

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O

MARCH 1947

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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

MARCH 1947

NAVPERS-O

NUMBER 361

ADMIRAL LOUIS E. DENFELD, USN
The Chief of Naval Personnel
REAR ADMIRAL THOMAS L. SPRAGUE, USN
The Deputy Chief of Naval Personnel

TABLE OF CONTENTS

	Page
Pioneers in Science	2
Ground Control Approach.....	8
Tracked Ice.....	10
Japanese Davy Jones.....	14
Ready to Lend a Hand.....	16
Gadget Trainers.....	19
The Word and Legislative Roundup.....	20
Saucy Jack: Irish Yank.....	22
Books: Exploration and Sea Power.....	26
Loyalty to Naval Service.....	27
Right Man in Right Job.....	28
Letters to the Editor.....	30
Today's Navy.....	32
Changes in Top Commands.....	33
Decorations and Citations.....	39
Bulletin Board.....	48
New Rating Structure.....	48
Fleet Support Duties.....	50
Waves to Pay Grade 1.....	52
Ship's Store Charges.....	54
Electronics Training Open.....	56
Summary of New Rates.....	57
New Warrant Grades.....	61
Alnavs, NavActs in Brief.....	62
Broadbeam.....	63
Fantail Forum.....	64

• FRONT COVER: William A. Mullan, S1, of New York; R. L. Grooms, BM1, of Florida, and M. F. Ziola, S1, of New Jersey, make a rattail stopper on board USS Wisconsin. The trio participated in the first Naval Reserve cruise made by the Wisconsin.

• AT LEFT: A group of seamen guards stands at parade rest during regular drill practice at the Naval Training Station, San Diego.

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PIONEERS



DEATH LURKS behind several feet of reinforced concrete (left) as scientists at Naval Research Laboratory maintain watch on betatron rays, using Geiger counters. Engineers (above) in-

TO THE CASUAL observer, World War II seems to have resulted in a sudden eruption of "gadgets." Radar, black light, practical rockets, jet propulsion, atomic energy appear to have burst suddenly upon history's scene just in time to win the war for us. Such a view is inadequate, to say the least.

Every one of those inspired devices with which we swatted the enemy (and with which he, in many cases, swatted right back) had its roots in fundamental research performed long before the Nazi legions invaded Poland in 1939; research in which the scientist himself almost never had any idea that the final product might be so lethal a device as a guided missile.

The Chinese first used rockets in the 12th Century; radar has much of its basis in studies of electromagnetic waves by Maxwell in 1865 and Hertz in 1887, in Marconi's successful antenna of 1896, and in the vacuum tubes of Fleming (1904) and De Forest (1906); the fission of uranium abroad in November 1938 (confirmed in the U.S. in 1939) antedated the devastation of Hiroshima by nearly seven years.

Vice Admiral H. G. Bowen, USN,

former Chief of Naval Research, stated the case for the value of research when he commented, "The scientific researcher in seeking new knowledge to solve an immediate problem may make an unforeseen discovery which will completely overshadow the original objective. A well known and dramatic case in point is radar. The number of American lives saved, the months of war shortened by our superior knowledge of radar are beyond estimation. The basic principle of radar was discovered at the Naval Research Laboratory in 1925 while the radio staff was studying phenomena involving high frequency radio. The cost involved was one radio transmitter, one receiver and the devotion to research of a small group of scientists."

Small wonder, then, that the Navy is interested in research. Interested? The Navy has waded in with both feet. It has become the nation's greatest single agency interested in promoting research. The Navy's interest is most timely.

World War II brought an urgent race for technological supremacy. The world's storehouse of information, filled by previous years of research,

was nearly exhausted as scientists turned almost unanimously to practical development of the information research had supplied. That is why, the Navy points out, the nation's research bank account is about flat broke.

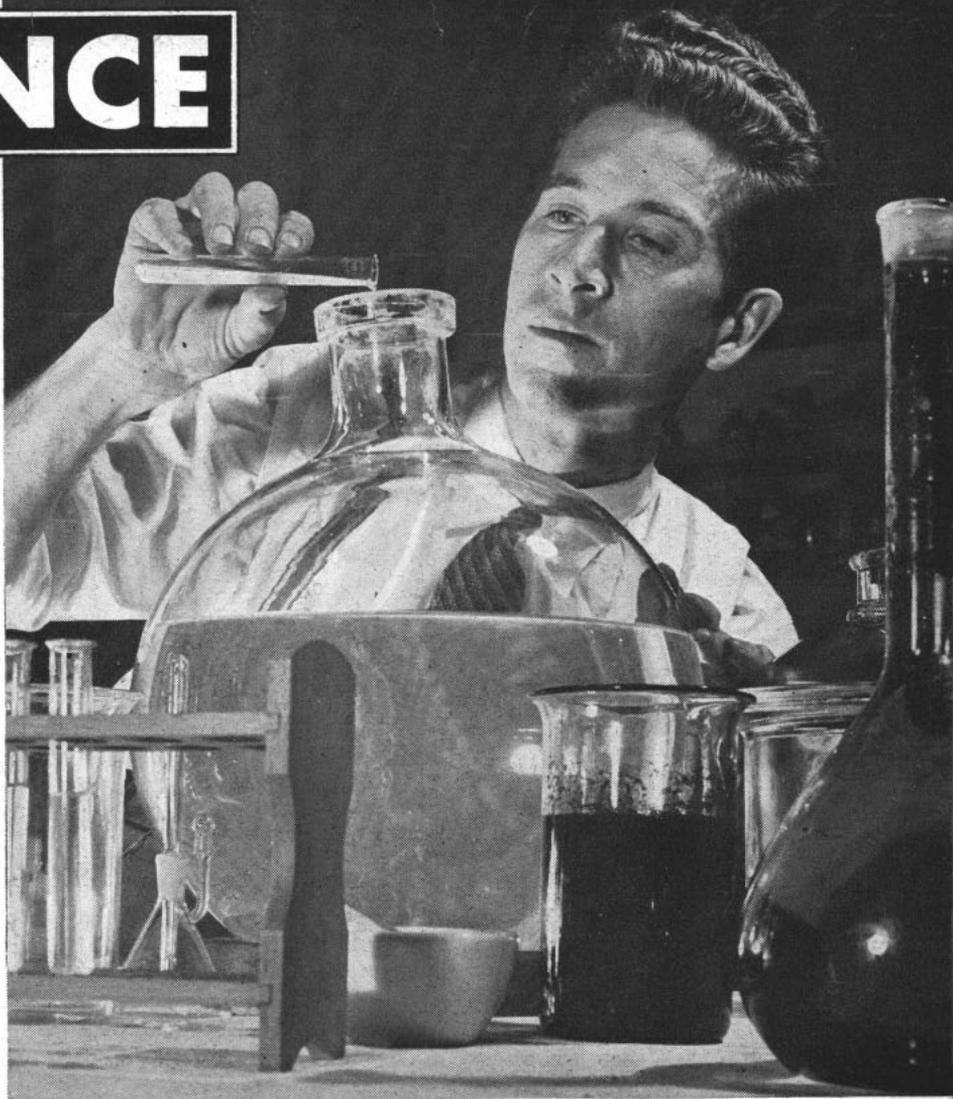
The war tended, too, to create a shortage of scientists, the personnel needed to restore the balance of the research account. Dr. Vannevar Bush, a noted American scientist, has estimated that about 18,000 persons who would, eventually, have earned PhDs in scientific fields were shunted, by war service, into other fields. Many scientists say the estimate is conservative.

The Navy thus is attacking a two-fold problem: the shortage in the research bank, and the shortage of personnel capable of performing research. The Navy attack is directed by the Office of Naval Research, functioning directly under SecNav. ONR coordinates the very considerable research program carried on by the Navy's bureaus and other agencies, and acts as Mr. Interlocutor between the Navy and the whole world of science. ONR, in this second-named capacity as go-between, surveys the field of science

IN SCIENCE



stall radar antenna on roof of NRL building. Dr. R. L. Tuve, chemist at right, emptying test tube into a flask, conducts experiment which early in World War II led to discovery of shark repellents.



and reports matters of interest to the Navy, and arranges contracts between the Navy and research institutions for research in specific fields in which the Navy believes information of value to the naval service may turn up.

The contract system is a frontal assault on the double-barreled problem of research shortages. A direct result is an inevitable increase in the store of research knowledge. A less direct result is that valuable professional opportunities are opened to scientists in the field of pure research, and that training is offered to their assistants who frequently are university students, the scientists of tomorrow.

The Navy's fiscal 1947 budget for research and development is about \$265,000,000, of which about \$70,000,000 is earmarked for research. "About a third of this 70 million is being expended through more than 300 research contracts awarded to great numbers of colleges and universities and to a variety of industrial and governmental research agencies—for the support of basic research. A glance at the list of contracts gives an idea of the scope of this program:

Alfred University, Alfred, N.Y., is studying ceramics (applicability, rock-

ets and guided missiles); the Army Signal Corps is working on mobile meteorological equipment; California Institute of Technology is exploring nuclear physics and a subject of medical interest, "protein synthesis by animal tissues;" the University of California is studying nutrition; Cornell, vitamins and pre-cooked frozen foods; Harvard is doing research in antennas and the University of Illinois in jet propulsion; the Bureau of Mines of the Department of Labor is working on explosive phenomena; Northwestern University is studying survival on a raft at sea, and the University of Rochester is looking into seasickness, only they call it "motion sickness."

That's just a small sample of what's going on in research, sponsored by Navy contracts. The research frontiers are boundless.

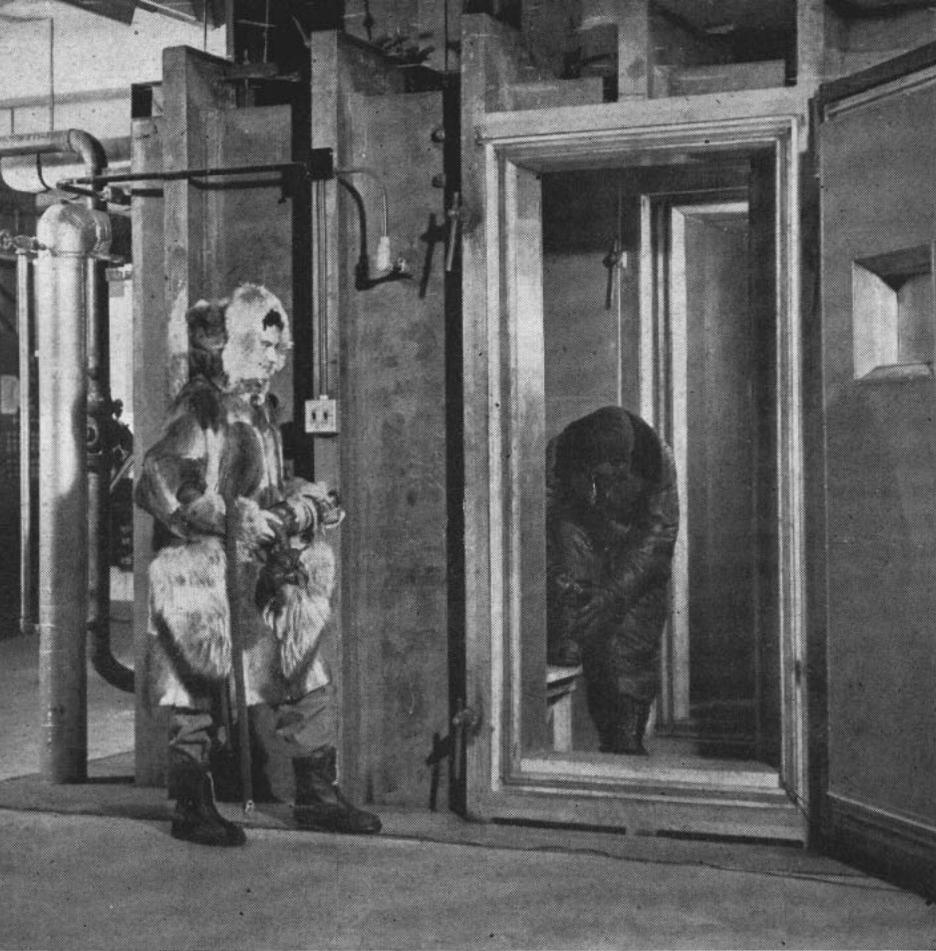
ONR, for instance, is interested in light metals research, and for very good reason. Suppose light metals research results in paring 10 pounds off the engine of a plane on the drawing boards. The engine is lighter, therefore its mount has less to support and may be made lighter. The wings have less to lift and can be a trifle smaller and lighter. The landing gear has less

to carry and can be lightened. At this point it becomes apparent that the engine has less load to haul and can be further lightened, and the whole cycle starts over again. You translate the weight saving into a bigger fuel load for more range, or a bigger bomb load for greater striking power.

