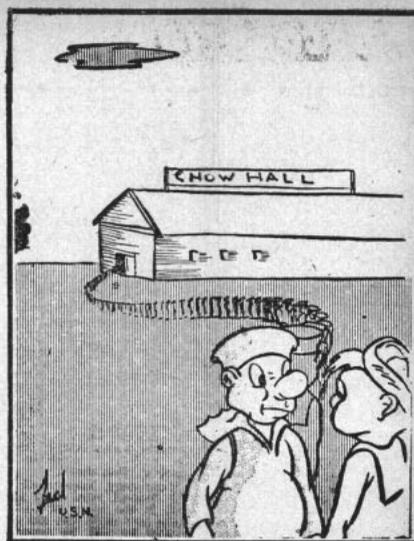
★ HOWARD, David S. H., Capt., USNR, New Hartford, N. Y.: Officer in Selective Service System, 17 July 1940 to 31 Oct 1945; detailed as adviser to the Senate and House Military Affairs Committee.

★ KILAND, Ingolf N., Rear Admiral, USN, Arlington, Va.: ComPhibTaskGroup, with 7th Fleet, 24 Nov 1944 to 17 Jan 1945.

★ MACKENZIE, Colin J., Comdr., USN, Greynbull, Wyo.: CO, USS *Wilson*, bombardment of Kavieng; with fast carrier attack, Saipan, Pagan and Iwo Jima, March 1944 to Mar 1945.

★ MORRIS, Ralph G. Jr., Lt. (then Lt. (jg)), USNR, Long Island, N. Y.: OinC, LCT 24, Anzio-Nettuna area, Italy, January and February 1944.

★ MORROW, Robert F., Lt. (then Lt. (jg)), USNR, New Orleans, La.: OinC, LCT 152, Anzio-Nettuna area, Italy, January and February 1944.



Air News, NAS, Jacksonville, Fla.

"If I wait any longer in this chow line I'll be AWOL."

★ MURPHY, Joseph A., Capt., USN (Ret), Carmel, Calif. (posthumously): Naval observer, Sandakan, British North Borneo, and Netherlands East Indies, 1 Mar 1942.

★ PARISH, Herman O., Capt. (then Comdr.), USN, Savannah, Ga.: CO, USS *Gilmer*, December 1941 to 9 Dec 1942; CO, USS *John Rodgers*, 9 Feb 1943 to August 1944; ComDesDiv 50, 8 Aug 1944 to January 1945.

★ REYNOLDS, Carroll D., Capt. (then Comdr.), USN, Cumberland, Md.: CO, USS *Selfridge*, Pacific war area, May 1942 to October 1943.

★ RICHARDS, John K. Jr., Commodore, USN (Ret), Northport, N. Y.: Commander of the naval reserve officer training center, New York.

★ RISSER, Francis B., Comdr. (SC), USN, Los Angeles: Supply officer, advanced base and petroleum officer, south Atlantic force.

★ ROYCE, Donald, Rear Admiral, USN, Los Angeles: CO, NAMC and component activities.

★ RUSSELL, Charles F., Commodore, USN (Ret), Wellsboro, Pa.: Commander NTC, Bainbridge, May 1942 to September 1945.

★ SCHINDLER, Walter G., Capt., USN, Washington, D. C.: OinC of Naval Ordnance laboratory during World War II.

★ SMITH, Charles H., Comdr., USN, Colorado, Calif.: CO, USS *John D. Henley*, assault on Saipan, Guam, Tinian, and Palau, May 1944 to June 1945.

★ SPACKMAN, Vern R., Lt. Comdr. (then Lt.), USNR, Sacramento, Calif.: Liaison officer, Tennessee headquarters, Selective Service System, and as assistant in the appeals section of that service, 1 Sept 1942 to 21 Sept 1945.

★ TORLINSKI, Michael J., Capt., USNR, Chevy Chase, Md.: Legal division, national headquarters of Selective Service System, 8 July 1940 to 2 Sept 1945; first naval reserve officer called for extended service in 1940.

★ VON HEIMBURG, Ernest H., Capt., USN, Warrenton, Va.: Chief of staff, Com11thPhibs, Normandy, France, 6 June 1944.

★ WALLIS, Adelbert V., Comdr., USNR, Volusia, Fla.: Commander, mine sweeping unit, Anzio-Nettuna area, Italy, 22 Jan 1944.

★ WHITMAN, Harty G. Jr., Ens., USNR, Grand Rapids, Mich. (posthumously): POW, Camp Nichols Field; supervisor of other prisoners assigned to hard labor.

★ WOODS, Edgar L., Rear Admiral (MC), USN, Charlottesville, Va.: Inspector of medical department activities, west coast, March 1942 until cessation of hostilities.

WAY BACK WHEN

Paul Revere—A Navy Man

The midnight ride of Paul Revere was not the only accomplishment the famous American patriot had written in his diary.

When the American Navy was still in its infancy, the shipyard where the *Constitution* and the *Essex* were being built was literally in the back yard of Paul's workshop.

That's when the idea struck him to become affiliated with the young Navy.

Being a man with a future—and a shipwright of note—he realized the value of copper-sheathing a ship's bottom. That was when Paul wrote to the "general Government," requesting that he be given the job of furnishing the copper and brass for the *Constitution* and the *Essex*. "I can do them as cheap as any one and as well," he concluded his letter.

Evidently, the powers that were considered it a good proposition and, although he did not get the contract to sheath the ships, he did furnish the *Constitution* with



dove tails, nails, bolts, sheaves and large copper blocks, some of which were still used 100 years after the *Constitution's* launching. His bill for the *Constitution* was \$3,820.33.

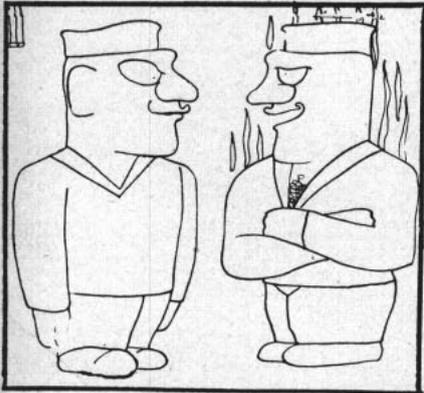
When the *Constitution* was preparing to start out after the Algerian pirates, she was overhauled and recoppered by Revere while in a drydock in Boston. In addition to the bolts and spikes, Revere cast the first bell for the *Constitution*.

Frigate building received an added impetus when the country began supporting an American Navy. In Boston, where the smaller *Essex* was built, the copper and brass equipment was furnished by Paul Revere from his shop on Lynn street.

It was an epic event when, on 26 June 1803, the job of coppersing the ship had been completed in 14 days with copper made in the United States, and the *Constitution* was ready. Nine cheers were given by the carpenters, which were answered by the seamen and caulkers.

As she left the shipyard in 1803, she was the symbol of the young republic, from her flag of stripes and only 15 stars to her home manufactured copper bottom. Later, the firm of Paul Revere and Son furnished enough copper for several warships.

★ DECORATIONS



Pelican, NRB, New Orleans

"It burns me up to have to stand inspection."

DISTINGUISHED FLYING CROSS

Gold star in lieu of fourth award:

- ★ MCKEEVER, William C., Lt.(jg.), USNR, Eysesville, Ohio: Pilot in CompSpotRon 1, USS *Wake Island*, Okinawa Gunto, 25 Mar to 4 June 1945.
- ★ WEYMOUTH, Ralph, Comdr., USN, Detroit: ComBomRon 16, USS *Lexington*, Truk Islands, 29 and 30 Apr 1944.

Gold star in lieu of third award:

- ★ FORD, William R., Lt. Comdr. (then Lt.), USNR, Crescent City, Fla.: Commander of bombing plane in action against submarine, Atlantic area, 5 Nov 1943.
- ★ MCKEEVER, William C., Lt.(jg), USNR, Eysesville, Ohio: Pilot in CompSpotRon 1, USS *Wake Island*, Okinawa Gunto, 19 Feb to 28 Apr 1945.

Gold star in lieu of second award:

- ★ EDWARDS, Otho L., Lt.(jg), USNR, Ashville, N. C.: Patrol plane commander, PatBomRon 27, action in Yellow Sea, 27 Apr 1945.
- ★ MARTIN, William I., Comdr., USN, E.

Nimitz, Halsey Among Five Medal Recipients

The award to Fleet Admirals Chester W. Nimitz and William F. Halsey Jr., Generals of the Army Dwight D. Eisenhower and Douglas MacArthur, and song writer Irving Berlin of the 1946 medals of the Roosevelt Memorial Association was announced at a dinner on 27 October, marking Theodore Roosevelt's 88th birthday.

The awards are given annually for achievements in fields of activity associated with the career of the late President Theodore Roosevelt.

Mr. Berlin, whose song, "Oh, How I Hate to Get Up in the Morning," epitomized the feelings of the armed forces in World War I, and whose revue, "This Is the Army," was a hit during World War II, was described in the citation as one whose works "knitted the public more closely to the armed forces and the war effort."

San Gabriel, Calif.: Flight leader, TorpRon 10, USS *Enterprise*, Truk Atoll, March through April 1944.

★ MEARS, Howard F., Lt. Comdr., USN, Washington, D. C. (posthumously): Malay and Indochina coasts, 26 Apr to 1 June 1945.

★ NULL, Cleveland L., Lt. (then Lt.(jg)), USNR, Miami, Fla.: Pilot in FitRon 16, USS *Lexington*, Truk Islands, 29 Apr 1944.

★ POUND, Ralston M., Jr., Lt. (then Lt.(jg)), USNR, Charlotte, N. C.: Pilot in FitRon 16, USS *Lexington*, Truk Islands, 29 Apr 1944.

★ VRACIU, Alexander, Lt. Comdr. (then Lt.(jg)), USNR, East Chicago, Ind.: Pilot in FitRon 16, USS *Lexington*, Truk Islands, 29 Apr 1944.

First award:

★ ADAMS, Robert J., Lt.(jg) (then Ens.), USNR, Clifton Forge, Va.: Pilot in naval gunfire support, invasion of France, 6 to 25 June 1944.

★ BUNCE, Lawrence W., Lt. Comdr. (then Lt.), USN, Huntington, N. Y.: Commander of Catalina patrol plane, northern coast, New Guinea, 10 to 15 Mar 1944.

★ DENTON, William, Jr., Lt. Comdr., USN, Washington, D. C.: CO, VCS-7 squadron and senior aviator, USS *Quincy*, Southern France, June to August 1944.

★ HAYMAN, Robert W., Lt. (then Lt.(jg)), USNR, Red Wing, Minn.: Pilot of torpedo bomber, action against enemy submarine, 20 Oct 1943.

★ HUNT, Leslie C., Lt. (then Lt.(jg)), USNR, Venice, Calif.: Pilot of carrier-based plane, USS *Cowpens*, Marianas, 12 June 1944.

★ JACKSON, Andrew M., Jr., Capt. (then Lt. Comdr.), USN, Woodville, Miss.: Pilot in FitRon 8, USS *Bunker Hill*, Palau, Woleai, Hollandia and Truk, March through April 1944.

★ KINCAID, John R., Lt. (then Lt.(jg)), USNR, Sparks, W. Va.: Pilot in FitRon 10, USS *Enterprise*, Marshalls, January-February 1944; Truk Islands and New Guinea, March and April 1944.

★ LATHROP, Walter P., Jr., Lt. (then Lt.(jg)), USNR, Plainfield, Conn. (posthumously): Pilot engaged in naval gunfire support, invasion coast of France, 6 to 25 June 1944.

★ HAMM, Andrew B., Lt. Comdr., USN, Long Beach, Calif. (posthumously): ComBomRon 1, USS *Bennington*, Yokosuka naval base, 18 July 1945.

★ MCKINLEY, Donald J., Lt. (then Lt.(jg)), USNR, St. Ansgar, Iowa: Pilot of carrier-based plane, USS *Cowpens*, Marianas, 19 June 1944.

★ MUSICK, Kenneth F., Comdr. (then Lt.), USN, Millbrook, Ala.: Pilot in TorpRon 8, USS *Bunker Hill*, Palau, Woleai, and Truk Islands, 29 Mar to 30 Apr 1944.

★ POOR, Richard L., Comdr. (then Lt. Comdr.), USN, Newark, N. J.: ComBomRon 10, USS *Enterprise*, vicinity of Truk, Caroline Islands and New Guinea, March and April 1944.

★ ROGERS, Frank E., Jr., Lt. (then Lt.(jg)), USNR, Darlington, S. C.: Pilot in FitRon 16, USS *Lexington*, Truk Islands, 29 Apr 1944.

★ SHINNEMAN, John R., Lt. (then Lt.(jg)), USNR, Milton, Ore.: Pilot in FitRon 10, USS *Enterprise*, vicinity of Truk Islands, January to April 1944.

★ SMILEY, Curtis S., Capt. USN, Los Angeles: Air group commander, USS *Yorktown*, Jaluit Island, 1 Feb 1942.

★ STETLER, Charles J., Ens., USNR, Hennessey, Okla. (posthumously): Pilot in FitRon 1, USS *Bennington*, area of Honshu, 10 July to 9 Aug 1945.

★ STANLEY, William, Ens., USNR, Philadelphia, Pa. (posthumously): Pilot of bomber-fighter plane, Inland Sea, Marshalls and Ryukyu Islands, 17 May to 28 July 1945.

★ TAYLOR, Samuel K., Jr., Lt. Comdr. (then Lt.), USNR, Hutchinson, Kans.: Commander, Navy plane, action against

submarine, South Atlantic area, 5 Nov 1943.

★ ZINN, Charles S., Lt. (then Lt. (jg)), USNR, Phillippi, W. Va.: Pilot engaged in naval gunfire support, Normandy invasion, 6 to 25 June 1944.

NAVY AND MARINE CORPS MEDAL

First award:

★ SCOTT, James W., Lt. (jg) (then Ens.), USNR, Camas, Wash.: Member of aircraft in rescue operations of aircraft in PatRon 211.

★ TURNER, Orren H., Lt. (then Ens.), USNR, Sacramento, Calif.: Rescue operations during invasion Anzio, Italy, 23 Jan 1944.

BRONZE STAR MEDAL

Gold star in lieu of fourth award:

★ WALSH, John F., Capt., USN, Washington, D. C.: CO, USS *Wadsworth* in DesDiv 90, Vanapope-Rabaul area, 24 to 25 Feb 1944.

Gold star in lieu of third award:

- ★ BROCKENBROUGH, Austin, Capt. (then Comdr.), USNR, Richmond, Va.: OinC, 71stCB Batt with 1stMarPhibs, Solomons area, 1 Nov to 15 Dec 1943.
- ★ DYER, Walter L., Capt. (then Comdr.), USN, Rumford, Me.: ComDesDiv 44 in DesRon 22, Pacific area, June, July and August 1944.

Gold star in lieu of second award:

- ★ BERLEY, Ferdinand V., Comdr. (MC), USN, Chicago, Ill.: Second in command, POW hospital unit, Kobe, 5 June to 17 Aug 1945.
- ★ CLOUSE, Charles H., Lt. (jg), USN, Savannah, Mo.: Torpedoman's mate in charge USS S-37, third war patrol, Makassar and Lombok straits, 2 Feb to 20 Feb 1942.
- ★ GOODMAN, Claude L., Lt. Comdr. (then Lt.), USN, Newport News, Va. (posthumously): Plotting officer, USS *Jack*, first war patrol, south of Honshu, 5 June to 15 July 1943.
- ★ MCGLYNN, James J., Capt., USN, Bellingham, Wash.: Salvage specialist, Hollandia, Ormoc, Mindoro and Linguayan.