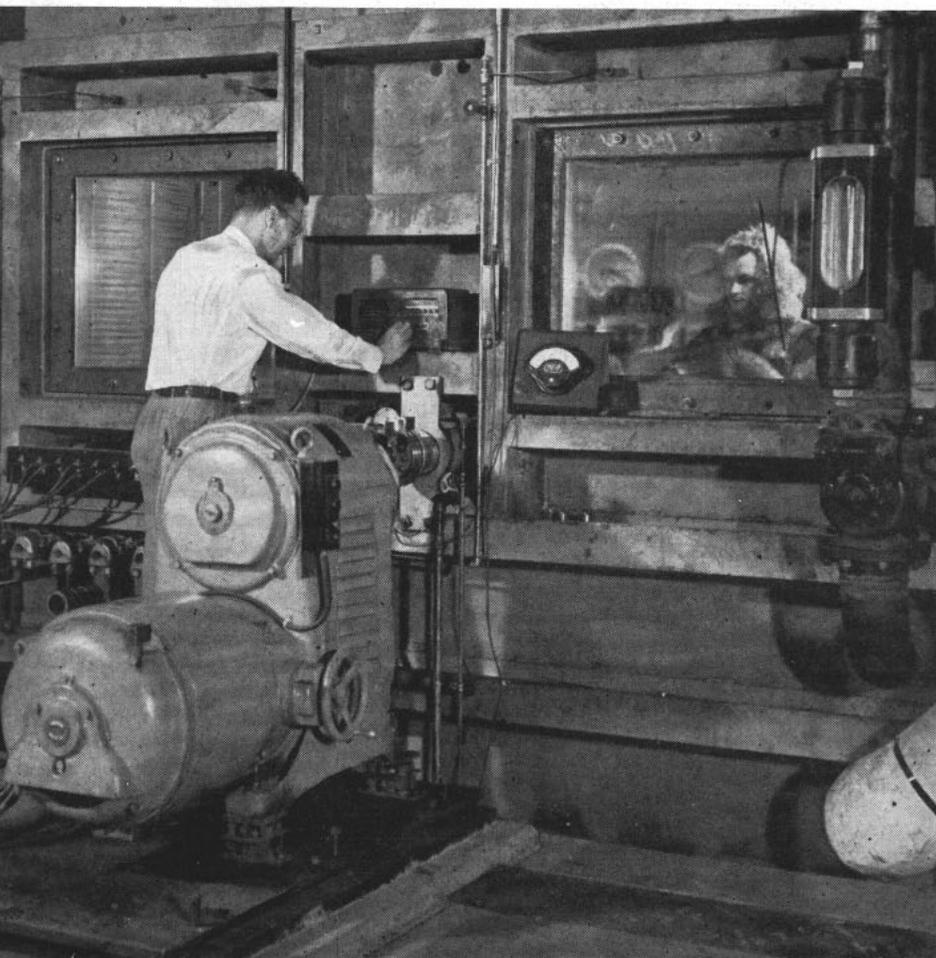
ONR takes the problem even further, transferring it to jet-plane design. In jet-propelled aircraft, because of the high rate of fuel consumption, the fuel load is an imposing factor. To lift and push 10 pounds of structure requires more fuel, whose own weight requires more fuel yet, which requires a heavier structure to carry it, which in turn requires more fuel. The multiplication process in this particular problem is estimated to make a 10-pound saving in weight equal to 50 pounds or, in certain jet designs, even 200 pounds. By now the 10-pound weight reduction can save from five to 20 planes in each 100-plane raid.

It's easy to see why ONR has given the green light in light metals research.

ONR has contracted for studies of other problems. One is pre-cooked frozen foods. The Navy wants to know what chemical and bacteriological



SCIENTISTS ASSEMBLE gear (above) and prepare for an experiment in one of the big temperature chambers at the Naval Research Laboratory. Below is shown a three-story temperature room, where atmospheric conditions are controlled.



changes occur in such foods, and what their nutritive value is. Pre-cooked frozen foods, if palatable and nutritious, may someday provide unheard-of variety on the menus of small ships, where galley space and stowage are at a premium.

The Navy is interested in rehabilitation of the blind, and has medical and other studies underway in this problem. The Navy wants to know more about how the blind learn, how they may depend upon their remaining senses. Results in such a study may lead to improved teaching and rehabilitation techniques. The Navy, too, is exploring the field of electronics in search of aids for the blind. They're looking for a miniature radar-like device to make it as easy for the blind to get about as it is for the bat, whose eyes aren't so good either but who has thoughtfully been provided with a built-in sonar system to aid his navigation.

The Navy is pushing research in nuclear energy, its immediate objective being atomic power for ship propulsion, heralding perhaps a greater revolution than the change from sail to steam which occupied a period of some 50 years in the middle of the last century.

The Navy finds fascinating a phenomenon of certain metals by which their resistance to an electric current nearly vanishes, suddenly, at extreme cold temperature. It seems likely that any substance in which the electrical conductivity is changed a millionfold for a slight change in temperature may become a very sensitive heat detector, capable of locating aircraft, missiles or ships at great distance.

Jet propulsion and gas turbines are focusing renewed interest in two areas in which we're discovering we don't know so much after all: metallurgy and combustion. Power developed in either engine will be relatively limited until metals can be found to withstand the intense heat generated, and until more is understood of the physics of combustion under high temperatures and pressures.

A device with important implications in all of the sciences is the computing machine, in which great wartime advances were recorded. The Navy is watching future developments closely. An electronic computer built for Army Ordnance, termed the ENIAC, can compute the position of a projectile and determine its point of fall before the projectile comes down. The machine can multiply two 10-digit numbers in 1/360th of a second. The ENIAC, and similar devices, are extremely important in such a science as physics where mathematics is essential to pure research and where calculations in newer fields may be so complex that no man in his lifetime could attack them successfully with pencil and paper.

The list could go on indefinitely. Research has been defined by Admiral Bowen as follows: "If you know what you're doing, it isn't research." There's a chasm between the research of that homely definition and a VT-

fuzed projectile tearing the port wing off a Betty over Okinawa; but there's a traceable connection between them, too. The Navy is interested in science from basic research, through development, test and procurement to the performance of a completed weapon in the fleet. This process, and the vast coordination required, may be illustrated by an example. Take sonar, for instance.

A problem in sonar systems is how to increase the sensitivity of the system, and thus increase the range at which an echo may be heard (other factors being equal), and yet avoid, at the same time, raising the level of water noise caused by the disturbing passage of the sonar dome through the water. CNO, aware that such a problem was reducing submarine kills, might direct BuShips to undertake a solution.

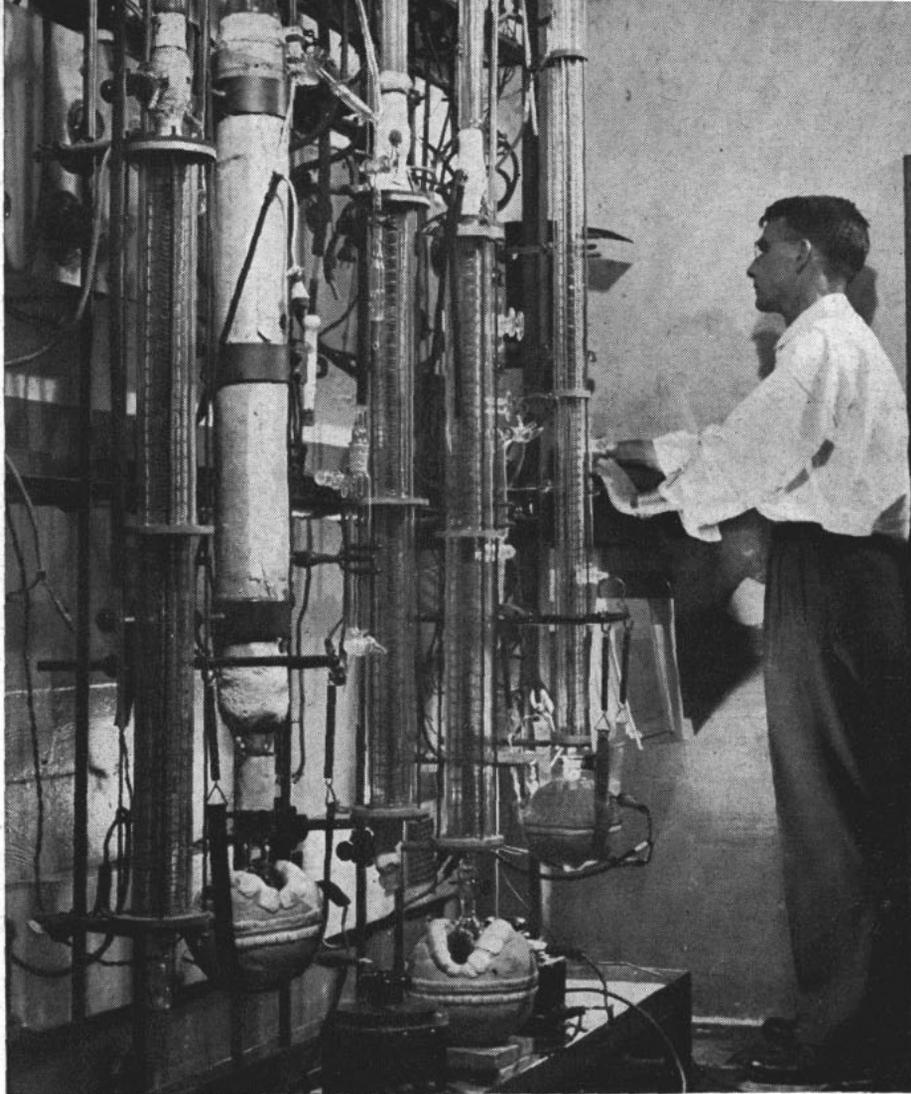
The Office of Naval Research has a contract with, say, CalTech to investigate the flow of water around structures and the causes of turbulence: pure research. BuOrd might, at the same time, have a project underway at the Ordnance Research Laboratory at Penn State involving basic research in reduction of water noises around homing torpedoes.

ONR would watch both investigations, arrange exchange of information, call conferences on the subject and assist in outlining future investigation. When enough promising data had been uncovered, it would be turned over to BuShips, which would combine the new information and its previous "know how" to design a new sonar dome. The new dome would be turned over to the Operational Development Force, which centers its activities on the East Coast, for test under operating conditions.

At about this point it might become obvious that wide Navy use of the new dome, if it proved successful, would require training of sonarmen in its use. On the chance that the device will be successful, and to prevent a delay in training men to use it, a division of ONR, the Special Devices Center, would be advised of the problem. While the proposed dome was still undergoing test and possible redesign, the Special Devices Center would be contriving training aids for distribution to naval training activities as soon as the dome goes to the fleet.

On the basis of OpDevFor's report, BuShips would design the final sonar dome and let production contracts, although these might have been arranged in advance of final acceptance to give producers a head start on retooling and stockpiling of materials.

That immediately raises the question of coordination of research on a national basis. A "National Science Foundation" has been suggested frequently as an agency to coordinate and to promote scientific research. Proposals have been considered by Congress. But in the absence of a national science foundation, responsibility for the nation's scientific resources devolves somewhat as follows:



TYPICAL SET-UP for experiments in distillation is this rack in the chemistry section of NRL, which was founded by Congress at Anacostia, D. C., in 1916.

- The President's Scientific Research Board—This is a new agency, formed to consider the coordination of the nation's scientific effort. The Secretaries of Navy and of War and the chairman of the Atomic Energy Commission, among others, are members. The board hopes to report by June its recommendations "for planning, staffing and administering the federal research programs, to insure that the scientific personnel, training and research facilities are used most effectively in the national interest." (Federal appropriations for research and development during fiscal 1947 approximated \$1,500,000,000, excluding the Manhattan District project.)

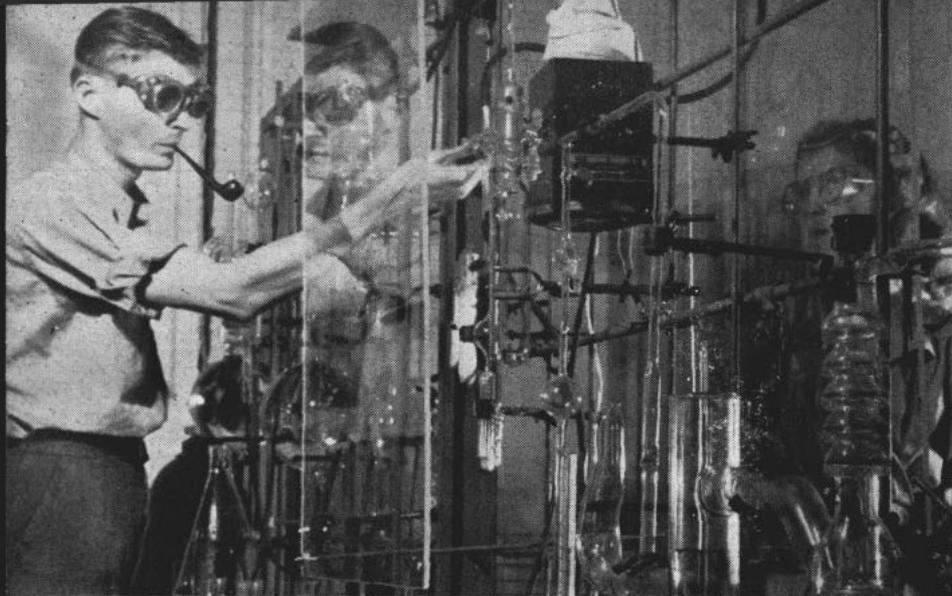
- National Atomic Energy Commission—This body is charged with preserving the national interests in the field of nuclear energy, and has a military liaison committee of three Army and three Navy members. Navy members are Rear Admiral Thorvald A. Solberg, USN, joint chief; Rear Admiral Ralph A. Ofstie, USN, and Rear Admiral W. S. Parsons, USN.

- Joint Research and Development Board—Dr. Vannevar Bush directs the

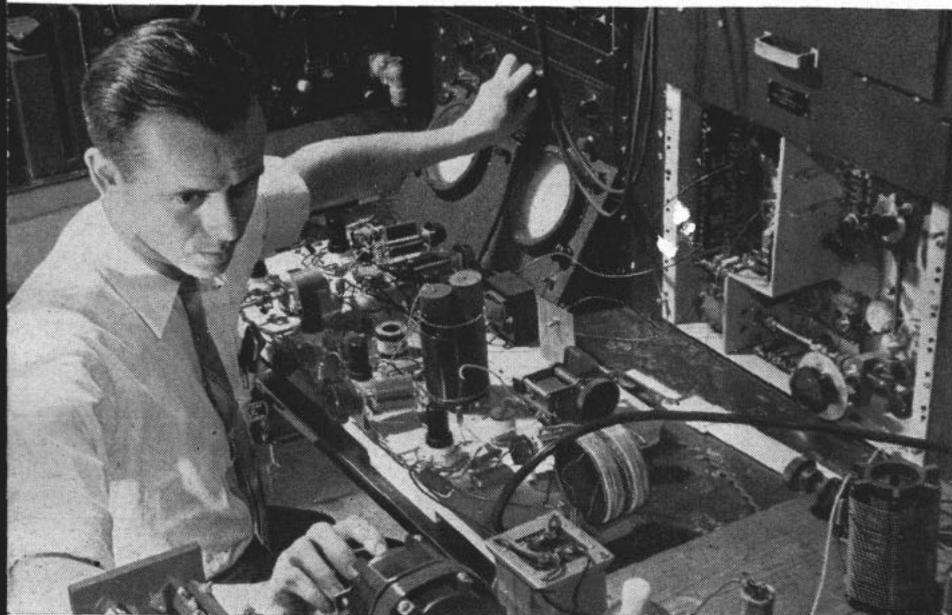
activities of this board, which allocates fields of research between the Army and the Navy and coordinates their research programs. The board has two Army, two Navy members. The latter are AstSecNav W. John Kenney and Admiral De Witt C. Ramsey, USN.

The Army and the Navy each maintains research agencies within its organization. In the Army it is the Research and Development Division of the General Staff. In the Navy it is the Office of Naval Research. But ONR's organization can wait a couple of paragraphs while two other naval agencies interested in research are considered.

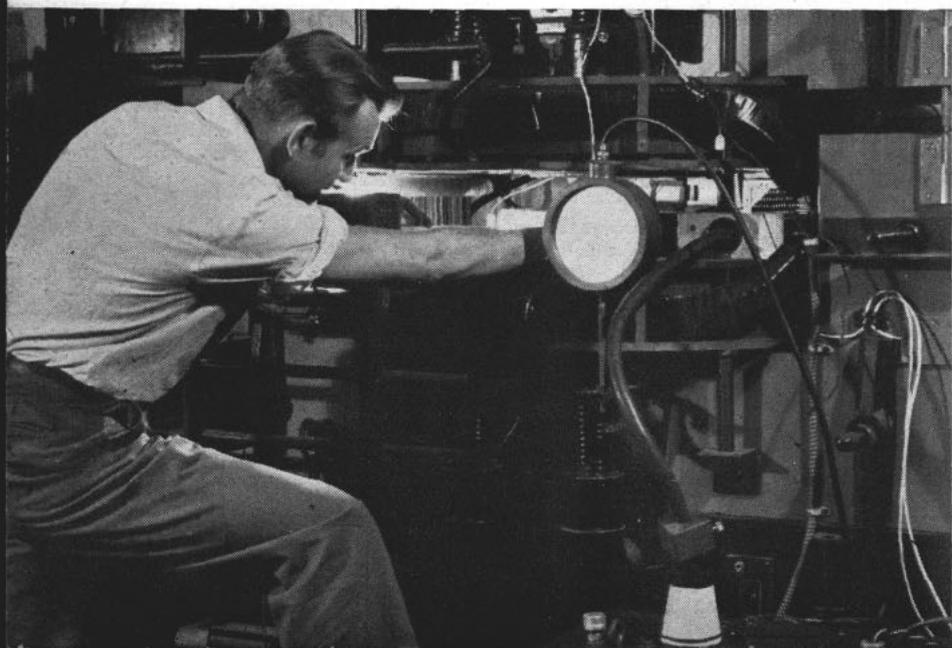
- Research Advisory Committee—SecNav James Forrestal appointed this 10-man group "to keep him informed of lacks or overemphasis" in the Navy's research program, and to "survey the research program . . . that it may be the best possible within the limitations of funds and personnel." The list of members reads like a who's who in American science, and includes two former officers: Rear Admiral Luis de Florez, USN, former Assistant Chief of Naval Research, and Rear Admiral Lewis L. Strauss, USNR, an



EXACTING CHEMICAL reduction experiment occupies Shelby Walters, NRL chemist, and his assistant (above) in this fantastic photographic glassware display.



BOTH HANDS busy, a radio engineer conducts a 'breadboard' experiment, while (below) Physicist D. L. Mock adjusts the betatron accelerator's 'doughnut' tube.



adviser to SecNav during World War II.

- **Naval Research Planning Board**—This board was appointed to advise the Chief of Naval Research, and consists of members from ONR, CNO, MarCorps, BuShips, BuOrd, BuAer, BuDocks, BuMed and BuSandA.

The Office of Naval Research is now headed by Rear Admiral Paul F. Lee, USN, Chief of Naval Research. ONR was established by Act of Congress, signed by the President 1 Aug 1946 (Public Law 588, 79th Congress). It replaced the Navy's Office of Research and Inventions, which had performed much the same function that is now ONR's, since its formation by order of SecNav three months before V-J Day. ORI was established, by the way, to take up the slack the Navy knew would be felt upon the automatic disestablishment of the wartime federal Office of Scientific Research and Development, a vast repository of scientific talent and information responsible in one way or another for most of the technological advances so important in the winning of World War II.

ONR was established and the Chief of Naval Research directed to become SecNav's adviser in research and development; to keep the Navy informed of research trends and possibilities; to represent the Navy in dealings with non-naval agencies in research matters; to coordinate naval research, control patents and devise training aids.

ONR has four principal divisions and several branch offices, administered from Washington.

- **Patents Division**—The Navy is the largest technical organization in the U.S. Obviously, it is essential to protect, by patents, the many inventions which arise in the Navy or as a result of Navy contracts for research and development, that the government may receive, without charge, the benefits of inventions made with public funds. The policy of this division is to allow inventors, who may work for or in the Navy, to have commercial rights in their inventions. The Navy, however, retains a royalty-free license to use the inventions.

- **Naval Research Laboratory**—NRL continued research and developments of underwater sound equipment in the period between World Wars I and II; it pioneered the development of radar; its scientists were among the first to realize the possibility of atomic energy and to develop a practical process for separating uranium isotopes. These are among notable achievements of NRL since it was established by Congress in 1916, and began operations in its plant at Anacostia, D.C. Emphasis during World War II was on test and development, but the lab is gradually converting to an emphasis on pure research again. The laboratory undertakes research for itself, using its own funds, and performs a larger volume of research for the technical bureaus, with funds supplied by them. NRL farms out some research to non-government activities, as well.

- **Special Devices Center**—The Center was moved from its wartime loca-

tion, a Washington garage, to new quarters at Sands Point, Long Island, a few months back. Special Devices contrives the training aids essential to put new equipment to practical use. Attack teachers, gunnery and navigation trainers, CIC mock-ups, all were projects of Special Devices during the war. It operates in a relatively little-explored field of relationships between man and machine. The fleet sees working examples of its research in the form of training devices, but never sees the background of human engineering which has made the devices possible.

• Planning Division—This is the central administrative agency of ONR. It supervises the letting of contracts for naval research and coordinates the research effort of the entire Navy. Its programs branch is split into sections for liaison with the various bureaus and with the Army in closely defined fields: Air warfare, surface and subsurface warfare, armament, amphibious warfare, power, and geophysics. Panels composed of members of these varied sections are organized to cover specialized fields in which the work cuts across several sections, such as guided missiles, tropics, arctic areas.