First award:

- ★ ANTO, John, Lt. (then Lt. (jg)), USN, Long Beach, Calif.: CO, ATR 15, towing military and naval equipment coast of France, June 1944.
- ★ ARCHIE, Addison S., Jr., Lt. Comdr. (then Lt.), USNR, Westerly, R. I.: Executive officer, USS *Warrington*, Solomons area, 8 Nov 1943.
- ★ BEARD, Chester C., Lt. (then Lt. (jg)), USNR, New York City: Beachmaster during assault on enemy-held island, 21 July 1944.
- ★ BEATIE, Walter C., Jr., Lt. Comdr. (then Lt.), USNR, San Francisco: CO, ATA 170, towing military and naval equipment, coast of France, June 1944.
- ★ BLANK, John S., III, Lt. Comdr. (then Lt. (jg)), USNR, Dalphane, Ala.: CO, ATR 4, towing military and naval equipment to coast of France, June 1944.
- ★ BOND, Kener E., Capt., USNR, Hamilton, Ont., Can.: Chief engineer, USS *Texas*, bombardment of Cherbourg, June 1944.
- ★ BRYAN, Lewis C., Lt. (then Lt. (jg)), USNR, Rochester, N. Y.: CO, YMS 377, Northern France, 6 June 1944.
- ★ BUELL, Thomas C., Lt. Comdr. (then Lt.), USN, Bisbee, Ariz.: Executive officer,

USS *Helm*, Marianas area, 7 June to 6 Aug 1944.

★ CARLSON, Carl A., Jr., Lt. (jg) (then Gunner), USN, Washington, D. C.: Member of beach defenses, Corregidor, 5 to 6 May 1942.

★ CHESTON, Eugene C., Lt. Comdr., USNR, Philadelphia, Pa.: Air combat intelligence officer, staff of Com1stCarTaskFor, Marianas, Carolines, Bonins, Helmaheira, Philippines, Formosa and Nansai Shoto, June through October 1944.

★ COGGESHALL, Harris M., Lt., USNR, Des Moines, Iowa: Group fighter director officer, ComAirSupConUnits, Iwo Jima and Okinawa, February to June 1945.

★ CONLAN, Clarence V., Capt., USN, San Francisco: CO, USS *Freemont*, amphibious assaults on Saipan, Angaur, Leyte, Lingayen Gulf and Iwo Jima, 16 June 1944 to 6 Mar 1945.

★ DOCKWEILER, Edward V., Capt., USN, Bremerton, Wash.: Superintendent navy yard Cavite, December 1941.

★ DOUGLAS, Roy W., Lt. (then Chief Shipfitter) (CEC), USNR, San Diego: Construction superintendent, 6th CB Batt, Guadalcanal, Solomons, 1 Sept 1942 to 2 Jan 1943.

★ DRUMMOND, Forrest S., Lt. Comdr. (then Lt.), USNR, New York City: Communications officer, USS *Texas*, bombardment of Cherbourg, June 1944.

★ FEIBER, Bertrand A., Lt. Comdr., USNR, San Francisco: Naval CO, navy chartered transports, Gilberts, Marshalls, and Okinawa campaigns, 25 June 1943 to cessation of hostilities.

★ FLATLEY, James H., Jr., Capt. (then Comdr.), USN, Yuma, Ariz.: Operations officer, Com1stCarTaskFor, Philippines, Formosa and the Nansai Shoto campaigns, September through October 1944.

★ GIBSON, Robert G., Lt. Comdr. (then Lt.), USN, St. Louis: Searching operations while attached to USS *Frankford*, 17 to 18 Aug 1944.

★ GORSKI, Alexander A. R., Ens., USNR, San Francisco (posthumously): Member of defense on beaches, Corregidor, 5 to 6 May 1942.

★ HAMMOND, Glenn N., Lt. (then Lt. (jg)), USN, Honolulu, T. H.: CO, ATR 13, towing military and naval equipment to Normandy, France, June 1944.

★ HARELSON, George D., Lt. Comdr. (then Lt. (jg)), USNR, Cherryville, N. C.: CO, YMS 380, minesweeping operations, Northern France, 6 June 1944.

★ HASTINGS, William W., Capt., USN,

Santa Rosa, Calif.: Production officer, navy yard Cavite, December 1941.

★ HEATH, Edwin B., Lt., USN, San Francisco: Diver after the attack on Pearl Harbor, 8 Dec to 20 Dec 1941.

★ HECKEY, Albert R., Capt., USN, Washington, D. C.: CO, USS *Nields*, anti-submarine operations, Santa Pola, Spain, 14 to 17 May 1944.

★ HENDERSON, John H. Jr., Lt. Comdr. (then Lt.), USN, Oakland, Calif.: Engineering officer, USS *Helm*, Marianas area, 7 June to 6 Aug 1944.

★ HILL, Meredith, Lt. (jg), USN, Logan, W. Va.: Diver after Pearl Harbor attack, 8 Dec to 20 Dec 1941.

★ HOFFMAN, Robert G., Lt. (then Lt. (jg)), USN, San Diego: CO, ATA 172, towing military and naval equipment for assaults on France, June 1944.

★ HOLM, James T., Lt., USNR, Stratford, N. J.: Assistant force maintenance officer, ComServRonSoPac, 17 Dec 1942 to 30 Apr 1944.

★ HULL, Frank G., Comdr. (then Lt. Comdr.), USNR, New Haven, Conn.: Operations officer, NOB Palermo, Sicily, from 17 Aug 1943.

★ HULL, Jesse L., Capt. (then Comdr.), USN, West Plains, Mo.: Commander, operational training command, SubLant, March 1943 to April 1944.

★ HULTMAN, John M., Lt. Comdr., USNR, Brooklyn, N. Y.: Port director, NOB Palermo, Sicily, commencing 10 Aug 1943.

★ HUTCHINSON, George, Comdr. (then Lt. Comdr.), USN, Palo Alto, Calif.: CO, USS *Macomb*, anti-submarine operations, Santa Pola, Spain, 14 to 17 May 1944.

★ KNAPPER, John K., Comdr. (then Lt. Comdr.), USN, Norfolk, Va.: First lieutenant and damage control officer, USS *Texas*, bombardment of Cherbourg, June 1944.

★ LAING, Frederick W., Capt. (then Comdr.), USN, San Diego: While serving on board submarine during war patrols in Japanese controlled waters.

★ LONG, Andrew W., Jr., Lt. (then Ens.), USNR, Springfield, Mo.: Member of beach defenses, Corregidor, 5 to 6 May 1942.

★ LOUSTAUNAU, Paul E., Lt. Comdr., USN, Tacoma, Wash.: Gunnery officer and torpedo data computer operator, USS *Bluefish*, first, second and third war patrols, Pacific waters during World War II.

★ McCLURE, John F., Lt. Comdr. (then Ens.), USNR, Harrisburg, Pa.: Member of beach defenses, Corregidor, 5 to 6 May 1942.

★ MANN, Charles C., Comdr. (then Lt. Comdr.), USN, Long Beach, Calif.: Officer of the deck, USS *South Dakota*, battle of Guadalcanal, 15 Nov 1942.

★ MILLSPAUGH, Judson A., Comdr. (then Lt. Comdr.) (MC), USN, Bridgeport, Conn.: SMO, USS *John Penn*, invasion West Africa, 8 Nov 1942.

★ MOORE, Howard N., Lt. (then Lt. (jg)), USNR, Ft. Pierce, Fla.: OinC, assault boats USS *Tatnall*, southern France, August 1944.

★ MURDAUGH, Albert C., Capt., USN, Arlington, Va.: ComDesRon 17, southern France, 15 to 21 Aug 1944.

★ NADING, Alexander M., Lt. Comdr., USNR, Winston-Salem, N. C.: Plotting officer, U. S. submarine, Japanese controlled waters.

★ NELSON, Edward R., Comdr., USN, Cheverly, Md.: Executive officer, navigator and gunnery officer, USS *Barnegat*, French West Morocco, 1 to 10 Nov 1942; north Atlantic, July 1942 to June 1943.

★ NIKKONEN, Rudolph, Lt. (then Gunner), USN, North Cambridge, Mass.: Member of beach defenses, Corregidor, 5 to 6 May 1942.

★ OAKES, Albert J. Jr., Lt. (jg) (then Ens.), USNR, Durant, Miss.: Naval gunfire liaison officer with 2nd Batt, 8th Rgt, 4th Inf Div, Normandy, 6 to 25 June 1944.



Flight, NAS, Grosse Ile, Mich.

"Oops—sorry!"

★ PARKS, Harold P., Lt. (then Bosn), USN, Long Beach, Calif.: Member of beach defenses, Corregidor, 5 to 6 May 1942.

★ PERRY, George E., Lt. (then Lt. (jg)), USNR, Sheridan, Wyo.: CO, USS *Kewadin*, towing military and naval equipment to assault areas on coast of France, June 1944.

★ RAKOW, William M., Comdr., USN, Long Beach, Calif.: CO, USS *Stevens*, fire support missions, Kwajalein; bombardment of Kavieng, January 1944 to 15 Feb 1945.

★ RAMEY, Simon E., Comdr. (then Lt. Comdr.), USN, Coronado, Calif.: CO, USS *Edwards*, Pacific war area, 1 Sept 1944 to 20 May 1945.

★ RANDOLPH, Homer V., Lt. Comdr. (then Lt.), USN, San Diego: CO, USS *Cormorant*, towing military and naval equipment to France, June 1944.

★ REED, Arthur E., Lt. (then Lt. (jg)), USNR, Bogalusa, La.: Engineering officer, USS *Bonefish*, third war patrol, Pacific areas.

★ REED, Kendall S., Capt., USN, Washington, D. C.: CO, USS *Oakland*, with task force furnishing air support, Pacific war area, 14 Oct 1944 to 27 Aug. 1945.

★ REFO, Miles P. III, Comdr., USN, Belmont, Mass.: Officer of the deck and diving officer, U. S. submarine during war patrol in Japanese-controlled waters.

★ REGAL, Arnold, Lt. (then Lt. (jg)), USNR, Boston: Boat group and boat control commander, assault on enemy-held island, 21 July 1944.

★ REVILL, Milton K., Capt., USNR, Memphis, Tenn.: Executive officer, advanced base group from 24 Mar 1943, and NOB Palermo, Sicily, from 25 July 1943.

★ REYNOLDS, William L., Lt., USNR, Midland, Pa.: Officer of the deck, USS *Flier*, during war patrol in enemy-controlled waters, Pacific area.

★ RILEY, Herbert D., Capt. (then Comdr.), USN, Coronado, Calif.: CO USS *Makassar Strait*, Okinawa, Ryukyu Islands, 13 March to 11 May 1945.

★ ROBY, Allan B., Capt. (then Comdr.), USN, Bardstown, Ky.: CO, USS *Kidd*, Pacific war area, January to August 1944.

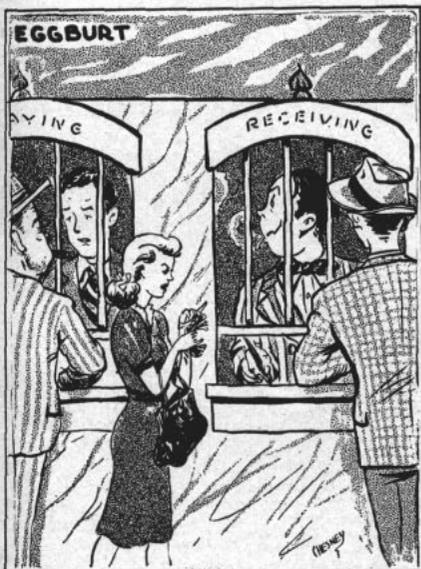
★ ROMMEL, Herbert F. Jr., Lt. Comdr., USNR, Landsdowne, Pa.: Executive officer and navigator, USS *Gridley*, Pacific war areas, 6 June to 9 Aug 1944.

★ SESSIONS, Howard K., Capt. (then Comdr.) (MC), USN, Unalga, Ga.: SMO, USS *Texas*, invasion of France, 6 June 1944.

★ SHERWOOD, Charles G., Lt. (then Lt. (jg)), USN, Portsmouth, Va.: CO, ATR 54, towing military and naval equipment to France, June 1944.

★ SHIELDS, Santos V., Lt. (then Lt. (jg)), USNR, Austin, Tex.: Engineering officer, USS *Gridley*, Pacific war area, 7 June to 6 Aug 1944.

★ SMIS, Charles A., Lt., USNR, Beverly Hills, Calif.: Radio intelligence officer, Com1stCarTaskFor, Marianas, Carolines, Bonins, Helmaheira, Philippines, Formosa



BuSandA News Letter

"Boy, was I glad to get out of doing dis-bursing duty."

★ DECORATIONS

Bronze Star (Cont.)

and Nansei Shoto, June through October 1944.

★ SMITH, Richard K., Lt. Comdr. (then Lt. (jg)), USNR, Iowa City, Iowa: CO, MTB 142 and OinC MTB 143, Muschu Straits, 8 July 1944.

★ SMITHEY, Talmadge, A., Lt. (then Carp.), USN, Huntsville, Ala.: Member of beach defenses, Corregidor, 5 to 6 May 1942.

★ SPEAR, Louis P., Lt. Comdr., USN, Norfolk, Va.: Navigating officer, USS *Texas*, bombardment of Cherbourg, June 1944.

★ SPEER, George A., Comdr. (then Lt. Comdr.), USNR, S. Clinton, Iowa: OinC, naval detachment at Cagliari, Sardinia, from 1 Oct 1943.

★ STEELE, Charles G., Lt. Comdr., USNR, Rheinlander, Wis.: Flag secretary on staff of Com1stCarTaskFor, Marianas, Carolines, Bonins, Helmaheira, Philippines, Formosa and Nansei Shoto, June through October 1944.

★ STEWART, Pearson H., Lt. (then Lt. (jg)), USNR, Hyde Park, Mass.: Photo interpreter, Com1stCarTaskFor, Marianas, Carolines, Bonins, Helmaheira, Philippines, Formosa and Nansei Shoto, June through October 1944.

★ STRICKLAND, Benjamin W., Comdr. (then Lt. Comdr.), USNR, Long Beach, Calif.: CO, USS *Alshain*, San Felipe, 29 Jan 1945; Okinawa, Ryukyus Islands, 1 Apr 1945.

★ THRAPP, Harrison F., Comdr. (then Lt. Comdr.) (CEC), USNR, Washington, D. C.: Materials officer and OinC, advanced base, 4th CB brigade, Admiralty Islands, 4 Apr 1944 to 8 Mar 1945.

★ VONK, James J., Lt. Comdr. (then Lt.), USNR, Grand Rapids, Mich.: Aerological officer, Com1stCarTaskFor, Marianas, Carolines, Bonins, Helmaheira, Philippines, Formosa and Nansei Shoto June through October 1944.

★ WALKER, Lawrence J., Mach. (then CMM), USN, Charleston, S. C.: Member of engineroom force, USS *Helm*, Marianas area, 7 June to 6 Aug 1944.

★ WALSH, John F., Capt., USN, Washington D. C.: CO, USS *Wadsworth* in DesRon 45, Solomons area, 1 Nov to 31 Dec 1943.

★ WAUGH, Roger V., Lt. (then Lt. (jg)), USNR, Mt. Vernon, N. Y.: CO, MTB 161, Manokwan, New Guinea, 9 July 1944.

★ WEGNER, Clarence B., Lt. Comdr. (then Lt.), USNR, Chillicothe, Mo.: CO, USS *Hackberry*, landing garrison troops, southern France, 22 Aug 1944.

★ WHITE, James C., Lt. (jg) (then Ens.), USNR, Birmingham, Ala.: CO, USS *Part-ridge*, landing operations, Normandy, France, June 1944.

★ WILKINSON, William A., Lt. (then Lt. (jg)), USNR, Hollywood, Fla.: Gunnery officer, USS *Landsdowne*, Solomons and Bismarck Archipelago, 5 Dec 1943 to 25 Feb 1944.

★ WILLIAMS, Artie L., Comdr., USNR, McKinney, Tex.: CO, beach unit 5, prior to and during invasion, southern France, August 1944.

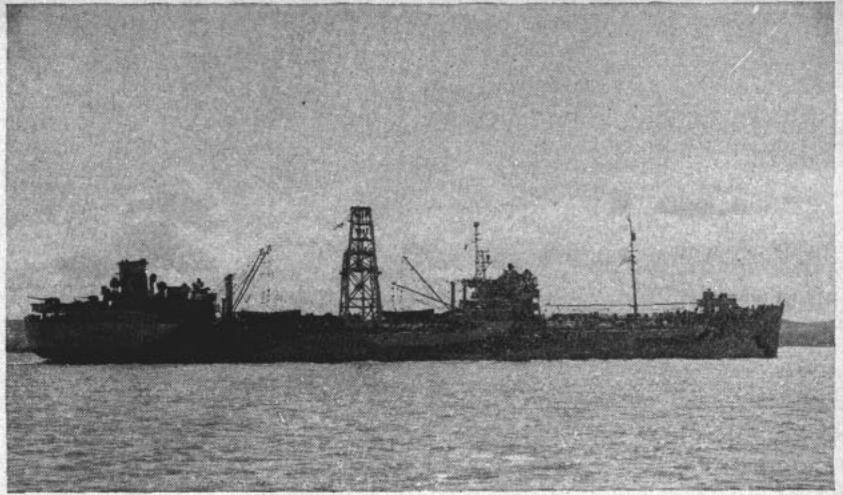
★ WILLIAMSON, Lindsey, Comdr., USN, Takoma Park, Md.: CO, USS *Kearney*, supporting Allied armies in Italy, 12 to 26 May 1944.

★ YOUNG, Albert A. Jr., Lt. (then Lt. (jg)), USNR, Sea Cliff, N. Y.: CO, MTB 143, Muschu Straits, 8 July 1944.

★ YOUNG, James D., Lt. Comdr. (then Lt.), USNR, Swarthmore, Pa.: Member Fire Control party, USS *Searaven*, Tenth War Patrol, 26 January to 25 Feb 1944.

Bronze Star Medal (Army):

★ OLSEN, Clarence E., Rear Admiral, USN, Waukegan, Ill.: OinC administrative arrangements, Crimea Conference at Yalta, 17 Jan to 12 Feb 1945.



SMALL SHIPS having no evaporators are supplied with water by fleet distilling ships which make many thousands of gallons of water a day.

FRESH WATER IS VITAL 'WEAPON'

FRESH WATER was as vital as ammunition, food and fuel in the logistics of the war in the Pacific, and somewhat more of a problem. Recently the Navy revealed some of the accomplishments of the Fleet's little-known water boys.

In the area north of the Equator the only reliable source of fresh water between Pearl Harbor and the China coast was the Philippine Islands. Thus in the long push across the Central Pacific the Navy was forced to solve the problem of getting needed quantities of fresh water and transporting it over vast distances to meet the needs of naval units.

The larger vessels of the Fleet carried their own water distillation equipment, but hundreds of small landing craft, without equipment to make fresh water from salt water, had to be supplied with water not only for their crews, but for the troops they were to put ashore on coral atolls and undeveloped islands. Escort vessels, small patrol craft and motor torpedo boats also had to be supplied.

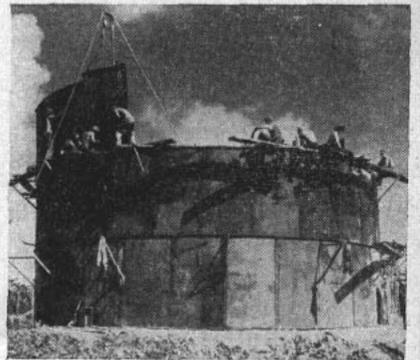
Four million gallons of water was supplied the Fifth Amphibious Force in its conquest of Iwo Jima. This supply came from a fresh water river on Manus, largest of the Admiralty Islands. When the amphibious assault was launched on Okinawa, the famous Balusao water hole in the Leyte Gulf area was in operation, producing over 2,500,000 gallons of fresh water daily. Other watering points were developed and at the time of the Japanese surrender the sources of fresh water in the Western Pacific were adequate to meet the needs of all our forces in the area.

To the fuel division of Service Squadron 10 was given the respon-

sibility of supplying water to all Central Pacific forces. From floating offices in advanced anchorages near the fighting lines, fuel and water officers of the squadron controlled the movements of the Fleet water units, both tankers and distilling ships.

Two 4,000,000-gallon tankers were converted to water carriers early in the war. Six more were commissioned later. Added to the water carriers were two 12,000-ton water-making ships, each capable of distilling 120,000 gallons from the sea in a single day.

Seabee units trained in distillation and purification went in with the assault waves when the Navy landed Army and Marine troops on enemy islands. Later, when the islands were secured, the Seabees brought in large vapor compression distillation units, capable of producing 200 pounds of water for each pound of fuel expended. The more modern of these units were able to make 300 gallons each hour.



SEABEES erect a large steel water tank with a 5,000 barrel capacity.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

● **THE NEW UNIFORM** is still the subject of intense discussion in the Fleet, to which the Navy Department is listening with interest. And the opinion in the Fleet very largely is: "We don't want a new uniform!" But much of the opinion so flatly against the new uniform does point out certain changes that would be desirable in the present Government Issue.

Results of a poll published in *ALL HANDS*, June 1946, p. 32, which showed a majority of regular Navy men preferred the present uniform to the new, were very nearly repeated in a more recent poll taken by the Navy. This later survey showed the following results:

● "I like the present uniform and don't want it changed"—55 per cent.

● "I like it fairly well but there are a few changes which could be made to improve it"—24 per cent.

● "I don't like the present uniform at all and I think it ought to be completely changed"—13 per cent.

● "It makes no difference to me"—8 per cent.

The Navy Department has listened with considerable interest, too, to those who see the desirability of some changes in the uniform. Such changes as elimination of the 13 buttons in favor of a zipper, more pockets, issue of a short "Eisenhower" jacket for undress wear, a modified hat, have been prominent.

BuPers emphasized, however, that no decision has been reached as yet regarding the uniform. Tests of the proposed new uniform continue, and a variety of suggestions regarding the uniform question are being considered.

● **EMPHASIZING** the importance of the Holloway Plan for training naval officers, and the concurrent importance of selecting able officers to administer the program in NROTC units at colleges and universities, Fleet Admiral Chester W. Nimitz, USN, Chief of Naval Operations, issued the following statement:

"The Holloway Plan for the education of naval officers, which has now been approved and implemented by legislation, will have far-reaching effects on the Navy. For a time, at least, approximately 75 per cent of newly commissioned ensigns in the

regular Navy will come from sources other than the Naval Academy. A large proportion of these new officers will be graduates of the NROTC.

"Before the war, the NROTC was essentially a source of officers for the Naval Reserve, although a few graduates took advantage of the privilege of transferring to the regular Navy. From this time forward, the NROTC will assume the responsibility of training men to make the Navy a professional career. It is imperative, if the objectives of the Holloway Plan are to be achieved, that graduates of the NROTC be equipped to enter the regular Navy or Marine Corps on an equal footing with graduates of the Naval Academy.

"Changes in the curriculum and plans for more rigorous training during summer vacations have been announced. But the success of the new NROTC will depend primarily upon the quality and interest and dedication to duty of the officers assigned to the 52 colleges and universities as Naval Science professors and instructors. No type of shore duty gives greater opportunity for able officers to make a significant contribution to the future of the Navy.

"I am a strong believer in the NROTC. I commanded one of the six original units established in 1926, and later, while Chief of the Bureau of Navigation, I supported the plan which increased the number of units from eight to 27. The Holloway Plan is a logical extension and intensification of a program that has amply proved its value.

"It is my firm conviction that none but officers of the highest character and ability should be assigned to the NROTC, and that those who perform effectively in this program should receive suitable recognition. Because of its importance to the operation of the Navy as a whole, a successful tour of

duty in the NROTC should become a stepping-stone to posts of high responsibility in the naval service."

● **RESERVISTS**, officer and enlisted, of either Organized or Volunteer status, may apply for 14 days annual training duty.

Such duty probably will be in the individual's home naval district, but exceptions to this may be made. At present, the majority of opportunities for training duty will be in the shore establishment, although it is expected that during the calendar year 1947 cruise ships will be available to cruise the bulk of the Naval Reserve afloat.

Reservists may apply for the training duty through their local naval district commandant. All continental districts, plus Com 14, have been granted quotas and authorized to order Naval Reservists to 14 days annual training duty. Applications should include a brief statement of background and the type of training duty desired, to facilitate assignment. Applicants may designate a particular station at which duty would be preferred, and may state the inclusive dates during which training would be most convenient for them.

● **ARMY-NAVY** personnel policies are under discussion before the Joint Army-Navy Personnel Board. The Board includes also representatives of the Marine Corps and of the Coast Guard.

Aim of the Board is to reach agreement among the services on matters of personnel policy, especially those matters which may become the subjects of legislation, to insure that such legislation as may be proposed to the Congress has the united backing of all the services.

Vice Admiral Louis Denfeld, USN, Chief of Naval Personnel, is Navy chairman of the Joint Board, and Maj. Gen. W. S. Paul is Army chairman.

Personnel of the various armed services are on pretty much a comparable footing in such matters as pay, retirement, advancement and procurement, among others. It is within such fields of common interest to all of the services that the Board is formulating joint policy.

Among policy matters under consideration before the Joint Board are the following, which *may* become subject to legislative action in the future.

● Retirement of regular and reserve personnel.

● Uniform discharge procedures among the services.

● Policies, plans and procedures for procurement of enlisted personnel.

● Pay and emoluments for midshipmen and cadets at the Naval and Military Academies.

● NROTC and ROTC policies.

WHAT'S IN A NAME?

The Holystone and Field Day

The next time field day rolls around and you place pressure on the holystone, don't get the idea it is an innovation. The holystone dates back to the days of sail.

Before the advent of squilgee handles or broom sticks, sailors used to kneel on the decks to work the stone, hence its name of "holystone."

The early holystones were thought to be fragments of broken monuments from St. Nicholas' church in England and were used



by the sailors in the British navy to scrub the decks and remove the grime and tar.

As late as 1931 holystones were of sufficient importance to become a subject of a general order issued by the Secretary of the Navy. It was the direct result of the wear and tear of the holystone on the teakwood decks. General Order 215 of 5 March 1931 states:

1. The use of holystones for cleaning the wooden decks of naval vessels wears down the decks so rapidly that their repair has become an item of expense to the Navy Department.

2. It is therefore directed that the use of holystones or similar material for cleaning wooden decks be restricted to the removal of stains.

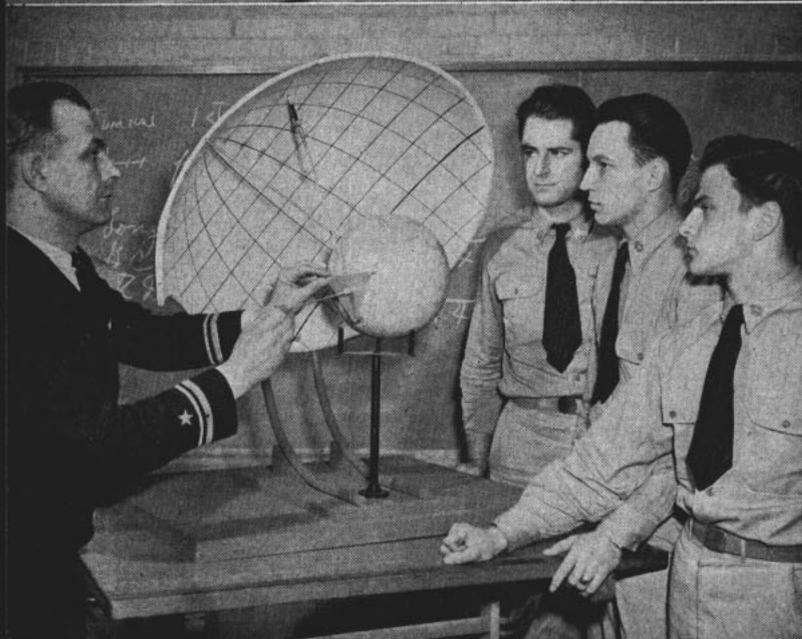


THE NEW NROTC



Official U. S. Navy photographs

ONE OF FIRST NROTC units to be completely equipped for peacetime training is at the Illinois Institute of Technology in Chicago. Reserve commissions will be earned by some 300 students after a four-year course.



THE BULLETIN BOARD

POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO ALL HANDS

Navy Will Train Officer Candidates

Sailors and marines throughout the world will be offered an unprecedented opportunity for education on 18 Jan 1947, when a competitive examination will be held to select qualified high school graduates as candidates for a new naval officer training program in U.S. colleges and universities.

The examination will be given qualified servicemen and civilians alike, and those chosen will be provided with a four-year college education, tuition, books and normal fees paid, plus monthly retainer pay. Announcement was made in Alnav 541-46 (NDB, 15 October).

This program is the application of the Holloway Plan, devised by a board of naval officers and civilian college presidents, which utilizes the nation's

colleges and universities to supplement the Naval Academy in training officers to meet needs of the postwar regular Navy. The plan was implemented by Public Law 729, 79th Congress.

Service and civilian quotas have been established which embrace two distinct phases of the over-all officer training plan. These are the Naval Reserve Officers Training Corps and Naval Aviation College program.

The NROTC program offers four years of college education at one of 52 colleges and universities in which NROTC units are established. The Navy will provide tuition, normal fees, books and retainer pay of \$50 a month during the candidate training period. The course includes summer training cruises. The candidate must agree to

accept a commission as ensign in the Navy or second lieutenant in the Marine Corps, if tendered, upon completion of his training, and to serve on active duty for two years as a commissioned officer. He may then elect to continue in the regular establishment or accept a commission in the Organized Reserve.

The Naval Aviation College Program gives two years of college education at an accredited university, college or junior college of the candidate's choice as an AS, V-5, USNR (Inactive). The Navy provides tuition, normal fees, books and retainer pay of \$50 a month during this period. The student is given four weeks of selective flight training during the college phase. Following completion of two years of college, he is ordered to flight training as a midshipman, and after being designated a naval aviator, is ordered to operational flight duty. Two years after his appointment as a midshipman, he is eligible for commission as ensign in the Navy or second lieutenant in the Marine Corps. One year later those who elect, and are selected for, the regular Navy will be transferred to a designated school for their last two years of college work. Those who elect Naval Reserve commissions will be released and permitted to complete their last two years of undergraduate work at an accredited college.