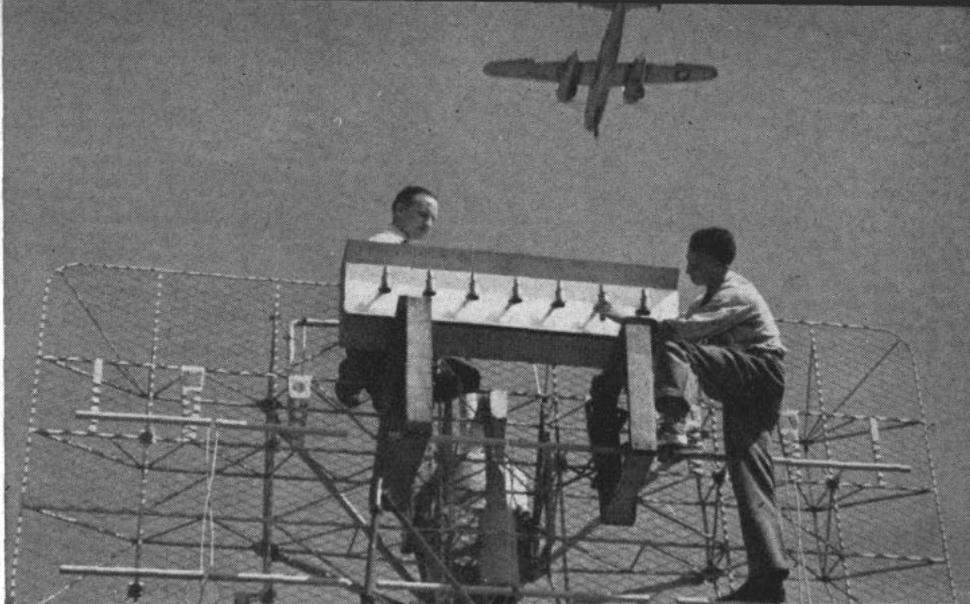
Other branches of the Planning division are the medical and program branches, emphasizing contact with non-military scientific facilities. The scientific branch is split into sections covering chemistry, electronics, fluid mechanics, mathematics, mechanics, nuclear physics and physics. Medical sections cover physiology, biochemistry, psychology, psycho-physiology, bacteriology, psychiatry, biophysics and environmental physiology.

ONR keeps contacts in the field by means of its branch offices, located in London, Boston, New York, Chicago and San Francisco, with a sub-branch in Los Angeles. Through the branch offices and through the contractors associated with ONR, the Navy is kept informed of the progress of science.

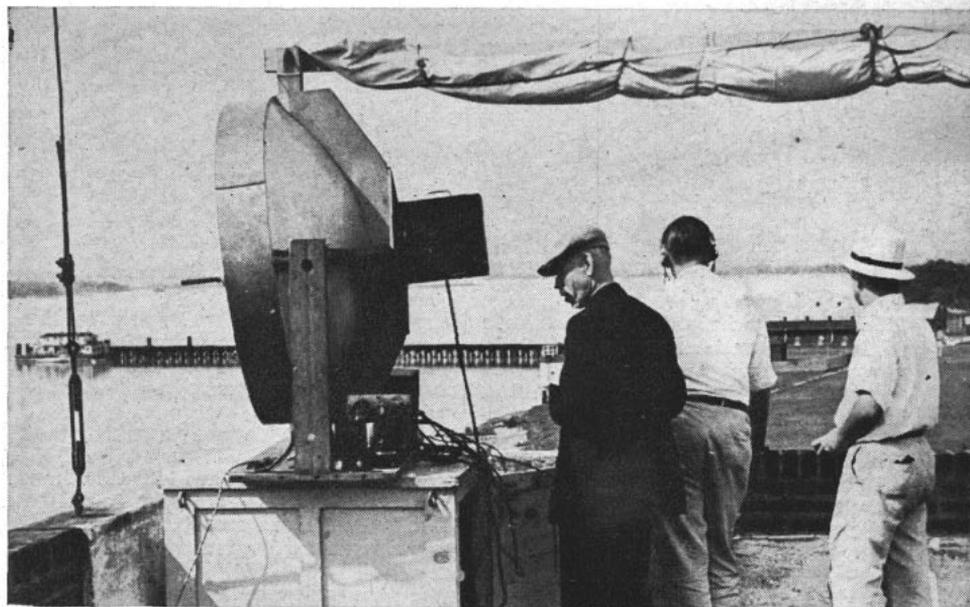
ONR has stated the position of the Navy in research with the comment, "... it is becoming impossible to distinguish what we mean by military preparedness. Research in nearly every field of science will yield developments of importance to the national security. We in the Navy are well aware that today's weapons are tomorrow's discards . . .

"Atomic bombs, guided missiles, bacteriological poisons, and all their hellish brethren and potential offspring, have created vast fears and doubts in the minds of men. The old securities of space and time are vanishing. Our powers of self-destruction appear like a baited trap which mankind is powerless to evade. Where is the new hope? Where is the new security?"

"The answer is: knowledge. The renaissance of research, to which the Navy is proud to contribute, can create the new knowledge and stimulate the education which are the foundations of a better world . . . the common enemy of mankind is man's ignorance."



RADIO ENGINEERS C. R. Lundquist and K. S. Kellaheer install radar antenna. Below, NRL makes its 1937 test of the first radar placed on board a U. S. vessel.



LOOMING HUGE in the dark at NRL's Chesapeake Bay annex, the big radar antenna (below) is one of the type recently employed by Navy to contact the moon.



GCA

TALKS PILOT SAFE LANDING



THIS WAS a dirty day in December 1945, a dirty day at Yonabaru, Okinawa, where the weather gets as foul as a pop fly to the catcher. The ceiling closed in to 100 feet and visibility dwindled to one-fourth of a mile. A cross-wind dusted the Yonabaru landing strip at 30 knots.

Overhead circled a Navy pilot in a PV-1, all but measuring his gas with an eye-dropper. His gas supply was sufficient for 15 minutes of flight—perhaps just 15 minutes in this world—and the pilot prepared to ditch his plane in Buckner Bay. He reckoned without the infallibility of Ground Controlled Approach (GCA) radar.

From the nearly invisible field came a cool radioed voice, the voice of a Control Approach Officer who saw the distressed plane on his radar screen. He guided the pilot to the field and through his landing run, putting him on the runway by vocal direction. The plane landed without incident, and—unbelievable as it seems—the pilot had never heard of GCA before that day.

Even more startling tales than this could be told by officers and men who operate GCA units at Navy fields in the United States and overseas. They can, and do, function in all kinds of weather with skilled radar operators directing pilots to safe landings on two-way radio. The system uses special radar scopes which see an invisible airplane at a range of 30 miles regardless of clouds or fog. The plane appears on the scope, or screen, of the radar set. The radar antennas are pre-

cision instruments and relay to the control room the exact position of the plane with relation to the runway even when “ceiling zero” weather prevails.

The same Yonabaru unit that brought in the PV-1 saved an R5D only a month later—at night this time. Again the pilot had never heard of GCA. He landed safely although the weather had canopied the field at 800 feet.

On an earlier occasion another pilot without prior knowledge of GCA landed at Kisarazu Field near Tokyo with a 150-foot ceiling and visibility of one-quarter mile. That was on 22 Nov 1945 and the GCA unit was commended for an operation now treated as a humdrum daily fact.

Several other units, besides those cited, have succeeded in landing pilots when the flyers had never before encountered the magic of GCA. No wonder then that the Navy is convinced of the value of this landing system. Pilots need no preparatory training. “Confidence runs” are desirable but not necessary. All they need know is the language spoken by the control approach talker—and there seems to be some doubt whether that is necessary. At any rate, the report of a landing made at Shanghai last 16 June would lead one to so suppose.

Last 16 June wasn't a nice day at Shanghai. Rain, fog and wind which ranged from 15 to 20 knots made it particularly thick for flying. At 1600 the GCA unit at Shanghai municipal

airport brought in two planes unevenly, but four more aircraft stacked up overhead. The ceiling lowered to 200 feet and the planes circled hopelessly.

Two of them came in, landing cross-wind with GCA guidance, and now the ceiling was down to 50 feet. Visibility was negligible. Under these conditions GCA directed a C-54 to a safe landing, then turned its attention to a Chinese pilot who hovered above in solemn ignorance of GCA and the English language.

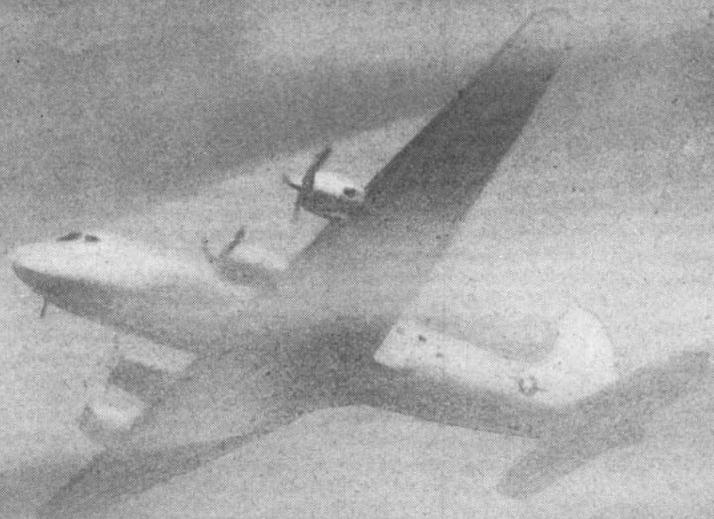
The Approach Controller, despite this twin handicap, talked the Chinese flyer to earth after two “wave-offs.” The Navy considers this story inexplicable but conjectures that the Oriental could understand enough English to know the words for cardinal points of the compass.

Language barrier or no, the Navy has settled upon GCA equipment and decided to make it standard for all of its airfields. Units are operational at the following fields within the continental U. S.: NAAS, Charlestown, R. I.; NAS, Floyd Bennett Field, N. Y.; NAS, Patuxent, Md.; NAAS, Oceana, Va.; NAS, Jacksonville, Fla.; NAS, Corpus Christi, Tex.; NAS, Moffett Field, Calif.; NAS, Olathe, Kans.; NAS, Seattle, Wash.; NAAS, Saufley Field, Fla.; NAS, Oakland, Calif.; MCAS, El Toro, Calif., and NAS, Whidby Island, Wash.

Outside the U. S. GCA functions at NATS Detachment, Shanghai; NAS Kodiak, Alaska; NAF, Argentia, Newfoundland; and NAB, Agana, Guam, M. I. and certain locations in China.

Recently moved from NAS, Banana River, Fla., the GCA school now is located at Olathe and administered by the Chief of the Naval Air Technical

INTO



Training Command. In a 14 weeks' course the school welds general service ratings into smoothly-working teams, usually of three officers and 13 men, although size varies from field to field.

Ordinarily a team consists of an officer-in-charge, who is a lieutenant commander and pilot with a background of instrument experience. He should be qualified to serve as approach controller. A lieutenant, also usually a pilot, is approach controller. Another lieutenant, technically schooled in radar, directs maintenance of the radar equipment, while a MOMM1 cares for two diesel generators and two trucks. Concerned with relaying information from radar scope to plane and radar scope to Approach Controller are 10 radarmen—3 RDM1, 3 RDM2 and 4 RDM3. In many cases enlisted men of the crew perform the duties of Approach Controller.

To qualify as an Approach Controller, the officer or man need be no Lowell Thomas, but he must have a clear speaking voice. In addition, he must be cool as a creek rock and keen as a cleaver. This paragon and four other men are necessary for operation of a GCA unit.

They are independent of the fields on which they function. One truck carries the generators and tows the trailer containing the radar gear. Another carries spare parts. No team can be broken up and only BuPers can order a man out of a unit. The men can be assigned no duties that will interfere with their primary job, operation of the GCA radar system.

It is to these well-trained crews that the Navy gives credit for a remarkable safety record.

Since 18 May 1944, 15,000 landings at operational bases had been recorded as of 1 Sept 1946, and 50,000 landings had been made to train operators. Of the operational landings 469 were made under actual instrument-weather conditions, when safety of the plane and its crew was entirely in the hands of skilled Navy GCA crews. All of these landings were made without accidents.