A candidate for the aviation program will have his education interrupted after two years in order that he may be given flight training at an age which is considered best for this type of instruction. As a regular officer during the last two years of college, the candidate will receive active duty pay and allowances of his grade, plus tuition, normal fees and books. As a Reserve officer for this period, he will receive tuition, normal fees, books and retainer pay of \$100 a month.

To qualify for the service quota (for entry into college in the fall of 1947) the applicant must:

- Be in the Navy, Marine Corps, or serving on active duty in the Naval Reserve or Marine Corps Reserve on 19 Jan 1947.
- Meet physical standards required for entry into the Naval Academy, except that the cycloplegic phase of eye examination is not required.
- Be a high school graduate or possess an equivalent educational background which is acceptable for admission into an accredited college.
- Be less than 21 years old on 30 June 1947.
- Be an unmarried male citizen of the U.S.

(Continued on next page)

Civil Engineer Corps Duty Open to Certain Warrants

Opportunity to apply for duty with the Civil Engineer Corps has been opened to commissioned warrant and warrant electricians, carpenters and machinists "to fill a limited number of vacancies."

Temporary officers who are serving in the rank of ensign or above, and who have been selected for transfer to the regular Navy in permanent warrant grade, also may apply for this duty.

Applicants selected will be assigned public works duty in the shore establishment or duty with construction battalion units. Previous civilian or naval experience in shore base construction or construction battalions is desirable but not essential.

Applications should be submitted, via channels, to BuPers (Attn: Pers 3127) before 1 Jan 1947, according to Alnav 543-46 (NDB, 15 October).

Boards Meet to Select Rear Admiral Promotions

Boards were scheduled to convene early this month for selection of line and staff officers to be recommended for temporary promotion to rear admiral.

The boards were to consider all captains senior to the following signal numbers: line, 1026; Medical Corps, 25683; Supply Corps, 29479. Signal numbers are of the Navy Register, 1945. Considerations for selection will include officers now serving under restrictive appointments (spots) in the rank of rear admiral and commodore, who in the rank of captain are senior to the above numbers.



My monicker's Broadbeam, mate—
... and I'm a chow-grabbing, gum-beating, corn-fed sailor without hobbles on his ideas.

I'm the savvy gent who's relieving All Thumbs on page 63, Mac . . . and Broadbeam's folks didn't raise any sackrats. All Thumbs' hitch is up and he's now diggin' Idaho spuds in tweed pants and a derby.

When they launched me, some smart dude pipes up:

"Miz Broadbeam's bathtub has gone to sea. . . ."

Nothin' but envy!

So I'm watchin' my beamline ever since—on account of I'm a sensitive, thin-skinned jockey with the soul of a poet (the one about the tattooed Scottish lady is not bad!)

Chief Yeoman W. S. (Steve) Boddy dug me out of an old ink jug and now he wakes up screaming when somebody suggests:

" . . . Looks like your fat boy has gained a quarter ounce, Steve."

Mac, I really give that artist a fit!

Editor's Note: Broadbeam is a fast guy in a chow line . . . but he talks too much.

(Continued from previous page)

- Be recommended by his commanding officer on the basis of his officer-like qualities and ability to meet all requirements.

In addition to these requirements, applicants for the aviation program must:

- Be not more than 19 years, 6 months of age on 1 July 1947, or if eligible to enter college as a sophomore, be not more than 20 years, 6 months of age on 1 July 1947.

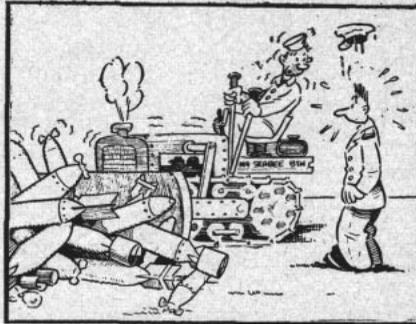
- Meet flight physical requirements and pass the battery of aviation tests with minimum scores stated in Alnav 541-46.

Candidates for both programs will be selected after the service-wide examination on 18 January, to be held at designated ships and stations throughout the world. It will be a special examination, which will test the applicant's acquired knowledge and his capacity to learn. Because of this, it is considered that "boning up" will not be particularly helpful. However, in the near future sample examinations will be distributed to ships and stations submitting nominations.

The same competitive examination will be given on the same day to civilian applicants competing under individual state and territory quotas.

Prior to enrollment in college, enlisted personnel of the regular Navy and Marine Corps selected to fill the service quota will be discharged from their regular status and immediately enlisted or appointed in the Naval Reserve.

BuPers emphasizes that the retainer pay given to students during their college training is not in addition to active duty pay and allowances of the pay grade in which they are serving. Students in both programs, except naval aviators of the regular establishment completing their last two years of college, are on inactive duty. In this status, they will not receive active duty pay and allowances, but will be given only the retainer pay. However, during all active duty periods, including training cruises and flight training, they will receive active duty pay and allowances of the pay grade in which serv-



Mulvaney on Bomb Disposal (BuOrd)

"Well, where do you want 'em, lieutenant?"

ing, including flight pay when assigned to duty involving flying.

It is further pointed out that, although the student will receive only the retainer pay specified, this combined with free tuition, books and normal fees makes the program comparable to the finest scholarships offered in civilian life today. The candidate has an opportunity to choose a permanent career as a regular Navy or Marine Corps officer, or after two years of active duty as a commissioned officer to elect a civilian career with a Reserve commission. In either event, he has the advantage of a four-year college education.

Although BuPers has set 17 Dec 1946 as the deadline for receipt of nominations, it is requested that they be forwarded to the Bureau as soon as possible. Nominations must indicate the program desired; if a person applies for both, he must state a preference.

Naval and Marine Corps personnel who will be discharged or released to inactive duty prior to 18 January and who desire to enter the program must compete under civilian state quotas. Persons in this category may contact high school principals and Officers of Naval Officer Procurement throughout the U. S. for application blanks and necessary information. Personnel of the regular service who execute agreements to extend their enlistments may be nominated to compete under the service quota.

16 Officers to Compete For Rhodes Scholarships

Sixteen naval officers were granted permission to compete for the coveted Rhodes Scholarships this month. The 16 will go up for consideration before State Committees.

Each State Committee reports three applications to the eight District Committees, a total of 144 aspirants. District Committees weed out 96 of them, and the remaining 48 receive the Scholarships.

The officers, if selected, will remain on duty in the Navy while attending Oxford University. Several naval officers have, in the past, been selected for Rhodes Scholarships, which were interrupted during the war years.

Recreation Facilities Open to Navy, MarCorps Personnel Dependents

Recreational facilities of outlying and isolated stations may now be used by dependents of naval and Marine Corps personnel and civilian employees, if authorized by the Chief of Naval Personnel or Commandant of the Marine Corps, it was announced in a SecNav letter of 3 October (NDB, 15 October).

The letter applies only to stations where there are no civilian recreation establishments and only naval recreational facilities are operated.

Navy transports moving dependents also may be authorized to draw from their recreation fund proportionate amounts as necessary to provide recreation facilities for the dependents.

Such recreation funds are established for the use of service personnel, together with civilians and dependents when authorized, and will be operated on a proportionate basis for all concerned. Profits derived from a ship's store shall be used only as provided in Article 1404(4), Navy Regulations, as revised in June 1946.

Supply Corps Reserve Components Authorized

Former members of the Supply Corps now may join Naval Reserve units in their specialty. District commandants have been authorized to activate a Supply Corps Reserve component, and can supply information on the local situation to those interested.

It is intended that the component shall include both Volunteer and Organized Reserve units of officers and enlisted personnel of general and specialized Supply Corps qualifications and allied ratings.

Plans provide for 7,000 officers, 900 of whom will be in Organized units. Enlisted personnel will be enrolled in Organized units in specified ratings and numbers.

Paper Conservation Urged to Meet Needs

Noting the existence of a severe paper shortage, Alnav 557-46 (NDB, 15 October) directed steps to insure conservation of the paper supply to meet essential needs of the Navy.

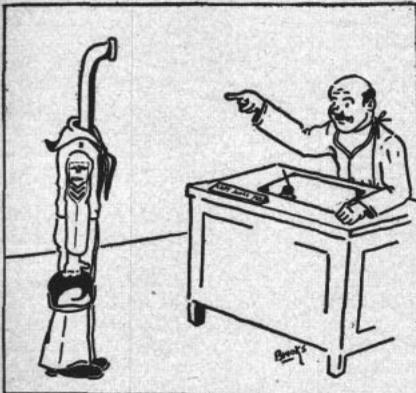
The Alnav directed commands to:

- Determine if paper on hand exceeds normal requirements, and report surplus paper to the Administrative Office, Navy Department, stating location, quantity, size, grade, packing and condition of surplus stock. (Commands were requested not to ship such surplus until requested).

- Determine if excess stocks can be substituted before ordering paper for stock replenishment.

- Review requests for printed and duplicated material to eliminate or postpone production.

- Reduce number of pages and copies of publications which cannot be eliminated or postponed.



John E. Brooks, Coxn, USN

"How long have you been in submarine service, Brown?"

Competitive Exam Set For Appointments as Maritime Midshipmen

Navy veterans will get an opportunity to pursue careers as merchant marine officers next April, when a semi-annual competitive examination will be conducted for appointment as cadet-midshipman, U. S. Merchant Marine Cadet Corps.

Normally, applicants must be between 16½ and 21 years of age, have 15 high school units and meet physical requirements. Veterans, however, are given a three-year age waiver and have five points added to their examination grades.

Graduates of the merchant marine academy are qualified for licenses as deck or engineer officers, merchant marine, and for commissions as ensign, maritime service and Naval Reserve. Future graduates probably will receive Bachelor of Science degrees. Information and application forms may be obtained by writing to the Supervisor, U. S. Merchant Marine Cadet Corps, Training Organization, U. S. Maritime Commission, Washington 25, D. C.

Special Devices, Aids Allowance List Issued

Special Devices Center, Office of Naval Research, has prepared, at the request of CNO, an allowance list of special devices and training aids for forces afloat.

The book, which offers illustrated descriptive material on each device and training aid, has been distributed. Commands needing additional copies may obtain them by requesting CNO Allowance List for Forces Afloat, NavExos P-399, from the Special Devices Center, Office of Naval Research, Sands Point, Port Washington, L. I., N. Y. (Attn: Publications Section).

Civvies May Be Worn When Off Duty Ashore

Civilian clothing may be worn off duty ashore by officers and enlisted personnel of the Navy and Marine Corps within the Western Hemisphere, including Greenland, and in U. S. possessions, according to Alnav 537-46 (NDB, 15 October).

The wearing of civilian clothes must be in accordance with Articles 1-6 and 1-7, Uniform Regulations, and may be suspended at the discretion of Fleet Commanders and District Commandants to meet local conditions.

Enlisted men will not be allowed to have civilian clothing in their possession aboard ships, but possession of civilian clothing on shore stations may be authorized by COs.

Previous instructions regarding wearing of civilian clothes by Waves and Navy nurses remain in effect. Only personnel in uniform will receive benefits of the furlough rates offered by railroads.

Hospital Corpsmen and Dental Officers Granted Earlier Demobilization Date

Earlier release from service for about 1,000 hospital corpsmen and 1,300 dental officers highlighted the demobilization picture last month.

• Male corpsmen had been involuntarily retained on active duty because of the numbers of Navy sick and wounded still in hospitals and requiring their care. Alnav 424-46 (NDB, 15 August) provided that each corpsman must have a minimum of 18 months of active duty to qualify for release.

But Alnav 536-46 (NDB, 30 September) announced that the progress of the hospital corpsman training program was sufficiently advanced to permit the release by 15 Jan 1947 of all corpsmen involuntarily retained who are still on active duty at that time. COs were directed to transfer for discharge all such personnel (Naval Reserve and Navy inductee groups) on 15 January, regardless of the number of months of active duty they may have completed, except personnel retained under para. 3, subparagraphs (c), (d) and (i) of Alnav 436-46 (NDB, 15 August) (disciplinary cases, witnesses and hospitalized personnel).

Transfers will be to post-demobilization separation activities, which will grant terminal leave prior to discharge. Male corpsmen who executed volun-

tary agreements to remain on active duty will not be transferred for separation before the expiration of their agreements.

• Naval Reserve dental officers, including about 800 serving with the Army, were granted a six-month reduction of the time they must serve on active duty. The period was reduced from 30 to 24 months, effective 1 November. Service requirements are computed from the date of reporting for active duty as dental officers. Terminal leave time is included in the 24 months service requirement. (Alnav 556-46; NDB, 15 October).

• Because of a backlog of separations existing at post-demobilization separation activities, a priority system was established for the processing of enlisted personnel. It was ruled that no personnel classified in a lower priority may be processed for separation until all personnel on hand in a higher priority have been processed. The system was established in BuPers dispatch 251512, September, not to all, and provides priorities in the following order:

- (1) Emergency cases.
- (2) Witnesses detained in accordance para. 3(d), Alnav 436-46.
- (3) Hospital Corps personnel completing 18 months of active duty in accordance with Alnav 424-46.
- (4) Personnel being separated under specific BuPers authority for hardship.
- (5) Expiration of enlistment.
- (6) CROSSROADS personnel.
- (7) Personnel being processed under Alnav 453-46 (NDB, 15 August) (Fleet Reservists and retired enlisted personnel).
- (8) Personnel being discharged in advance of expiration of enlistment under Art. D-9104(4), BuPers Manual (convenience of the government clauses).
- (9) Personnel being discharged under Alnav 512-46 (NDB, 15 September) (provided for discharge of certain USN personnel before expiration of their enlistments).
- (10) Personnel completing probationary period under para. 3(c), Alnav 436-46 (disciplinary cases).

Navy's Lumber Salvage Program Intensified

The Navy is making a concerted effort to increase recovery and reuse of used lumber to supplement its diminishing stocks.

In a directive to commandants of naval districts and of shipyards, Assistant Secretary of the Navy W. John Kenney pointed out that, despite restrictions in use of lumber, Navy stocks had declined until only a month's supply was on hand. He said that although the lumber salvage program had been helpful in supplementing these stocks, serious difficulty in obtaining new lumber from trade sources makes increased salvage efforts essential.

Faced with a diminishing supply of used lumber from usual sources, a plan was evolved to raze surplus buildings for salvage. Only surplus buildings determined unsuitable for temporary veteran housing, as authorized by Public Law 292, 79th Congress, will be razed. In the event that cognizant naval activities find razing impracticable, an attempt will be made to make the buildings available to Veterans' Housing Administration for salvage.

Salvage from razed buildings will make large quantities of lumber available, shortening the period of critical supply. The Navy will benefit by clearing valuable areas, reduced fire hazards and cutting down expenditures of public funds for inspection and maintenance of buildings no longer required.



*Continued on p. 55

Postgraduate Courses and Requirements Listed

A call for postgraduate training applications from interested officers has been sounded in BuPers Circ. Ltr. 222-46 (NDB, 30 September), which lists courses and eligibility requirements.

Selection boards will meet after applications have been received by BuPers, and it is expected that classes will be ordered in 1947. Instruction will be given in whole at the Postgraduate School, except as otherwise noted in the listing of courses below:

Aerological Engineering—Length, 2 years; outstanding students may be given a third year in meteorological development and exploitation at civilian institution. Eligible, line officers commissioned 6 June 1940 to 9 June 1943, inclusive, and not above rank of lieutenant commander as of 17 Oct 1944. Scheduled to convene in July 1947. Applications to reach BuPers prior to 1 Mar 1947.