Each of the instrument landings has been the subject of a detailed record, listing the date, visibility, ceiling, winds, type and number of plane, the name of the pilot and co-pilot, whether the landing was emergency or routine and the plane's point of departure. From this long and continuing study the Navy arrived at the decision to make GCA equipment standard.

In choosing GCA the Navy preferred it to another system, commonly known as the Instrument Landing System (ILS) but identified in naval circles as SCS-51. An order from CNO stated, "In view of the experience gained during the war with the subject systems (GCA and SCS-51), the recommendation of the Commander in Chief, Pacific Fleet, and relative suitability of these systems for all types of Naval aircraft, GCA equipment is hereby designated as standard for the Naval Service."

Influencing the choice were a num-

ber of factors besides those already set forth. One factor was that of weight and space, limited on Navy planes because of their relatively small size and heavy armament load. GCA requires no equipment on board the plane except two-way radio, which is carried anyway. ILS necessitates installation of instruments and schooling of pilots in their use.

Another influential factor was the prior training of Navy pilots, who became accustomed to taking voice instructions from the ground in fighter-director operations.

The Navy is completely sold on GCA, at any rate, and recently performed missionary work in the cause at Indianapolis, Ind., where the Provisional International Aviation Organization convened. All types of Navy planes were used to show the versatility of GCA to international representatives.

Convinced of GCA's all-around utility, the Navy is not overlooking the possibility that it may be used to bring carrier planes to safe landings under disagreeable conditions. In the meantime, reducing to a minimum the menace of weather to aviation flight schedules, GCA makes it possible for NATS to plan daily nonstop flights from coast to coast and fly them—daily.

At 1600 every day the "Hotshot," crack overnight transport, takes off from Moffitt Field. She arrives at 0800 at Patuxent, just outside Washington, D. C. At 1830 every day the Hotshot's east coast counterpart takes off from Patuxent and lands at 0900 at Moffitt. That is every day, come rain, fog, snow and assorted inclemency.

The Hotshot never cancels.

**Remarkable Safety Record
Has Been Established by
Putting Plane, Passengers
In the Hands of a Skilled
Navy GCA Crew on Ground**

TRACKED ICE



SYMBOL of the battle in which man pits his puny strength against icy nature—he must resort to strategy to whip icebergs.

THE HUGE CONVOY, one of the last of the great North Atlantic convoys before the end of the war, was proceeding eastward at reduced speed through heavy fog on 27 May 1945 when suddenly the leading ships found themselves nearly surrounded by great gray and white ghosts.

Signals were flashed from bridge to bridge, courses were changed hurriedly, and in the confusion 21 ships were damaged—two by collision with the “growlers” that had started the fuss and 19 when they collided with each other attempting to avoid the ice.

The convoy had run afoul of a huge iceberg—almost a mile long, over half a mile wide, and with 50 feet of its bulk above the water—and its attendant constellations of growlers, those smaller chunks of ice broken from the parent berg by the action of winds, currents and warmer waters.

That no lives were lost is one of the minor miracles of the sea.

This year the International Ice Patrol is back on its job of preventing such near-disasters, after wartime years when no patrol was maintained.

Scheduled to resume service sometime in February, cutters and planes of the Coast Guard for the next few months will stand continuous guard over the southernmost of the bergs that float from the Arctic regions south into the shipping lanes. They will warn all ships of their location and advise the use of safer, alternate routes for traffic.

And, as a result of the technical equipment developed during the war and the experience gained during the first postwar ice season in 1946, the patrol will be more efficient than ever in its 35-year history.

Big PB1G patrol planes—the Coast Guard's version of the famous Flying Fortress—will fly, when weather permits, from the Naval Air Station at Argentia, Newfoundland, searching the routes that the cutters can't cover daily; radar from both ships and planes will sweep the seas for bergs and field ice that are out of sight in the poor visibility of the area; and Loran navigation gear will assure more accurate placement of the ice menace on the navigational charts of both planes and ships.

Findings from both sea and air will be reported back to the base at Argentia where, in the Ice Observation office, these reports will be correlated with reports from merchant ships passing through the area, giving an accurate, complete picture of the location of all ice that may endanger ships, and these data will be placed on a master chart of the area.

Then, twice daily, the Navy's powerful radio station NWP, Radio Argentia, will broadcast the full report of all ice close to the lanes.

Interested ships—and all ships passing through the North Atlantic are vitally interested—will learn the location of the southernmost of the icebergs, and will be advised of the best routes to follow either passing to the south of the danger area or, if necessary, passing through it.

The work of the ice patrol, as listed, is to locate and determine ice formations which are a menace to ocean navigation; to determine set and drift of ice formations which may become a menace to ocean navigation, and keep all interested parties informed; to collect and report weather infor-

mation; and to render assistance.

Besides these jobs, it has been the policy of the ice patrol to conduct unremitting research into the causes of the ice danger, the characteristics of the ocean areas where ice is found, and the possibility of entirely eliminating the ice as a menace.

Each year, as conditions permit, an extra ship is assigned to the patrol to conduct oceanographic studies; the cutters proceed north at the end of the ice season to take a census of the bergs that may come the following year and to study conditions in the areas where bergs are formed. Continuing experiments are conducted toward diverting the ice flow or destroying the bergs before they become a danger to shipping.

It was determined early in the history of the patrol that explosives were impractical for the destruction of bergs, and no other method has yet been found to destroy them or to divert their flow from the shipping lanes.

The patrol has found that almost all icebergs that become a menace to shipping are calved from not more than 20 glaciers on Greenland's west coast; that ice which eventually enters the shipping lanes generally does so in the spring of its second year afloat; and that bergs rarely last long in the warmer waters south of the 40th parallel.

Bergs, the more spectacular ice danger to shipping, are formed when huge pieces of ice break off the seaward end of the glaciers of the Arctic.

Glaciers are formed when the heavy snowfalls of the high latitudes and altitudes fall on top of one another, each successive snow packing those under it tighter and tighter until the tremendous weight of the whole causes the ice to flow, in the same manner as water—although much more slowly—down the valleys and ravines of the land. The end of the glacier, upon reaching the sea, is forced farther and farther out into the water until it breaks off of its own weight, or from the action of the water, and becomes an iceberg.

Bergs often are as large in area as a city block, and sometimes larger. Their main danger to ships lies in the more than two-thirds of their total bulk that is hidden below the surface. In the past many ships which were thought to be at a safe distance from bergs have been damaged or sunk by the underwater spurs of the berg.

These underwater projections make the greatest hazard for ships in the danger of collision in poor visibility. The largest bergs cannot be seen at a quarter of a mile in the worst conditions of dark and fog, while under good conditions—daylight and good visibility—they can be seen by the naked eye up to 18 miles away.

Although not so spectacular a danger and not responsible for so many losses to shipping as icebergs—largely because it is less often encountered in the shipping lanes—pack ice is actually more embarrassing to shipmasters than the bergs.

Pack ice, or "field ice" as it is more commonly called, is found in fairly

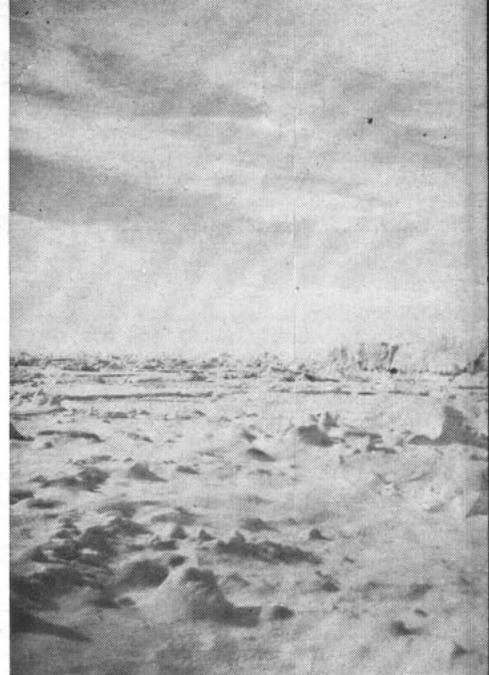


BACKING up to take another whack at pack ice in the Arctic, the cutter above is breaking a new channel in its seasonal, bruising battle. Below: Plane and ship circle berg, charting its position and drift for the International Ice Patrol.





'SPRING PLOWING' into North Atlantic pack ice. Spring thaws break floating fields off northern glaciers, send them slipping silently into shipping lanes.



CUTTER of the Greenland Patrol crunches sometimes cover hundreds of square

level fields or sheets which have broken from the frozen coastal shelves and drifted into the Atlantic. It forms originally in the cold waters closer to shore, which are most affected by the terrific cold of the Arctic winter, breaking loose as the season advances to float south in huge, almost-solid patches which may cover many square miles of the ocean's surface.

Although less thick in section than the bergs, field ice is plentifully massive to damage a ship in event of collision. Also, being of greater surface area and less draft than the bergs it is far more affected by the varying winds of the area and likely to change direction of movement with even light wind shifts. Ships navigating through field ice with even the maximum of caution have been caught fast by capricious shifts of the field, to be held trapped for hours or days until a new shift opened free passage.

Because of these dangers, the only reliable method for mariners to avoid the danger of field ice is to avoid it entirely, whereas navigation is possible, with proper precautions, through the iceberg areas even under bad conditions.

Two of the great factors which make for the danger of ice through the lanes during the ice season are the unpredictability of the amount of the ice that will enter the area for a given year and the distance it may drift before it breaks up.

Bergs calved from the Greenland glaciers have nearly 1,800 miles to drift before they enter the shipping areas and, depending on the turbulent northern currents, the amount of the yearly freeze and other seasonal differences, the number of them reaching the lanes varies greatly from year to year.

Over a 41-year period of study, an annual average of 428 bergs have been sighted south of the 48th parallel, but

the yearly number ranges from almost none in some years to well over a thousand in others. The 1,087 bergs sighted in 1945 present an example of the seasonal variation.

The other factor in the amount of ice encountered in the season—that of the extent of its southern drift—is subject to equally wide variation. In 1939, for the first time in the history of the patrol, bergs remained a menace to shipping as late as August, while in 1940 there was almost no dangerous ice sighted as far south of the shipping lanes.

At rare intervals there have been cases of bergs reported sighted as far south as the Azores islands—the approximate latitude of Washington, D. C.

On the average, however, the southernmost of the bergs remain further north, across the shipping lanes, where the Ice Patrol cutters cruise with them, watching their progress and warning all ships away.

Because of this on-the-spot knowledge of ice conditions, the reports of the patrol are almost invariably followed in setting the traffic routes to be used by shipping throughout the year.

This use of specific routes for North Atlantic shipping, and of the Ice Patrol reports to establish the safest of the routes, has been the logical result of a continuing attempt to make ocean travel safer and swifter.

The shortest, and only practicable, routes from North American ports to

Icebergs, Treacherous Grey Ghosts of Sea, Are Sought Each Spring by Planes, Ships and Men of International Ice Patrol

England and Europe cross the Grand Banks of Newfoundland, an area which has always been one of menace to shipmasters.

It is there that the cold Labrador current, bringing with it the ice, meets the warmer waters of the Gulf current and the Atlantic drift. From February through June, an area as large as the state of Pennsylvania may be covered with the floating ice, lurking in the heavy fogs that cover the area for long periods of time, due to the junction of the two temperatures and climates.

There, too, the same months that bring the fog and the ice are the months that the cod are running, bringing the fishing vessels to lie hidden by the fog and surrounded by their dories in the path of trans-ocean vessels.

The danger of the area was recognized early, but no steps were taken to reduce the danger until the introduction of steam vessels and the increase in speed of ships correspondingly increased the danger of collision.

Then, in 1855, to lessen the danger of ship collisions, separate lanes for east and west-bound traffic were proposed in Matthew Fontaine Maury's Sailing Directions. No provisions were made concerning the ice, and the Cunard Lines, in 1875, adopted a series of tracks in both directions, the most southern of which were laid south of the normal extent of the ice.