Applied Aerology—Length, 1 year. Eligible, line officers commissioned 6 June 1940 to 9 June 1943, inclusive, and not above rank of lieutenant commander as of 17 Oct 1944. Scheduled to convene in July 1947. Applications to reach BuPers prior to 1 Mar 1947.

Aeronautical Engineering—Length, 3 years, with third year at M. I. T. or CalTech. Eligible, naval aviators commissioned 6 June 1940 to 9 June 1943, inclusive, and not above rank of lieutenant commander as of 17 Oct 1944, who have completed a normal tour in an aviation activity since completion of flight training. Scheduled to convene in July 1947. Applica-

tions to reach BuPers prior to 15 Feb 1947.

Aeronautical Engineering (Armament)—Same as for Aeronautical Engineering with exception that third year will be given at M. I. T. only.

Civil Engineering—Length, 2 years, at R. P. I. Eligible, line and staff officers commissioned 9 June 1943 to 6 June 1946, inclusive, and not above the rank of lieutenant (jg) as of 1 Sept 1944. Scheduled to convene in July 1947. Applications to reach BuPers prior 1 Mar 1947. Successful completion of this course normally leads to appointment in the Civil Engineering Corps.

Applied Communications—Length, 1 year. Eligible, line officers commissioned 6 June 1940 to 19 June 1942, inclusive, and not above rank of lieutenant commander as of 17 Oct 1944. Scheduled to convene in January 1947. Applications were to reach BuPers prior 15 Oct 1946.

Electronics Engineering—Length, 3 years. Eligible, line officers commissioned 6 June 1940 to 9 June 1943, inclusive, and not above rank of lieutenant commander as of 17 Oct 1944. Scheduled to convene in July 1947. Applications to reach BuPers prior 1 Mar 1947.

Law—Length, 3 years, at George Washington, Georgetown and Catholic University. Eligible, line officers commissioned 7 Feb 1941 to 19 June 1942, inclusive, and not above rank of lieutenant commander as of 20 July 1945. Officers should have not less than 4 years sea duty; Marine Corps officers

not above rank of major with not less than 3 years service. Scheduled to convene in September 1947. Applications to reach BuPers prior 1 May 1947.

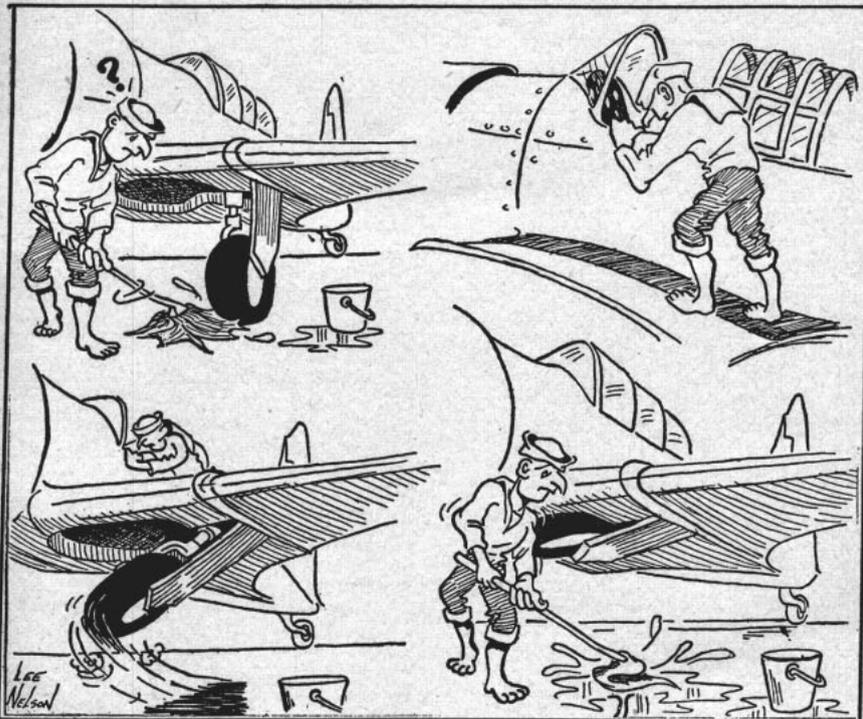
Naval Administration—Length, 5 months, at Stanford. Eligible, line officers (non-aviators) commissioned on or before 9 June 1943, up to and including captain. Scheduled to convene in March and September 1947. Applications to reach BuPers prior 2 Dec 1946 and 1 May 1947, respectively. Officers completing this course normally will be assigned duty in island government for 18 months to 2 years immediately thereafter.

Naval Construction and Engineering—Length, 3 years, at M. I. T. Eligible, line officers commissioned 7 June 1944 to 6 June 1946, inclusive, and not above rank of lieutenant (jg) as of 1 Jan 1946. Officers selected will be assigned engineering duty afloat for one year, and will commence postgraduate training in June 1948. Successful completion of this course normally leads to designation of EDO. Applications to reach BuPers prior 1 Feb 1947. Officers already designated EDO will be considered eligible for this course without limitation as to original date of commission, provided they are not more than 30 years of age as of 1 July 1947. These officers will not be subject to additional duty afloat for one year, but will commence postgraduate training in June 1947 or 1948.

Naval Engineering—Length, 3 years; small groups will be selected during first year to pursue courses in petroleum engineering, metallurgical engineering, chemical engineering, gas turbines and jet propulsion, and nuclear physics and engineering at civilian institutions. Eligible, line officers commissioned 6 June 1940 to 9 June 1943, inclusive, and not above rank of lieutenant commander as of 17 Oct 1944. Scheduled to convene in July 1947. Applications to reach BuPers prior 1 Mar 1947.

Applied Naval Engineering—Length, 2 years. Eligible, line officers commissioned on or before 9 June 1943 who have not passed their 30th birthday as of 1 July 1947. Scheduled to convene in July 1947. Applications to reach BuPers prior 1 Mar 1947. This course includes some general line subjects and is intended to qualify officers for engineering duty afloat and machinery installation and material inspection ashore.

Naval Intelligence—Length, approximately 1 year, at Intelligence School, Anacostia, D. C. Eligible, line officers commissioned 6 June 1940 to 9 June 1943, inclusive, and not above rank of lieutenant commander as of 17 Oct 1944. Scheduled to convene in July 1947 and January 1948. Applications to reach BuPers prior 1 Mar 1947 and 1 Sept 1947, respectively. Students will study intelligence for 6 months,



Beam, NAS, Corpus Christi, Tex.

proceed to sea for 10 weeks' practical work, then return for language instruction. Length of time required to complete entire course will depend on language in which student majors. Each student will be required to become proficient in one foreign language. It is planned to assign graduates of this course to intelligence billets when on shore duty. Successful completion will in no way interfere with normal rotation of sea and shore duty.

Ordnance Engineering—Length, 3 years; grouped into specialties during first year at Postgraduate School, thence to various universities. Specialties into which students will be grouped are: physics electronics—radar, physics electronics—subsurface, physics electronics—guidance, metallurgy, general, fire control, jet propulsion, chemical, and mechanical-electrical propulsion. Eligible, line officers commissioned 6 June 1940 to 9 June 1943, inclusive, and not above rank of lieutenant commander as of 17 Oct 1944. Schedule to convene in July 1947. Applications to reach BuPers prior 15 Feb 1947.

Ordnance Engineering (Aviation)—Length, 3 years; third year at M. I. T. Eligible, naval aviators commissioned 6 June 1940 to 9 June 1943, inclusive, and not above rank of lieutenant commander as of 17 Oct 1944, who have completed a normal tour in an aviation activity since completion of flight training. Scheduled to convene in July 1947. Applications to reach BuPers prior 16 Feb 1947.

Personnel Administration and Training—Length, 1 year, at Stanford, Northwestern and Ohio State. Eligible, line, staff and EDO officers commissioned on or before 19 June 1942, up to and including captain, who possess a bachelor's degree from an accredited college or university. It is planned to assign graduates of this course to personnel administration or training billets. Scheduled to convene in July 1947. Applications to reach BuPers prior 1 Mar 1947.

Textile Engineering—Length, 2 years, at Lowell Textile Institute, Lowell, Mass. Eligible, lieutenant or below of the Supply Corps. Scheduled to convene in September 1947. Applications to reach BuPers prior 1 May 1947.

Business Administration—Length, 2 years, at Harvard and Stanford. Eligible, Supply Corps officers with rank of lieutenant (jg) to commander, inclusive, at time of application. Groups of Supply Corps officers scheduled to convene at Harvard and Stanford in Oct 1947. Applications to reach BuPers prior 15 May 1947. Group of EDO (Air) officers scheduled to convene at Harvard in October 1947. Nominations to be made by BuAer; no applications desired.

Advanced Management—Length, 13 weeks, at Harvard. Eligible, senior EDO officers. Scheduled to convene in September 1947 and February 1948.

Nominations made by BuShips; no applications desired.

Management and Industrial Engineering—Length, 1 year, at R. P. I. Eligible, officers junior to the Naval Academy class of 1932 who are graduates of naval postgraduate courses in aeronautical, civil, electronics, naval and ordnance engineering, or officers possessing equivalent educational background. Scheduled to convene in September 1947. Applications to reach BuPers prior 1 May 1947.

Advanced Science—Length, 3 years. A group of officer students who show particular aptitude will be chosen from among aeronautical, electronics, naval and ordnance engineering groups for further specialization in scientific fields at the Postgraduate School and at civilian universities.

Chaplains—Length, 1 year, at appropriate seminaries. Eligible, chaplains to be nominated by the Chief of Chaplains. A course in theology and pastoral duties.

With their applications, candidates for the various postgraduate courses must submit signed agreements not to resign during the curriculum, and to serve three years in the naval service after completion of their studies. BuPers directed that any applicant who may have indicated his preference for postgraduate instruction on his reports of fitness, or by letter, renew his request by letter.

Requests should contain a first and second choice of desired instruction, but not more than two. It was pointed out that careful consideration should be given the second choice, which will indicate a specialty the candidate wishes to follow if he is not selected for his primary choice.

Training in the engineering curriculums (aerological, aeronautical, civil, electronics, naval, ordnance and textile) and applied naval engineering is of a technical nature. Applicants should have had schooling in mathematics through differential and integral calculus equivalent to that required for a B.S. degree in mechanical, civil or electrical engineering, or in applied physics.

Training in the applied communications and applied aerology curriculums is in general of an operational nature, but requires a sound educational background. Applicants should have successfully completed courses in mathematics through quadratics as a minimum, and have had at least one year sea duty. For applied communications, they should have had sufficient communications duty to evidence suitability for further training.

All aviators must have completed a normal tour in an aviation activity since completion of flight training. It is requested that aviators forward one copy of their requests with all endorsements to DCNO (Air) Op-54.

Former reserve and temporary USN officers will include in their applications a comprehensive synopsis of their previous schooling which shows their

qualifications and the degree of success in pertinent subjects required above. If practicable, a transcript of college and/or high school records should be submitted to substantiate this synopsis, if the information is not on file in the Navy Department.

BuPers has called attention of forwarding seniors to the fact that endorsements should not be perfunctory, but should state in full the candidate's carefully considered abilities and prospective potentialities for the type of instruction requested. If an officer appears exceptionally well qualified, and for some reason does not meet all requirements, he may submit a request and the commanding officer may recommend him for consideration.

Postgraduate School catalogs are being mailed to naval districts, all professors of Naval Science, large combatant vessels and squadron commanders of destroyers and submarines. In the event that the 1946 catalog has not been received at the time applications are submitted, the 1945 catalog may be used, with the understanding that the curriculums in the new catalog have in most cases been expanded from an accelerated to a normal basis.

Applications for several of the postgraduate courses described above were requested in Alnavs 551-46 through 555-46, and in Navacts 72-46 through 78-46.

Dispatch Traffic Load In Excess of Facilities

Commands have been directed to take further steps to eliminate unnecessary radio and teletype dispatch traffic, that limited facilities may give rapid handling to messages requiring high-speed service.

Alnav 435-46 (NDB, 30 September) emphasized that excessive delays in Navy teletype service are being caused by present daily traffic loads in excess of facilities. A further reduction of about 20 per cent in these facilities within the continental U. S. will be necessary because of limited funds.

The Alnav said that insufficient use of airmail in lieu of teletype and radio still continues, and again called attention to Alnav 171-46 (NDB, 15 April), which previously presented the problem.



(Continued on p. 57)

Enlisted Personnel Travel Allowances Upon Release Clarified

Regulations regarding payment of travel allowance of five cents per mile to enlisted personnel upon release were clarified in a SecNav letter of 27 September (NDB, 30 September).

In all cases, these definitions of the following terms were declared applicable:

"Home" means the home address or legal residence in the cases of personnel of the Navy and Marine Corps, respectively, at the time of enlistment, induction or assignment to active duty; except that in the cases of personnel transferred to the Fleet Reserve or Fleet Marine Corps Reserve and to the retired list of the regular Navy and Marine Corps and immediately released to inactive duty, and personnel of the Fleet Reserves and of the retired lists released from active duty following continuous active duty since transfer to the Fleet Reserve or retired list, the term **"home"** means the home in the U. S. or one of its possessions they may select as future residence.

"Place of acceptance for active duty" and **"place from which ordered to active duty"** are synonymous for the purpose of these payments; and mean, in the cases of regular enlisted personnel or Reservists enlisted for immediate active duty, the place of acceptance for enlistment; in the cases of inductees, regardless of voluntary enlistment as Regular or Reservist after induction, the location of the local board to which personnel first reported for delivery to induction station; and in cases of Reservists ordered to active duty from their homes, the place to which such active orders were addressed.

"Place of discharge" and **"place of release from active duty"** mean the last duty station where the person concerned actually was on duty.

Keeping in mind these definitions,

Temporary USNs Retained Until at Least 30 June

Officer-personnel requirements and budget limitations, as promised in Alnav 253-46 (NDB, 31 May), have been examined again and the Navy's plans for temporary USN line officers published.

The present intention, as described in Alnav 550-46 (NDB, 15 October), is to keep all temporary USN line officers of the rank of ensign and above on active duty at least during the remainder of fiscal 1947, except those who request release from active duty and transfer to the Fleet Reserve or reversion to permanent status.

Alnav 550-46 also reveals that the reversion of line temporary warrant and commissioned warrant officers to their permanent enlisted status has been completed except for a few remaining cases which will be completed in the near future.

Alnav 253-46 sets forth the Navy's general policy as affects all temporary USN officers and warrant officers.



Paul Langley, S1, NRB San Diego

the places between which travel allowance is payable are at the option of the enlisted person concerned, as follows:

(a) Regular discharged (excluding inductee)—From place of discharge to (1) place of acceptance for enlistment, or to (2) home address at time of enlistment in case of Navy enlisted person, or to legal residence at time of enlistment in case of MarCorps enlisted man, as shown by service record.

(b) Inductee discharged (regardless of fact he may have voluntarily enlisted as Regular or Reservist after induction)—From place of discharge to (1) location of local board to which first reported for delivery to induction station, or to (2) home address or legal residence as stated in (a) (2) above.

(c) Reservist (excluding Fleet Reservist) discharged while on active duty or released from active duty, having been enlisted for immediate active duty—From place of release from active duty or discharge to (1) place of acceptance for enlistment, or (2) home address or legal residence as stated in (a) (2) above.