This arrangement proved so great an improvement that in 1898 a number of the larger commercial shipping companies got together and drew up the North Atlantic Track Agreement, which made standard for all their ships the tracks as originally set down by the Cunard Lines.

Due to the unpredictability of the extent of the ice, however, tragedies still occurred. This condition continued until 1912, when a terrible dis-



ahead in its ice-breaking job. These packs miles, and are a menace to shipping.

INTO partially opened waters goes the cutter. The Ice Patrol also conducts research into the causes of ice danger and explores possibilities of eliminating it.

aster brought about the formation of the Ice Patrol.

On 14 April of that year, the huge liner *Titanic*, hurrying at full speed in an effort to set a speed record on her maiden transatlantic voyage, crashed headlong into the projecting underwater spur of a berg south of the Grand Banks. She sank in just over an hour, with loss of 1,517 lives.

The resulting storm of protest brought action. For the balance of 1912, while the nations interested in Atlantic shipping were calling a conference to consider the matter, the United States Navy assigned two of its scout cruisers to patrol the ice area and to warn all ships away. The work was so well done that the patrol was recognized as a partial solution of the problem.

In 1913, then, with the Navy's work of the past year as a background, the ice patrol was assigned to the Treasury Department and two cutters of the (then) Revenue Cutter Service, the *Seneca* and the *Miami*, were given the job. In that year, also, the British government took up the question of ice observation and sent the chartered steam trawler *Scotia* into the area to report ice and weather conditions off the coast of Newfoundland.

That same winter, the International Conference on the Safety of Life at Sea met in London and the question of the ice regions came up for discussion.

A permanent ice patrol was recommended to increase the safety of the Track Agreement, and the United States was asked to maintain it at the expense of the 13 powers interested in transatlantic navigation. Costs were to be defrayed by the maritime powers in a fixed proportion which has been observed ever since.

Although no provision was made by the conference for the establishment of the patrol until 1915, the U.S. was asked to maintain it on the agreed

basis in 1914. On 17 February of that year, the President of the United States directed that the Revenue Cutter Service begin the ice patrol as soon as possible and the work that has continued ever since began in that same month.

The success of the patrol is indicated in the fact that no lives have been lost in commercial shipping due to collision with ice in any year in which the patrol has been in operation, despite the fact that it has no arbitrary control over shipping and can only suggest the use of alternate routes and safer passages.

The patrol's knowledge of the ice, however, is so generally accepted that

its track recommendations are followed without question by the signatories to the North Atlantic Track Agreement. Past experience has shown independent steamer companies not participating in the agreement that following the reports of the patrol is less costly than losing days or weeks frozen in solid field ice, or risking the danger of collision with bergs. All shipping has found the Ice Patrol to be a factor for safety which may not be discounted in the North Atlantic.

So, until science develops methods of diverting or destroying the ice, the patrol continues its yearly job of watching the bergs and telling the world where safety lies.



SMALL and harmless in appearance are the icebergs—from a distance. Acres of ice beneath the surface can rip ships, send them to their death below the sea.

JAPANESE DAVY JONES

IF STROLLING on the ocean floor and brandishing a lethal walking stick would turn the trick, the Japanese were prepared to stand off an invasion of their home islands in 1945. Just to be certain of the outcome the artful Asiatics tossed in a brace of bizarre refinements of warfare that the Navy—for want of better names—calls underwater “foxholes” and submerged torpedo installations.

This may read like someone has hold of a high octane pipe mixture, but every word of it is gospel and is set forth solemnly, scientifically in a report to CNO. Even the official report, submitted by Capt. C. G. Grimes, USN, of the Naval Technical Mission to Japan, indicates that the Navy had its doubts about these eye-popping Japanese devices.

Using sonar, recording and non-recording fathometers, U. S. craft swept suspected areas along the Japanese coast. Contacts established in these investigations still left the issue clouded, “but the actual physical existence of the installation was not considered vital since the possibility of such an installation has been proved and hence can be taken into consideration in any future plans.”

Take a tight hold on your sanity and examine the first of the three special harbor defense plans—underwater suicide troopers, identified by the Japs as Fukuryu. It was in 1944 at the anti-submarine school that the Greater Asia tub-thumpers decided something extra-special could be done about the inevitable invasion. By February 1945 they’d really gotten excited, and began recruiting volunteers from the air corps.

Apparently no inducements were offered other than the doubtful privilege of dying for Domei and the Son of Heaven. They were to wear the latest thing on the blub-blub boulevards, a sort of zoot diving suit. Perhaps that lured them—but conscription became necessary despite the attractiveness of the garb.

The suit was a self-contained outfit,

Underwater Suicide Troops Garbed in Diving Suits and Carrying Mines on Sticks Was Nippon Defense Plan Against Invasion by U. S.

equipped with two tanks each holding 3.5 liters of compressed pure oxygen. It had a chemical air purification device similar to that used in submarines. With liquid food piped in by rubber tube, the diver had everything in his suit but an honorable discharge button.

At first it was planned that the underwater troopers would work at a depth of 15 meters, moving along the bottom at a 2,000 meters per hour clip for several hours. Later, increasing size of the air purification unit, the Japs fixed it so that divers could stay submerged from dawn to dark—more than eight hours.

But what made the Fukuryu anything but a cartoonist’s gag was the suicide mine he carried. It was, the report explains, “essentially a charge of explosive mounted on a stick equipped with a contact fuse.” In back of the charge was a buoyant chamber that helped the diver keep his uncanny weapon upright while under water.

The stick — possibly because they wouldn’t touch us with a ten-foot pole — was about 10 feet, 9 inches long. The Japs gave considerable thought to the size of the charge. They evidently decided that, since 20 kilograms of TNT or TNA would not hurt another man 40 meters away, 10 kilograms would be just the right weight and 60 meters the interval of safety. Tests revealed that a 10-kilogram charge could knock the be-go-to-hell out of a double-bottom boat, and that was precisely what the Japs had in mind.

Nothing is simpler than the way the stick charge worked. The diver just rammed the business end of the stick against the side or bottom of a landing craft. Destruction ensued, and the diver was a Japanese hero—a dead one, of course, but a hero withal.

In view of the violent end awaiting them all, the U. S. Navy wondered at the Japanese concern about spacing of under water raiders. “If one man was to die with a charge, why not two?” the Navy’s investigators asked. Well, if we had to know it, it was a moral question. Japs were willing to die of blasts they made themselves but not as a by-product of another’s explosion.

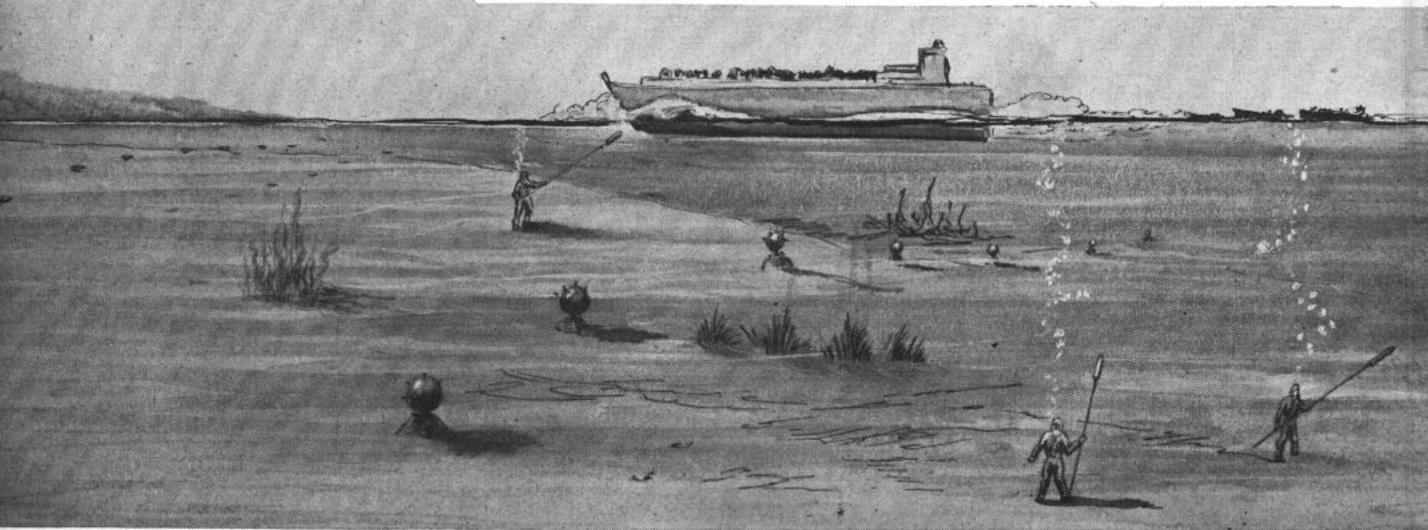
Fine points like this one never came in for actual test. Mines were ordered in 1945 but not delivered due to production difficulties. The Japs struggled along with 400 dummies for training purposes. Similar problems slowed production of the suits. At the end of the war, including attack units at Yokosuka, Kure and Sasebo, the Japs had 1,200 trained troopers and 510 units.

Those 1,200 divers were a far cry from the 40,000 originally planned by the Navy Ministry. Even the Japs regarded the program, as the report reads, “pretty much of a last ditch defense.” Still, when that 40,000 figure was set, they were rather hopeful. Suicide planes and boats were scarce as fur bennies in New Guinea, and their effectiveness decreased due to the American policy of using hordes of small boats for landings. Consequently, even when the 40,000 estimate was reduced to 6,000 because of supply and training difficulties, the Japs hoped that the underwater guerrillas might be a considerable nuisance to any landing the U. S. attempted.

Part of the plan was the underwater “foxhole.” These were sections of large concrete pipe with steel doors dogged down securely against explosive assault. From these, six to 18 divers could operate without danger of detection. They were to be equipped with a transfer compartment and living space, all at a depth of 15 meters.

Another plan was the proposed use of inoperative cargo vessels for the same purpose. Still another similar scheme involved underwater entrances where high, sharp shorelines permitted.

Japanese preoccupation with “foxholes,” sunken craft and underwater entrances came about because they



wished to preserve the element of surprise. They thought that, if discovered by enemy forces, the divers would be circumvented by vigorous counter-measures. The Japs were certain that many small bombs dropped from planes, short shells lobbed by American ship batteries or captured gun emplacements on the shore could foul up the Fukuryu.

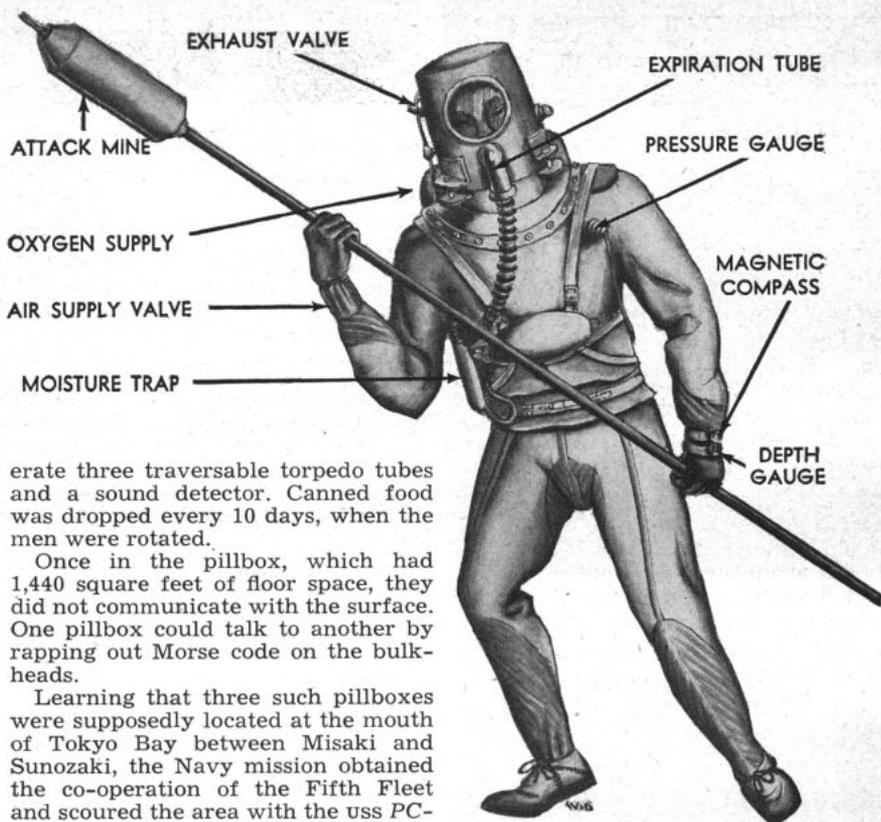
In mid-July 1945, however, when a Jap officer found he could stay underwater continuously for eight hours and 25 minutes at a depth of three to eight meters, they thought the submersible suicide strollers would be very effective. The officer doubled the size of his air purifier for the dive, and spent most of his time walking. They soon began to talk of operations at a depth of 35 meters, and stumbled on a discovery that made extended order drill possible beneath the surface.