(d) Reservist (excluding Fleet Reservist) discharged while on active duty or released from active duty, not having been enlisted for immediate active duty, that is, assigned to active duty from his home—From place of discharge or release from active duty to place to which active duty orders were addressed. There is no option, since place to which active duty orders were addressed is home address or legal residence.

(e) Fleet Reservist or retired enlisted person or regular Navy or Marine Corps person released from active duty (having been recalled to active duty after period of inactive service since transfer to Fleet Reserve or retired list)—From place of release from active duty to place to which active duty orders were addressed. This provision has equal application to Fleet Reservist transferred to retired list of regular Navy or Marine Corps subsequent to recall to active duty. No option is authorized, for reason stated in (d) above.

(f) Regular transferred to Fleet Reserve at normal date of expiration of enlistment and retained on active duty—From place of transfer to (1) place of acceptance for enlistment, or to (2) home address or legal residence as stated in (a) (2) above.

(g) Regular transferred to Fleet Reserve at other than expiration of enlistment and retained on active duty or transferred to the retired list and retained on active duty—No travel allowance. See (j) and (k) below.

(h) Regular transferred to Fleet Reserve or to retired list and immediately released from active duty—From place of transfer and release to (1) place of acceptance for enlistment, or to (2) home in U. S. or one of its possessions he may select as future residence.

(i) Fleet Reservist released from active duty following continuous active duty since transfer to the Fleet Reserve (having been transferred to the Fleet Reserve at normal date of expiration of enlistment)—From place of release to (1) place of transfer to the Fleet Reserve, or to (2) home of selection as stated in (h) (2) above.

(j) Fleet Reservist released from active duty following continuous active duty since transfer to the Fleet Reserve (having been transferred to the Fleet Reserve at other than expiration of enlistment)—From place of release to (1) place of acceptance for last enlistment, or to (2) home of selection as stated in (h) (2) above.

(k) Member of retired list released from active duty following continuous active duty since transfer to the retired list—From place of release to (1) place of acceptance for last enlistment, or (2) home of selection as stated in (h) (2) above.

(l) Regular on extension of enlistment—From place where enlisted person actually is on date prior to effective date of first voluntary extension to (1) place of acceptance for enlistment, or (2) to home address or legal residence as stated in (a) (2) above.

The place to which travel allowance is elected will be entered in the service record (on pay account record page in the case of Marine Corps personnel), over the signature of the enlisted person concerned.

Regulations relative to travel allowance not in conflict with the SecNav letter remain in effect.

Regulations relative to furnishing of transportation and subsistence, except for sea travel, to enlisted personnel transferred to the retired list of the Navy and Marine Corps, and enlisted personnel of the retired list released from active duty, as well as payment of mileage at three cents per mile to such personnel on release, are cancelled, as they are now entitled to travel allowance as specified in the SecNav letter.

Provisions of the letter are not applicable to enlisted personnel separated from active service prior to 2 Aug 1946.

NAVY'S PART IN WORLD WAR II CHRONICLED

One volume of a monumental 14-book series entitled *History of United States Naval Operations in World War II*, by Capt. Samuel Eliot Morison, USNR, is expected to appear in February 1947.

Volume II of the series, it is titled *Operations in North African Waters, 1942 to June 1943*, opening with Operation TORCH and closing with preparations for the Sicilian invasion. This volume, as well as others of the series, will be published by Little, Brown and Company, Boston. Volume I, *The Battle of the Atlantic, 1939-1943*, is almost ready for security release, and is expected to appear in the latter half of 1947 (see ALL HANDS, October 1946, p. 24).

In a preface to the first volume, the Secretary of the Navy endorses Capt. Morison's historical series, but makes it clear that the author, not the Navy, is responsible for the work, and that it is not to be regarded as an official history. This distinguished historian, however, brings to his task more than four years' active duty, during which he visited all theaters of naval warfare and personally took part in many operations. Capt. Morison has returned to inactive duty in order to resume his professorial duties at Harvard, but will continue the series to completion.

The remaining 12 volumes of the series, which chronicle all other naval operations of World War II, will be published periodically through 1950.

Line Officers May Apply For Advanced Training In Electronics Phases

Regular Navy line officers, including aviators, may apply for advanced training in technical phases of electronics, a course of 20 months convening approximately 10 Feb 1947 at M.I.T., according to NavAct 79-46 (NDB, 15 Oct.).

Reserve officers must have applied and been accepted for transfer to the regular Navy to be eligible.

Applicants must have the equivalent of two years electrical engineering and must have completed courses in differential and integral calculus and a first year course in college physics. Curriculum includes basic electrical engineering subjects emphasizing principles

Instructions Clarified On Return to Sub Duty

Channels through which requests for return to duty in the submarine force may be submitted were clarified by Alnav 526-46 (NDB, 30 September), which modified BuPers Circ. Ltr. 189-46 (NDB, 31 August). Circ. Ltr. 189 has announced latest instructions with regard to assignment of enlisted personnel to submarine training and duty.

The circular letter stated general BuPers policy that personnel qualified in submarines, or whose qualification has lapsed due solely to an absence of six months or more, and who have had actual war-patrol experience, be assigned to duty in the submarine force.

Such personnel, except those who have been declared temperamentally or physically disqualified for submarine duty, may submit request for return to submarine duty to CincLant (ComServLantSubCom) or CincPac (ComServPac), via ComSubLant or ComSubPac as appropriate. This was provided in Alnav 526, which modified the letter (para. 5, sentence 2) on this point.

and applications of radio, radar, sonar and nuclear physics. Object of the course is to provide training at third and fourth year engineering school level for officers preparing for duty requiring technical knowledge of electronics.

COs' statements in regard to military qualities and suitability for further training, and a signed agreement not to resign during the course and to serve three years in the Navy after completion, must be submitted with application. Forward all applications via official channels to BuPers (Attn: Pers 4223) before 2 December.

Reservists May Apply For Academy Appointments

Eligible Naval Reservists may apply for appointment to the Naval Academy under the conditions outlined by Alnav 527-46 (NDB, 30 September).

Applicants for the 100 appointments to be given by SecNav must be members of, or associated with, an Organized Reserve unit. Candidates may not be more than 21 years old on 1 April of the year of appointment, except that the age limit is increased to 23 for candidates who have served honorably for at least one year in World War II.

Candidates whose high school credits are satisfactory to the Naval Academy Academic Board take only the examination in English and mathematics, rather than the regular examination. BuPers will supply COs with blanks for submission of high school credits after candidates are nominated.

Applications for appointment should be made to COs of Reserve units, who will forward nominations to BuPers (Attn: Pers 4214) via channels before 1 Feb 1947.

The act authorizing SecNav to make such appointments was inadvertently repealed by Public Law 729 of 79th Congress, but it is anticipated that this authority will be reinstated by the new Congress.

Instruction Offered In Foreign Languages; Open to Male Officers

Foreign language instruction is open to qualified male commissioned officers in the regular Navy, BuPers Circ. Ltr. 202-46 (NDB, 15 September) announced. Classes are forming monthly at the Naval School (Naval Intelligence), Receiving Station, Anacostia, D. C.

The school offers instruction in Chinese (18 months), Japanese (14 months), Russian and German (6 months), Italian and Portuguese (4 months) and Spanish and French (3 months). Each course demands a minimum of four and one-half hours of classroom instruction daily, five days per week. In addition, the student is expected to devote nine hours daily to preparation outside the classroom. Daily use of the language in extracurricular activities, including newspapers, broadcasts and motion pictures, is an essential part of the instruction.

Successful completion of the course qualifies the student as a translator and interpreter of the language studied.

As might be expected, qualifications are high. All applicants must have completed a minimum of two and one-half years of college or Naval Academy work. From among those who meet this requirement, preference will be given to two categories:

- Applicants whose college record is of high honor standing and who show evidence of special linguistic ability.

- Applicants who have had no previous language study but whose general college grades are of high honor quality.

Age requirements are 19 to 29, inclusive, with no exceptions.

Applications should include a copy of the form, Training Application, Naval Intelligence, OpNav 23-164 Rev. 1-46, which is printed in the enclosure to BuPers Circ. Ltr. 89-46 (NDB, 15 April). Forward applications through official channels, via the CO, to BuPers (Attn: Pers 422). Applicants must specify language preference.



(Continued on p. 59)

All Commands Afloat Will Operate Only Ship's Stores After 1 December

Conclusion of the program to change ship's service stores afloat to ship's stores was directed by Alnav 559-46 (NDB, 15 October).

Earlier directives had provided such changeovers for ships with supply officers. The new Alnav applies the procedure to ships without supply officers, and when the program is complete on 1 December the forces afloat will operate only ship's stores. Conversely, the forces ashore will operate ship's services rather than ship's stores, with a few exceptions in overseas locations

where the civilian help desirable for ship's service operations is not available.

Principle difference between the two types of retail outlets is that the ship's store operates on an appropriated fund basis and may procure stock on invoice from any issuing Navy activity. The ship's service, on the other hand, operates on non-appropriated funds and must procure stock on a cash basis, in accordance with terms of procurement contracts made for them by the Navy Ship's Store Office, New York.

Details on running a ship's store on board a ship without a supply officer are contained in Chap. 3, BuSandA Manual, published by BuSandA as Publication 80, "Regulations for Ships Without Supply Officers." It is now being distributed.

Briefly, the changeover from ship's service to ship's store will require the following steps to disestablish ship's services on 30 November and establish ship's stores on 1 December:

- Ship's service accounts will be closed out and relevant auditing boards dissolved.

- BuPers will cancel all its outstanding loans to ship's services afloat.

- All other obligations must be liquidated by 30 November. Activities unable to comply must apply for aid in the form of an allotment from the BuPers ship's service contingent fund by forwarding details to BuPers (Attn: Pers 51).

- Ship's service stock procured will be transferred to the ship's store, covered by one public voucher (Standard Form 1043) prepared under naval stock fund. No contract or other purchase document will be required. Details for filling out this voucher are contained in Alnav 559-46.

- Value of such stock will be taken up on the ship's store balance sheet and operating statement (NavSandA Form 234).

- Balance of ship's service funds on 1 December, including proceeds from sale of ship's service stock to ship's store, will be turned over to COs for local recreation funds.

- Prior to 1 December, COs desiring to establish ship's stores in accordance with Alnav 559-46 will submit to BuSandA, Code AR-1, via Navy Ship's Store Office, New York, the name of the commissioned officer appointed as ship's store officer, together with request that the officer be appointed a fiscal agent.

Profits of ship's stores will be generated and distributed in accordance with Alnav 323-46 (NDB, 30 June).

Provisions of Alnav 559-46, so far as establishment of ship's stores is concerned, apply to all vessels in commission that have no supply officer, except vessels of the Inactive Fleets, which are covered by Alnav 400-45 (NDB, 30 Nov 1945).

Procedures Clarified In Administration of Terminal Leave Act

The Navy discovered several "holidays" in provisions for administration of terminal leave and moved last month to eliminate them.

First, for the computation of leave under the Armed Forces Leave Act of 1946, BuPers ended misunderstanding as to whether service as an aviation cadet is enlisted or officer duty. Active duty in the grade of aviation cadet on or after 4 Aug 1942 counts as enlisted service. Prior to 4 Aug 1942 active duty as aviation cadet figures as officer service. (Alnav 523-46; NDB, 30 September).

BuPers next moved back the date for full-fledged functioning of terminal leave. Previously established as 1 Jan 1947 (Alnav 384-46; NDB, 15 July) the date was changed to 5 Jan 1947. Until then personnel whose date of eligibility for release is prior to 5 Jan 1947 will be placed on terminal leave not later than date of eligibility for release. After that, men will go on leave at such a time that the expiration of terminal leave and discharge date coincide. (Alnav 529-46; NDB, 30 September).

By Alnav 531-46 (NDB, 30 September) BuMed clarified paper work procedures in the case of patients awaiting invaliding from the service or who under other circumstances are to be granted terminal leave. By an AlStaCon of 25 September BuPers described the general procedure to be followed in the event an enlisted man or woman of the Navy is admitted to a naval hospital for hospitalization while on terminal leave.

Active Duty Billets Open For Reserve Personnel

Active duty billets for Reserve personnel are open in all districts (less 10, 14, 15 and 17) and PRNC.

One qualified communicator with rank of commander or lieutenant commander may be returned to active duty as an assistant to the District Director of Naval Reserve in charge of operational communications. Two first or second class radiomen will assist him.

For technical electronics, one qualified electronics officer with rank of commander or lieutenant commander to be District Reserve Electronics Officer may be returned to an active status. He will be assisted by a qualified electronics officer, with rank not higher than lieutenant commander, and two ETMs (chiefs or first class).

Reservist applicants, in any pay grade, who are qualified for clerical duties may be given active duty billets in or near their home towns. Commandants of the naval districts listed are authorized to order to active duty, to cities with more than one battalion, one enlisted man class V-6 (inactive) for each excess battalion.

District commandants can provide further information on these billets.

MarCorps Boards to Pick Officers for Promotion

Marine Corps selection boards to recommend officers for temporary promotions to major general and brigadier general will convene during November, it was announced in Alnav 540-46 (NDB, 15 October).

The board for promotion to major general will meet about 18 November and will consider all brigadier generals, except those assigned quartermaster duty only, for general service and aviation duty.

Scheduled to meet about 29 November, the board for promotions to brigadier general will recommend officers for general service, aviation duty and supply duty. Colonels down to and including signal number 55209 will be considered for general service; aviator colonels down to and including signal number 55220 will be considered for aviation duty, and quartermaster and paymaster colonels down to and including signal number 55218, will be considered for supply department duty.

All signal numbers are of the Navy Register, 1945.

Status of V-6 Personnel For Transfer Clarified

Status of personnel in class V-6 with respect to transfer to the regular Navy was clarified by AlStaCon 112115Z of October.

BuPers Circ. Ltr. 41-46 (NDB, 15 February) as modified by NavAct 65-46 (NDB, 31 August) provides that personnel in Class V-2, V-3, V-6, F-2, O-1, or O-2 of the Naval Reserve or in the status of USN-1, and in certain ratings, are eligible for changeover to the regular Navy only while on active duty. Applicants for changeover must meet certain standards covered in the BuPers CircStr 41-46 and AlNav 112-46 (modified to date).

However, personnel who have enlisted or reenlisted in Class V-6, USNR (Inactive) since discharge from the armed forces as a result of service in World War II, are not eligible for the changeover allowed by the circular letter. These men may apply for enlistment or reenlistment into the regular Navy at Navy recruiting stations only, and while in an inactive status.

Board Accepts 13,157 Transfers; Requirements Eased for Some Classes

Easing the requirements for legal specialists and eliminating deadlines for ex-prisoners-of-war, the Navy paved the way for the transfer of more Reserve and temporary officers to the regular establishment (Alnav 546-46; NDB, 15 October).

No longer required to have a law degree, applicants for transfer as legal specialists need only have been admitted to practice before the bar in any state, territory or the District of Columbia. Also removed was the six months time limit on the submission of requests for transfer as legal specialists.

Applications from ex-prisoners-of-war in warrant or higher rank will be considered regardless of any previously established deadlines for submission of requests.

Still acceptable were applications for transfer to the regular Navy of Medical and Dental Corps officers (Alnav 497-46; NDB, 15 September).