Two communication methods made this practicable. Using their breathing units as megaphones, the troopers could communicate for a distance of two to five meters. Beyond that range they could talk by hitting together pieces of metal, a signal that was audible more than 300 meters. Every man had a flashlight and wrist compass, while platoon leaders had special periscopes.

What had the U. S. Navy plumbing the depths of the ocean, however, was the special harbor defense device known as fixed underwater torpedo positions, reportedly located in the entrance to Tokyo Bay. These too were basically very simple affairs, merely consisting of water-tight compartments built into non-operative merchant ships and sunk in the proper place.

Constructed at Yokosuka or Yokohama, the ships were of about 5,000 tons containing three separate compartments — water chamber, living quarters and torpedo room. All the work was done on surface; then the ship towed to the proper spot and submerged by blasting holes in other compartments.

The 40 to 50 men who would man the torpedo installation descended to their home in diving suits. There, they entered the water chamber, a water-tight door slammed shut and the water was pumped out. Then, removing their clothes, they entered the other compartments, prepared to op-



erate three traversable torpedo tubes and a sound detector. Canned food was dropped every 10 days, when the men were rotated.

Once in the pillbox, which had 1,440 square feet of floor space, they did not communicate with the surface. One pillbox could talk to another by rapping out Morse code on the bulkheads.

Learning that three such pillboxes were supposedly located at the mouth of Tokyo Bay between Misaki and Sunozaki, the Navy mission obtained the co-operation of the Fifth Fleet and scoured the area with the *USS PC-1137* and the *USS Gainard (DD 706)*. Contacts indicated pillboxes right enough, but so deep that available diving gear could not plumb the depth of 180 feet.

Torpedo installations, located as they were, could not have been part of the master plan for anti-landing defense of sloping beaches. The Japs had it figured out this way:

Farthest out from the beach would be a row of mines, anchored to the bottom in 10 to 15 meters of water and resting there until released by a trip rope operated from a respectful distance. Fukuryu divers, naturally, would lay these mines and also release them when the time came.

Next would come three rows of Fukuryu, each wielding a stickmine. The rows would be 50 meters apart with each man, as said before, stand-60 meters away from his neighbor.

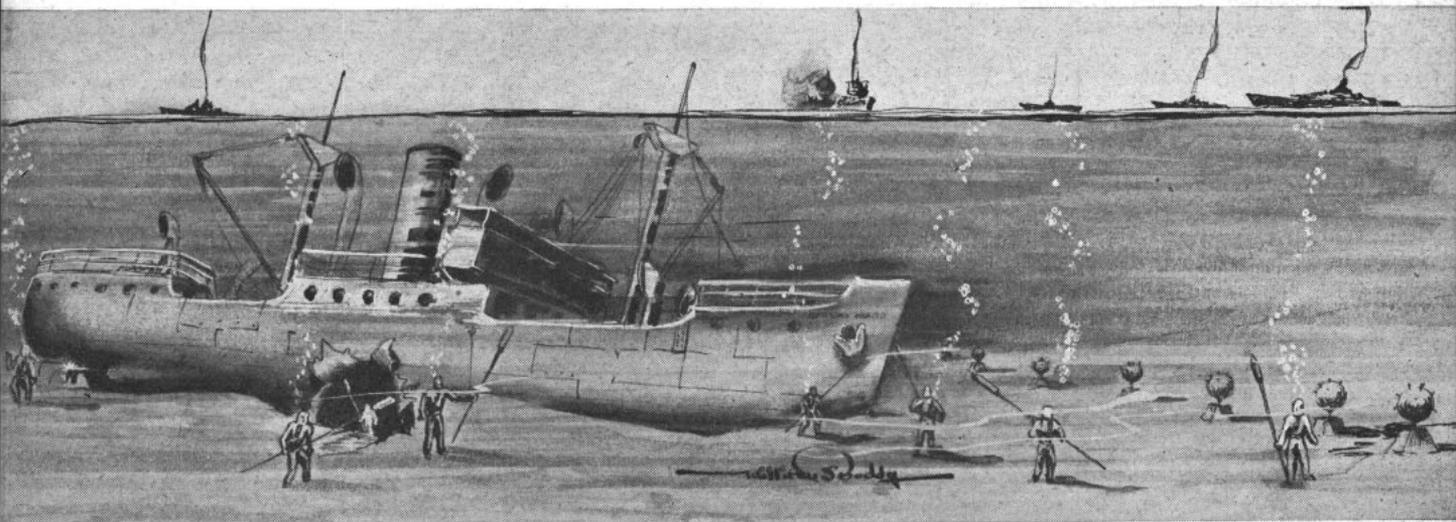
If the invading force succeeded in getting past the outer ring of mines, that was the signal for the fantasti-

cally-clad Fukuryu to bring the armed "walking sticks" into action. How one of these underwater defenders would have appeared is pictured for you, above, by an ALL HANDS artist.

Although its operation was simple (or considered to be), the stickmine was carefully planned and constructed. The mine itself was .556 meters in length, with a diameter of .240 meters. From its forepart projected a horn, which set off a fuse when the weapon was jabbed against the underside of an invasion craft.

Farther in toward the beach would be a row of magnetic mines in three meters of water. Still closer to the land would be numerous beach mines in one meter of water.

It is not recorded that a champagne bottle was smashed on his prow, but every member of the Fukuryu was a combatant ship. That was the theory at least—and each man wore an ensign.



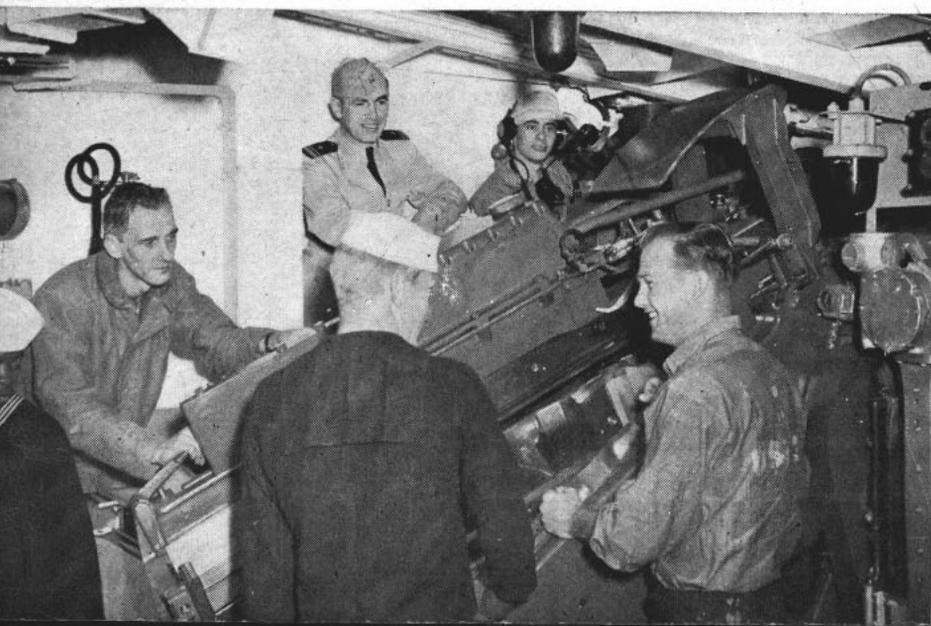
'READY TO LEND



FIRST AID for a bruised shin is administered by Reserve 'docs' in USS Wisconsin's extremely modern sick bay.



WEST COAST Reservists have personnel inspection (above) and load 5-inch 38 (below) aboard destroyer USS Buck.



THERE WAS A BREAK in the gunnery exercises during the first Naval Reserve cruise of the USS Wisconsin. The empty shells were cleaned up around the twin-mount 40-mm and the gun crew, composed of about half Regulars and half Reservists, relaxed.

The gun captain, a Regular CGM, jotted some entries in the gun log. The Reserve trainer, a seaman first, trained the gun out to sea and leisurely stretched. Drinking in the warm Caribbean sunshine, he reflected that the weather was probably about 30 degrees back in Rochester.

The scene was obviously set for a bull session and the pointer, a Regular GM3, was not one to allow an opportunity to slip by. The subject of the recent Panama liberty had been exhausted so he let go a new poser.

"Why do you guys ask for these Reserve cruises?"

He climbed down from the 40-mm mount to get in on the gab-fest.

"Well," said the trainer, putting the finishing touches on his luxurious stretch and scratching his head, "traveling kind of got in my blood during the war and I like guns, all sizes. Firing guns is exciting. Tinkering with machinery, making it work, is a lot of fun."

The first loader stepped down from his platform. "Frankly, I like the Navy. Matter of fact, would have stayed in, but I have a wife and a couple of kids and I figured I ought to be a civilian so that I could spend more time with them. But these cruises give me a chance to keep my hand in with the Navy and be a civilian, too."

"I'm going to school," explained another loader, a Reserve F2. "I would have joined the Navy if the war had lasted longer. If it hadn't been for the Naval Reserve, it would probably have been years before I ever got to see any of the world except Richmond. And besides, being around Navy equipment — electronics gear, engines and all — gives me some practical experience."

The other Reservists gave their reasons, mentioning such things as opportunity to advance in rating, extra money, technical training. But the pointer wasn't satisfied.

"Yeah, I understand all that, but what about the Navy? What does the Navy get out of sending you out for two-week cruises?"

"I've got the answer to that one," said the gun captain, "but right now the target plane is coming back. Man your gun stations."

The plane approached with the target sleeve streaming astern. The team hopped back to positions on the 40-mm.

"Track the target."

Shells were poured into the loading pawls and the pointer and trainer picked up the sleeve in their sights.

"You came close last time. Lead the target and we'll get it."

The first few bursts were just forward of the sleeve. The next hit the mark. The sleeve drifted free from the towing line. A cheer went up from the crew.

The telephone talker relayed a "Well Done" from the bridge and the word was passed to secure from gunnery exercises.

As the gun crew cleaned up the empty shells, the gun captain reopened the subject of Naval Reserve cruises.

"This is the way I get it," he said, "and it makes sense. At the time of Pearl Harbor, there weren't nearly enough Regulars to fight in two oceans. We had to hold the Japs in the Pacific and protect our ships from the German submarines in the Atlantic. And on top of that we had a lot of new men to train. It was pretty rough going.

"With this Reserve set-up, we'll be ready if anyone else makes a pass at us. We've got the ships and, with the Naval Reserve trained ahead of time, we'll have the men. It will make it a lot easier for us Regulars if there's any more trouble, and another thing, the chances of trouble are far less with a backlog of trained Reservists."