Meanwhile, as of 11 October, BuPers reported that 13,157 applicants had been accepted by the Selection Board. Approximately 5,000 remained to be considered. Following is a break-

Land Grant Law Repeal Simplifies Figuring Travel Allowances

Repeal by Congress of the Railroad Land Grant Laws considerably simplified the calculation of officers' mileage allowance by BuSandA, and even made it possible for the individual officer to make a pretty good estimate of just what his travel check will total.

From now on it's this simple. When the government does not furnish a TR, an officer will be reimbursed 8 cents per mile for the official distance of the ordered travel. In event a TR is used, the charge will be 3 cents per mile, reducing the officer's reimbursement to a rate of 5 cents per mile. It is to the advantage of officers traveling on mileage orders to secure a TR, since the first class rail ticket will cost 3.3 cents per mile, plus 15 per cent tax.

Enlisted men were not affected by the legislation, since their mileage was not subject to land-grant deduction. Enlisted personnel traveling with TR receive no reimbursement, but their TR covers Pullman accommodations and they are given an allowance for meals. Enlisted men traveling without TR receive 3 cents per mile reimbursement.

Effect of the Congressional action was reported in Alnav 525-46 (NDB, 30 September), which advised disbursing officers to continue to use the official mileage table in Travel Instructions, but to ignore for travel performed on and after 1 October the columns referring to land grant mileages.

down by branch of accepted applications:

Line (general service) 3,733; line (aviation) 3,646; line (EDO) 856; Supply Corps 1,212; Medical Corps 330; Dental Corps 161; Civil Engineer Corps 307; Hospital Corps 158; Chaplain Corps 167; commissioned warrant officers and warrant officers (all branches) 2,587.

Already accepted for transfer from the Reserve to regular Nurse Corps, as published by Alnavs, are 432 applicants. Tentatively accepted but not yet announced are 290 more, while 100 requests are pending. The deadline for transfer requests has passed, but the Nurse Corps is accepting applications from former Reserve nurses on same basis as other civilians.

Personnel Reenlisting Now Retained on Board

Enlisted regular Navy personnel who agree to reenlist or extend their enlistment on board their present ship or station, will not be transferred for separation upon expiration of enlistment, it was announced by Alnav 544-46 (NDB, 15 October).

Previously such personnel have been transferred for separation and placed on terminal leave until the date on which their current enlistment expires, but under the new Alnav they will be retained on board their present ship or station, discharged when enlistment expires, and reenlisted the following day, subject to the provisions of Article D1002 (4), BuPers Manual.

Agreement to reenlist will be made on page 9 of service record, signed by the man involved and witnessed and signed by the CO. Extension of enlistment will be made on form NavPers 604.

Agreements to reenlist or extend enlistments will be made prior to date the man would be transferred for separation under paragraph 3 of Alnav 476-46 (NDB, 31 August), which amended paragraph 9 of Alnav 384-66 (NDB, 15 July).

LTA Class Scheduled To Start 1 Jan 1947

A class in lighter-than-air flight training (see page 20), composed of qualified commissioned officers of the regular Navy is planned to convene in January 1947, according to NavAct 70-46 (NDB, 30 September).

The NavAct solicits applications, to reach BuPers by 15 November 1946, from regular Navy officers less than 26 years old, who have completed five or more semesters of undergraduate work at an accredited college or university and who are physically qualified and temperamentally adapted for the actual control of aircraft. Applicants must attain certain scores on flight aptitude tests, must have had a minimum of one year of sea or foreign duty, and must not have previously failed in any flight training program of the Army or Navy.

Dispatch applications are authorized when necessary to meet the 15 November deadline.

Exams for Coast Guard Academy Appointments Open to Navy Enlisted

Annual competitive examinations for appointments to the Coast Guard Academy will be conducted on 7-8 May 1947 throughout the U. S., it was announced in BuPers Circ. Ltr. 224-46 (NDB, 30 September).

The Academy, located at New London, Conn., operates under similar scholastic and military standards to the Naval and Military Academies. Upon completion of the four-year, basically scientific course, the graduate receives a commission in the regular Coast Guard and a Bachelor of Science degree in engineering.

Enlisted Navy men whose units or stations are in the U. S. during the time required to take the exam, and who have been accepted as candidates, will be able to participate. COs are authorized, at their discretion, to grant requests for leave to take the exam.

To qualify for nomination each candidate must meet the following basic requirements:

- Be at least 17 years of age and no more than 22 years of age on 1 May 1947.
- Be a high school graduate.
- Be unmarried.
- Have the following credits, either in high school or college: algebra 2, plane geometry 1, trigonometry $\frac{1}{2}$, English 3, physics 1, chemistry 1, other optional credits $6\frac{1}{2}$.
- Be at least 5' 6" in height, with vision of 20/20 in each eye uncorrected, and in otherwise good physical condition.

No waivers of the requirements will be granted.

Any enlisted man who qualifies and is accepted for appointment to the Academy will be discharged from the naval service upon written request for the purpose of accepting the appointment. Requests should be directed to BuPers for action.

Applications should be addressed to the Commandant, U. S. Coast Guard, Washington, D. C., and forwarded through official channels, and must not be postmarked later than 1 April 1947. Each applicant will be notified through his CO of his acceptance or rejection as a candidate.



Petty Offenses Need Not Result in Termination Of Probationary Period

A principle of naval justice—that petty offenses not sufficient to establish “unsatisfactory conduct” shall not result in revocation of probation—was affirmed in BuPers Circ. Ltr. 214-46 (NDB, 30 September).

The letter noted that there have been a number of cases in which enlisted personnel serving in a probationary status as the result of clemency following a general court martial sentence have had their probationary periods terminated because of apparently trivial offenses.

The letter then stated: “The terms of probation require that a man maintain ‘conduct satisfactory to his commanding officer.’ The commission of a single petty offense is not normally valid evidence of ‘unsatisfactory conduct.’ A specific petty offense should call for appropriate disciplinary action in the same manner as would apply to men not in probationary status. In other words, an offense which would in itself call for only minor punishment should not be made the instrument for, say, a year’s confinement and a bad conduct discharge.”

However, the principle has a corollary. The letter explained that a single aggravated offense, such as would call for summary or general court martial action, or an accumulation of minor offenses, might normally be deemed ample evidence of “unsatisfactory conduct” and therefore be the cause for revocation of probation and the automatic carrying-out of the remainder of the original sentence. COs

were advised that revocation of probation is not a punishment authorized at mast, but must be taken as a separate and distinct administrative action.

Court Martial Order No. 10, 1930, p. 30, provides that for a new offense a commanding officer may: (a) Assign mast punishment or court martial; (b) execute suspended sentence; (c) both. In other words, separate punishment does not make mandatory the revocation of probation, nor does it bar such revocation. Correspondingly, revocation of probation is not a substitute for, or a bar to, appropriate disciplinary action.

The circular letter concluded: “All officers authorized to impose punishment on enlisted personnel are therefore enjoined to give careful consideration to reports of offenses committed by personnel serving in a probationary status, and to vacate probation only where it is established by the record that such action is appropriate and in the best interests of the Navy.

“In no case shall revocation of probation be used as an arbitrary action to the prejudice of a man’s right to trial when his guilt has not been established.”

Buck Heads BuSandA; Relieves Admiral Carter

Rear Admiral W. A. Buck, (SC) USN, was sworn in last month as Chief of the Bureau of Supplies and Accounts and Paymaster General of the Navy. He relieved Vice Admiral William J. Carter, (SC) USN, who goes on the voluntary retired list.

Admiral Buck was Assistant Chief of the Bureau and Director of Supply. He was relieved as Director of Supply by Capt. James H. Stevens, (SC) USN.

All-Navy Club Reports Growing Membership

A growing individual membership, and an increasing number of local units, is reported by the All-Navy Club of the U. S. A. The club’s membership is open to all naval personnel, regular or Reserve, active or inactive duty, and to naval veterans who served with honor.

Local groups, called “Ships,” are being formed as fast as local members are recruited, and the club now has members in 370 U. S. cities. Headquarters is at 140 Thames St., Newport, R. I., site of the founding Ship.



Persons who wear or have worn the naval uniform may become life members. Initial fee is \$1, and there is no further fee or annual dues.

The organization is a new Navy veterans’ group, having first been organized in 1944. There is a similarity of name, but it is not to be confused with the Navy Club of the U. S. A., organized along similar lines, reported in ALL HANDS, March 1946, p. 73.

Receiving Stations For Transients Listed

Receiving Stations within the continental limits equipped and designated to process transient enlisted personnel, were listed in BuPers Circ. Ltr. 228-46 (NDB, 15 October).

The letter noted many commands have transferred personnel to naval activities not equipped to handle them, or to non-existent receiving stations, causing much delay and trouble in re-routing them. The list follows:

U. S. Naval Receiving Station, 495 Summer Street, Boston 10, Mass.

U. S. Naval Receiving Station, Flushing Avenue, Brooklyn 5, N. Y.

U. S. Naval Receiving Station, Naval Base, Philadelphia 12, Pa.

U. S. Naval Receiving Station, Washington 25, D. C.

U. S. Naval Receiving Station, Naval Station, Norfolk 11, Va.

U. S. Naval Receiving Station, Naval Base Charleston, Naval Base, S. C.

U. S. Naval Receiving Station, Naval Station, San Diego, Calif.

U. S. Naval Receiving Station, Naval Base, Terminal Island, San Pedro, Calif.

U. S. Naval Receiving Station, Naval Station, Treasure Island, San Francisco, Calif.

U. S. Naval Receiving Station, Naval Station, Seattle 99, Wash.



QUESTION:

★ How far do you think you ought to go in the Navy?

Answers to this and related questions revealed a healthy ambition in most enlisted men. In fact, over 90 per cent of all men declared they didn’t want a “soft” billet but would prefer duty that required considerable effort and that, preferably, offered interesting work.

The questions were put to a scientifically selected sample of naval personnel, to insure that the answers would reflect as much as possible the opinions of the typical enlisted man. In general, the answers can be summarized as follows:

• The enlisted man has ambition, and believes he should rise to PO1 or better.

• He is not looking for a soft touch in the Navy.

• He wants a job that interests him, and when he has it he doesn’t mind hard work.

The questions and percentage answers:

“Considering your ability, education and training, how far do you think you ought to go in the Navy?”

S1 or F1	4%
PO3	11%
PO2	15%
PO1	18%
CPO	32%
Warrant	5%
CWO	7%
Commissioned Officer	8%

Asked to agree or disagree with the following statement: “The job in the Navy that I would prefer would be the one where I had the least work to do,” 92 per cent said “disagree.”

The men were also asked, “Which kind of a job would you rather have in the Navy, one that was interesting even though it might require a lot of work, or one that didn’t make you work very hard even though it wasn’t very interesting?” Only 4 per cent said they’d prefer the job that did not require work.

10 FC School Graduates Selected Each 4 Weeks To Enter FCT Training

BuPers took steps last month to meet immediate requirements for the rating of fire control technician (FCT), established by BuPers Circ. Ltr. 57-46 (NDB, 15 March). Procedures for the procurement of fire controlmen for assignment to FCT school were outlined in Alnav 558-46 (NDB, 15 October).

To provide men in the rating of FCT3, the 10 best qualified graduates of the class A fire controlman school who volunteer will be chosen each four weeks to enter FCT training. Candidates must have a minimum of two years obligated service following completion of the technician training. Those selected will be transferred to Naval School, Fire Controlman Advanced, RecSta, Washington, D. C., for the regular 33-week course of instruction.

Those completing the course satisfactorily will be rated FCT3. Personnel so rated may subsequently be advanced to FCT2 when otherwise eligible, but will have to return to the school for a 51-week technical course before being eligible to advance to FCT1. They will become eligible for this course after a year's service at sea as FCT3.

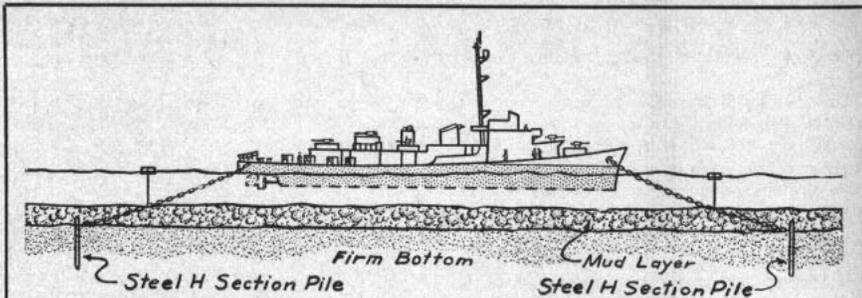
To provide FCTs in ratings above third class, BuPers has promulgated the following procedure:

A special examination was prepared to be administered to fire controlmen volunteering for the technician training. COs were to inform BuPers prior 1 November the number of copies of this examination needed locally. The exams are to be administered for the first time 29 November, and will be forwarded to BuPers for grading. A list of personnel selected for the training, in order of merit by pay grades, will be published, and personnel on the eligible list will be ordered to Advanced Technical Service Schools, RecSta, Washington, D. C., for the 51-week fire control technician course in increments of 10 men every four weeks.

Eligible to compete in the examination are fire controlmen, chief, first, second and third, who have served a minimum of three years and have graduated from an advanced fire control school within the 30-month period prior to date of examination. Those qualifying for the technician training must have two years obligated service remaining after completion of the 51-week course. FC3s and FC2s will be changed and advanced in rating to FCT2 and FCT1, respectively, upon graduation from the 51-week course. CFC and FC1 who graduate will have rating changed to FCT in the same pay grade.

It is planned to convene the first classes for FCT training (for both those selected on graduation from class A school and those selected from the Navy-at-large by examination) on 27 Jan 1947, and to convene subsequent classes each four weeks thereafter.

Men who will not have the required



200,000-POUND force failed to budge BuDocks' new chain-and-pile moorings made of surplus material in the test conducted near San Francisco.

MOORING IN THE MODERN MANNER

Sudden high winds in ship anchorage areas will be of less concern to skippers who tie up to new pile-and-chain moorings developed by the Bureau of Yards and Docks. In a

recent test, two fleet tugs and a submarine rescue vessel exerted a 200,000-pound yank on one of the single-pile moorings and failed to budge it!

Yet one of the tugs had hooked up to a battleship mooring with four to a battleship mooring with four 20,000-pound anchors and dragged it over the poor-holding bottom of San Francisco's Suisun Bay.

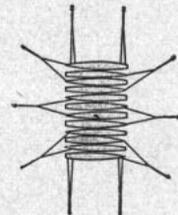
Originated by the Charleston Navy Yard for use in the Wando River at Charleston, S. C., the new mooring is described by BuDocks as follows: Steel H-section piles 40 to 50 feet long are driven into the bottom at an anchorage, with the tops of the piles at or a little below the bottom. A pad eye is welded to the top of the pile, to which is shackled a 15-

fathom shot of two-inch cast steel chain. The other end of the chain is buoyed. Ships mooring pick up the buoy and fasten their anchor chains to the mooring chain.

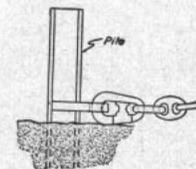
The new mooring is especially adapted to more or less permanent berthing, as in the inactive fleet berthing areas. Such moorings already have been installed at Charleston, Suisun Bay and in the St. John's River at Green Cove Springs, Fla.,

where the moorings are designed to withstand 100-mile-an-hour winds. Ships are moored in nests of six or more in those locations.

Plans and information have been sent to all Naval Districts, and continued widespread use of the moorings is probable. And a break for the taxpayers is seen in the fact that the new moorings are being constructed of surplus material, saving the Navy from buying new mooring equipment.



Steel H-section pile



Chain-pile shackle

two years service following completion of the advanced fire control or fire control technician courses will not be selected or given the special exam unless they signify their willingness to be discharged and immediately reenlisted for four or six years. Such statements shall become a part of the service record. If selected, these men will be discharged for the convenience of the government and reenlisted on board on the following day, before being transferred for training.

CSA Training Program Eligibility Explained

Reserve communications training program announced on page 62 of the October issue of ALL HANDS Magazine should have been designated as the Communications Supplementary Activity of the Naval Reserve communications training program.

Only personnel who were associated with the Communications Supplemen-

tary Activity during the war are eligible for the CSA training program at this time. Eligible personnel are being contacted directly by the Chief of Naval Communications.

Veterans associated with general communications are provided for under the Naval Reserve Electronic Warfare program.

QUIZ ANSWERS

ANSWERS TO QUIZ ON PAGE 39

1. (c)
2. (b)
3. (b)
4. Mounted binoculars.
5. PB4Y-2 Consolidated Privateer.
6. Twelve 50-mm. guns in six twin turrets.

ALNAVS, NAVACTS IN BRIEF

ALL HANDS

THE BUPERS INFORMATION BULLETIN

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs, not as a basis for action. Personnel interested in specific directives should consult Alnav or NavActs files directly for complete details before taking any action.

Alnavs apply to all Navy, Marine Corps and Coast Guard ships and stations; NavActs apply to all Navy ships and stations.

Alnavs

No. 519—Refers to Alnav 462-46 (NDB, 31 August) regarding payment of clothing allowance to former temporary officers who reenlist, and defines term to "serve on extended active duty" as meaning service in excess of 30 days.

No. 520—Fourth in a series listing nurses selected for transfer to the regular Navy (see p. 59).

No. 521—Fourteenth in a series listing officers selected for transfer to the regular Navy (see p. 59).

No. 522—Directs shore activities to complete changeover to established standard prices for standard stock material prior 1 December.

No. 523—Clarifies status of aviation cadets under Armed Forces Leave Act of 1946 (see p. 58).

No. 524—Lists rules regarding medium of exchange in certain countries.

No. 525—Announces effect of rescinded railroad land grant laws (see p. 59).

No. 526—Modifies BuPers Circ. Ltr. 189-46 (NDB, 31 August) regarding assignment of enlisted men to submarine training and duty, and provides that certain personnel formerly qualified in submarines may submit requests for return to duty (see p. 57).

No. 527—States current regulations in regard to candidacy of Naval Reserve personnel for the Naval Academy (see p. 57).

No. 528—Further instructions re the new personnel accounting system, directing commands not submitting

NavPers 500 cards and other data to submit instead before 1 October data sheets on officers and men aboard.

No. 529—Changes para. 9 (a) (1), Alnav 384-46 (NDB, 15 July), promulgated in Alnav 476-46 (NDB, 31 August), to read: "Personnel whose date of eligibility is prior to 5 Jan 1947 will be placed on terminal leave not later than date of eligibility" (see p. 58).

No. 530—Announces line and staff selection boards to consider certain captains and spot-promoted commodores and rear admirals for temporary promotion to rear admiral (see p. 51).

No. 531—States medical administrative procedure in cases of persons to be invalidated from service, and others to be granted terminal leave (see p. 58).

No. 532—Warns of critical meat shortage (see p. 36).

No. 533—Fifteenth in a series listing officers selected for transfer to the regular Navy (see p. 59).

No. 534—Fifth in a series listing nurses selected for transfer to the regular Navy (see p. 59).

No. 535—Notes excessive delays in Navy teletype message service, and directs that traffic be reduced (see p. 55).

No. 536—Announces release of hospital corpsmen involuntarily retained on active duty by 15 Jan 1947 (see p. 53).

No. 537—Authorizes wearing of civilian clothes by officer and enlisted personnel (see p. 53).

No. 538—Fourteenth in a series listing officers selected for transfer to the regular Navy (see p. 59).

No. 539—Sixteenth in a series listing officers selected for transfer to the regular Marine Corps (see p. 59).

No. 540—Announces Marine Corps selection boards to consider promotions to brigadier and major general (see p. 58).

No. 541—Gives instructions relative to nomination of enlisted personnel for NROTC training and the Naval Aviation College Program (see p. 51).

No. 542—Amends Alnav 384-46 (NDB, 15 July) and issues instructions in cases of hospitalized personnel to be separated.

No. 543—Announces vacancies for warrant grades in Civil Engineer Corps (see p. 51).

No. 544—Provides instructions in cases of personnel who agree to reenlist or extend (see p. 59).

No. 545—Cancels Alnavs 62-45 (NDB, Jan-June, 1945) and 9-46 (NDB, 15 January), regarding heavier-than-air and lighter-than-air flight training, which have been superseded by NavActs 68-46 and 70-46 (NDB, 30 September) (see ALL HANDS, October 1946, p. 61; see also p. 59).

No. 546—Changes regulations for transfer to USN with regard to law specialists and ex-POWs (see p. 59).

(Alnavs, NavActs continued on next page)

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. It 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.

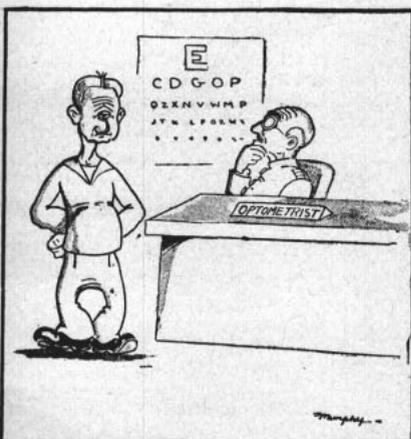
The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issue.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price \$2.00 a year, domestic (including FPO and APO addresses for overseas mail); \$2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.



Hoist, NavTraCen, San Diego

"When did you first notice this trouble, Potts?"

(Alnavs, NavActs continued from previous page)

No. 547—Warns that complete reports must be prepared in accordance with Art. 804, Navy Regs, and section 726, Naval Courts and Boards, in cases of civilians injured aboard naval ships and establishments.

No. 548—Requests applications prior 1 November from USN medical officers for course in aviation medicine.

No. 549—Seventeenth in a series listing officers selected for transfer to the regular Navy (see p. 59).

No. 550—States Navy policy to keep all temporary USN line officers of rank ensign and above on active duty at least during remainder of fiscal 1947, except those who request release (see p. 56).

No. 551—Asks applications for post-graduate course in aeronautical engineering (see p. 54).

No. 552—Asks applications for post-graduate course in naval intelligence (see p. 54).

No. 553—Asks applications for post-graduate course in electronics engineering (see p. 54).

No. 554—Asks applications for post-graduate course in ordnance engineering (see p. 54).

No. 555—Asks applications for post-graduate course in naval construction (see p. 54).

No. 556—Reduces service require-

ments for USNR dental officers from 30 to 24 months (see page p. 53).

No. 557—Requests paper conservation (see p. 52).

No. 558—States procedure for selection and transfer of fire controlmen to Naval School, Fire Controlmen Advanced (see p. 61).

No. 559—Directs changeover of ship's service activities afloat to ship's stores (see p. 58).

No. 560—Announces Comptroller General decision has affirmed provisions of Alnav 393-46 (NDB, 31 July) regarding saved pay and allowances.

No. 561—States procedure for enlisted personnel desiring to be separated in a possession of the U. S., who are entitled to such separation.

No. 562—States procedure for enlisted personnel desiring to be separated in the Philippine Islands who are citizens of the Republic of the Philippines.

No. 563—Sixth in a series listing nurses selected for transfer to the regular Navy (see p. 59).

NavActs

No. 68—Requests applications for flight training from commissioned line officers of the regular Navy who meet qualifications in BuPers Circ. Ltr. 87-46 (NDB, 15 April).

No. 69—Cancels NavAct 5-46 (NDB, 15 January) which had been issued to discourage travel by NATS.

No. 70—Announces requests for lighter-than-air flight training desired from USN officers before 15 November (see p. 59).

No. 71—Announces appointments of certain personnel to commissioned and warrant status in the regular Navy and Naval Reserve.

No. 72—Asks applications for post-graduate course in aerological engineering (see p. 54).

No. 73—Asks applications for post-graduate course in ordnance engineering (aviation) (see p. 54).

No. 74—Asks applications for post-graduate course in applied aerology (see p. 54).

No. 75—Asks applications for post-graduate course in personnel administration (see p. 54).

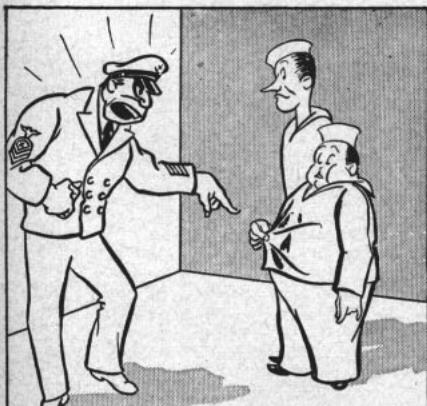
No. 76—Asks applications for post-graduate course in applied naval engineering (see p. 54).

No. 77—Asks applications for post-graduate course in naval engineering (see p. 54).

No. 78—Asks applications for course in naval administration (see p. 54).

No. 79—Asks applications of line officers, including aviation, for advanced training in electronics, prior 2 December (see p. 57).

BROADBEAM



BOOKS: Overseas Distribution For New Books Series

A LONG WITH its traditional November hand-out of turkey, pumpkin and mince pie, the Navy is this year planning a food-for-the-soul dish for men at sea and overseas bases which will prove even more acceptable, if reports that poured in from Navy men during the war months are any indication.

The manna in question takes the shape of a dozen new Armed Services paper-backed editions, covering everything from the Wild West, through New York's Third Avenue, to Lord Hornblower's navy, with a few mysteries thrown in. It's all there, in the small, easy-to-carry Armed Services Editions that were so popular during the war.

A brand new series is starting which differs from the other one in several respects. Though the overseas distribution to libraries is still on the basis of one set to every 150 men, the number of books issued monthly, the group selected from, and the format have been altered.

Beginning in the spring of 1943 and making its first deliveries to Army and Navy shipping centers in September of that year, Editions from the Armed Services Inc. produced 123,000,000 books for the services, with 1,178 different titles. The American trade book publishers all cooperated in making their books available for the series.

Popular as Pin-Ups

The small volumes (vermin-proof and moisture-proof for the tropics), shipped to beachheads, flown by planes, and dropped by parachutes, became, according to a G.I. in New

Guinea, "as popular as pin-up girls." Letter after letter from men in all battle areas showed what the books meant, books they read while they were resting, or between watches, or while they were just sweating it out.

And now a new series is starting which will consist each month of 12 good new books—so new, in fact, that it is hoped they'll get overseas as soon as the trade copies get on the shelves of U. S. bookstores. That means that if you're on board ship or at an overseas base, you'll be reading the same best-sellers at the same time that the stateside folks are.

An advisory committee of experts in sensing what people want to read will help select books for the Armed Services Editions. The committee is headed by Amy Loveman, head of the editorial department of the Book of the Month Club. Also serving on the committee are Lewis Gannett, New York Herald Tribune book reviewer; Harry Hansen, New York World Telegram book reviewer; Joe Margolies, vice president and merchandise manager of Brentano's Book Stores; Virginia Kirkus, head of Virginia Kirkus' Bookshop Service; Philip Van Doren Stern, author and editor, connected with Simon and Schuster and Pocket Books Inc., and a representative each from the Navy and Army.

In the new format, about 4½ by 6½ inches—looking much like the popular pocket size books sold on all newsstands, having one column rather than the two that the old series had—the first issue of the new series is on its way. For the first month the Navy will receive 11 books rather than the usual 12 since it has already distributed one of this month's selections, "Last Chapter" by Ernie Pyle. The books you will receive are listed below.

Fast-Moving, Human

● "Ravaged Range" by Peter Field; Morrow-Jefferson House.

In a fast-moving yarn of Dutch Springs, Pat, Ezra, and Sam hold their own through land-buying, cattle disease, the kidnaping of Pat's wife, and a murder.

● "Outlaw on Horseback" by Will Ermine; Doubleday.

For the inveterate wild west fan is this tale of Dick Marr, Oklahoma's deputy marshal, as he goes after an outlaw gang, held accountable for numerous train and bank robberies, captures the villain, and marries the leader's girl friend.

● "A Solo in Tom Toms" by Gene Fowler; the Viking Press.

In a robust narrative, Gene Fowler reminisces about his grandparents, parents and his own life in the earlier days of Denver (see ALL HANDS, June 1946, page 65).

● "Third Avenue, New York" by John McNulty; Little, Brown and Company.

Seventeen stories, previously printed in the *New Yorker*, describe the Third Avenue characters, Paddy, the bartender; Slugger, the handyman; Grady, the cabman; and others of the very human men of New York's East Side.

● "Saturday Evening Post Stories" edited by Ben Hibbs; Random House.

The editor of the *Post* had chosen the best of the *Post's* best for the years 1942 to 1945 and the result represents a high in popular entertainment.

● "Williwaw" by Gore Vidal; E. P. Dutton and Company.

In this tale of fighting men on a freight steamer making a three-day trip to one of the islands in the Aleutians, the deeper feelings and characteristics of the crew and passengers are revealed as they fight through a Williwaw, a big wind storm that rises suddenly, striking against ships that navigate Alaskan waters.

● "Lord Hornblower" by C. S. Forester; Little, Brown, and Company.

Possibly the last on the Hornblower series, this is a lusty tale of perilous adventure as he deals with mutiny (see ALL HANDS, October 1946, page 23).

● "Coroner's Creek" by Luke Short; Macmillan.

Playing a lone hand, Chris Danning, bitter and determined to get revenge for the death of his girl, finally nabs his antagonist and inflicts a warranted reward.

Fear and Menace

● "The Unforseen" by Dorothy Macardle; Doubleday.

Against the background of an Irish countryside, of a mountain cottage not far from Dublin, is laid this story of the fear and menace which enshrouds Mrs. Wilde who possesses the weird power of "second sight".

● "Let's Kill George" by Lucy Cores; Duell, Sloan, and Pearce.

The demise of George, playwright and amorist, exposes the rancorous, revengeful attitudes in an unloving and unloved household and comes near ruining Shelley, George's protegee, who is incriminated by his daughter, attacked by his wife, ditched by her boy friend, disbelieved by the police and finally saved by George's son.

● "With Bated Breath" by Alice Campbell; Random House.

A gripping unnerving mystery of a gloomy English mansion with hidden rooms and unused tunnels, whose inmates are not above suspicion of three unsolved murders—until Avis, a bright, curious American girl succeeds in surviving several murder attempts and tracks the guilty party.



JACKETS from four new Armed Services Editions included in new series issued monthly to Navy readers.

● AT RIGHT: The main battery of the USS Missouri belches flame and smoke to send 1,900-pound high capacity projectiles toward the target during Eighth Fleet maneuvers in the Caribbean.

MIGHTY MO



Nest Eggs!

**YOUR FIRST STEP TOWARDS
FINANCIAL SECURITY IS TO
CONTINUE THE HABIT OF
PURCHASING
U. S. SAVINGS BONDS**

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