The CGM put his finger on one of the chief missions of the peacetime Navy. As the Reserve cruise program gains momentum, more and more regular Navy personnel will be concerned in one way or another with the training of Naval Reservists.

The gunnery exercise recounted above took place during the first Naval Reserve cruise of the USS Wisconsin to Cristobal, C.Z. Approximately 500 Reservists from the eastern United States participated. At about the same time, Reservists from the 11th, 12th, and 13th Naval Districts were being trained on the first Reserve cruise from the West Coast aboard the USS Buck (DD 761).

Toward the end of January, 8th ND Reservists boarded the cruiser USS Macon (CA 132) for a 14-day training cruise from New Orleans to San Juan, Puerto Rico.

A HAND'

In February there were more cruises. The *Wisconsin* trained approximately 800 Reserves on a cruise from New York to Cristobal and the *uss Little Rock* (CL 92) took an additional 350 Reservists for two weeks' training with Charleston, S. C., as the port of embarkation and San Juan as the liberty stop.

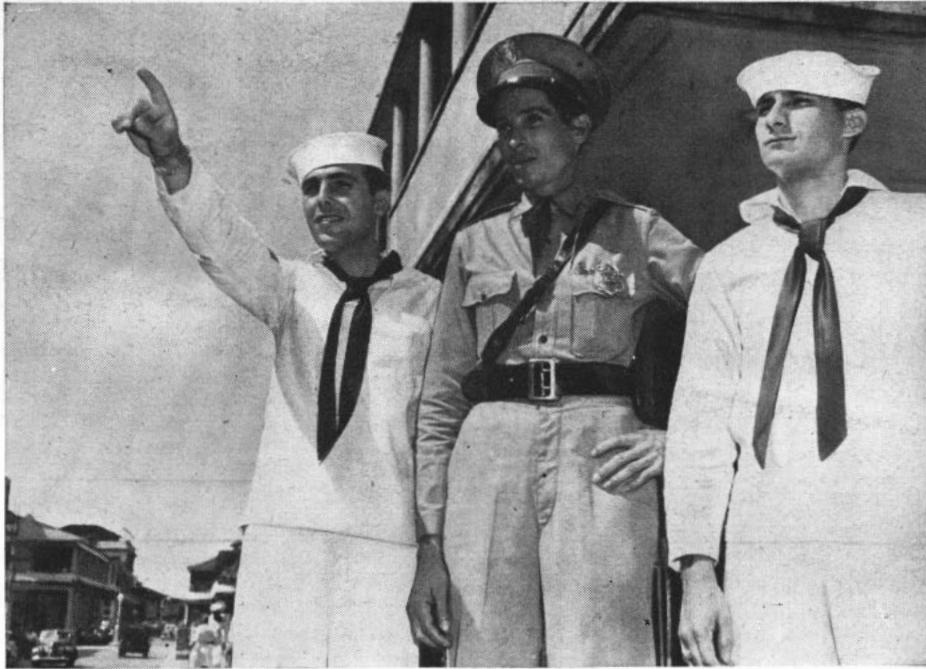
Every month ships of the Fleet will be leaving ports on both coasts as indicated by the schedule of cruises on page 51.

In addition to the cruises, hundreds of Reservists are participating in the current Atlantic Fleet exercises in the Caribbean area. Reservists from the 1st, 3rd, and 4th Naval Districts embarked from Quonset, R. I., aboard the *uss Randolph* (CV 15) and those from the 5th, 6th, 7th, 8th, and 9th Naval Districts and PRNC boarded vessels at Norfolk.

Reservists are also training with Regulars in the Atlantic Fleet amphibious exercises from 18 February to 24 March. Including Reservists in Fleet operations is in line with the policy of integrating the Naval Reserve with the regular Navy wherever possible.

It is expected that more than 35,000 Reservists from the eastern United States will receive two weeks' training afloat this year. Additional hundreds from the West Coast will also be given the opportunity of going on training cruises.

Cruises are being scheduled through the summer, but Reserve officials have urged Reservists to request afloat training during the winter and spring if possible to smooth out the summer peak load as much as possible. For the



ON LIBERTY in Panama, two Reservists from 3rd ND take a bearing with the aid of native policeman. The *Wisconsin* departed Norfolk on her first Reserve cruise.

most part, spring cruises have southern waters for their destination.

The *Wisconsin* has been making her Reserve cruises to Cristobal, which gives trainees two days of liberty in the colorful Central American port. Reservists have seen the locks of the Panama Canal and wandered through the quaint streets of Cristobal, Balboa, and Panama City. They have visited souvenir shops in the plazas and have been amused by such commonplaces—to Panama—as natives walking casually through the streets carrying Iguana lizards for the evening meal or women carrying huge baskets of goods balanced on their heads.

Reservists have returned with tales of the amazing skill of net makers who

turn out net by the yard with deft movements too rapid to follow. And most of the civilian sailors have a story or two about the entertainment at the famous Panama night clubs.

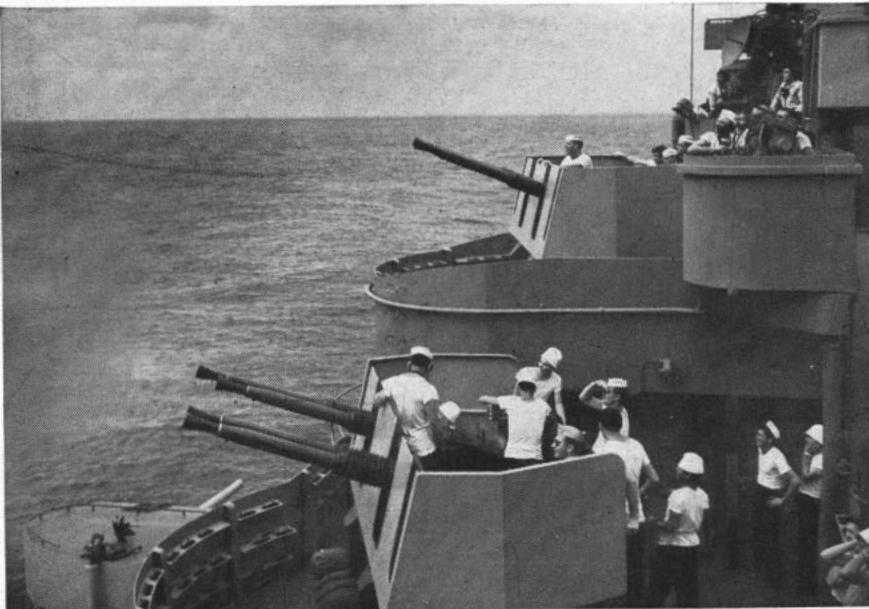
But the Reserve cruises are neither clam bakes nor picnics. Liberty granted was earned by conscientious attention to training assignments and to the routine of the ship. Aboard the famous "Whisky", Reservists including veterans of combat experience and the newly eligible nonveterans, were assigned to various departments of the ship where they took their places at the side of Regulars and participated fully in the operation of the battlewagon.

The *Wisconsin* was completed in 1944 and contributed some telling licks in the defeat of the Nips at Leyte Gulf and the Third Fleet strikes against the Japanese home islands. The modern 31-knot, 45,000-ton warship affords Reservists training on the very latest Navy equipment.

Standing watches, the Reservists who are veterans soon got the "feeling" of the ship and were able to help instruct nonveteran Reservists in seamanship and other shipboard skills. In some cases, they have aided in the training of Regulars. Reserve electronics technicians, for example, helped put the *Wisconsin's* radar, fire control and other electronics gear in operating order.

Topside, Reservists lent a hand with the required painting and help hollystone the wooden decks. The brass was kept shiny despite wind driven salt spray. Gunners were occupied with the maintenance of the ship's bristling armament and Reserve pharmacist's mates assisted at sick call.

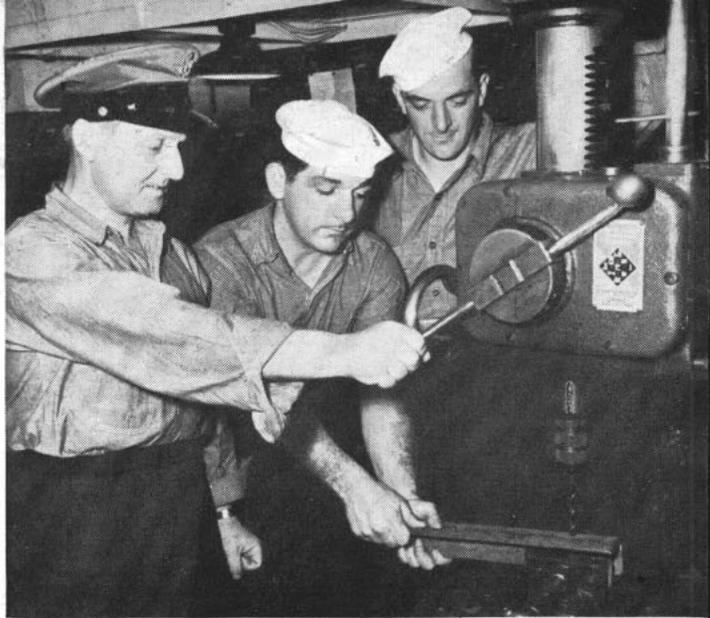
In the galleys, there were Reserve cooks. Reserve ship's service men worked in the tailor shop, the cobbler shop and the laundry. Yeomen and storekeepers, besides taking care of



TEAMWORK of Reservists and Regulars accounted for marksmanship. Helium filled balloons released from ship and sleeves towed by aircraft were targets.



ROUTINE MAINTENANCE is carried out in machine shop (right) with Reserve shipfitters bearing a hand. Toilet articles are purchased (left) in battlegwagon's ship's service store by Reservists who received intensive Navy training on 14-day cruise.



the records, supply and pay accounts, helped out in the small stores and ship's service.

Almost every day general quarters was held. For the first few days of the cruise there was dry tracking of the ship's planes that were catapulted from the vessel. After several days of dry firing, the machine guns were turned loose on helium balloons released from the bridge. On the return trip, the 16- and 5-inch guns were fired near Guantanamo Bay. The gun crews showed excellent marksmanship on the targets, which were barely visible on the horizon.

The steady flow of dispatches from 13 civilian news correspondents aboard the *Wisconsin* for her first Reserve cruise, plus the heavy official traffic, kept Reserve and Regular radiomen busy. Signalmen on the bridge conducted daily flag hoist, flashing light and semaphore drills.

When the battlegwagon returned to Norfolk, there was an eight-page special issue of "The Wisconsin Badger," the ship's newspaper, ready for Reservists. It contained pictures and articles about the cruise and, as with most other activities, the souvenir newspaper was a joint effort of Reservists and Regulars.

The first Reserve cruise from the West Coast took place aboard the destroyer *uss Buck* and was a pocket size version of the *Wisconsin* cruise. Over 180 Reservists boarded the ship in San Francisco on 6 January, returning two weeks later experienced in seamanship, gunnery, damage control, fire fighting and sonar tracking.

Rear Admiral D. B. Beary, usn, Com 12, boarded the ship just before she shoved off from Treasure Island in San Francisco Bay. He wished officers and men "an instructive and happy cruise." The band was playing "Anchors Aweigh" as the *Buck* left the pier and headed out through the Golden Gate.

Nineteen Reserve officers and 164 Reserve enlisted men, the majority

from the 12th Naval District with smaller groups from the 11th and 13th Naval Districts, made the cruise. They augmented the *Buck's* crew of 134 men and from the beginning took an active part in the shipboard routine.

For many, this was their first cruise aboard a destroyer. The operational plan called for a slow trip down the coast to San Diego, giving the men a chance to become accustomed to life on a "tin can."

The first week's training was conducted by officers and men regularly assigned to the *Buck*. It began with abandon ship drill soon after passing the Farollones and developed into a thorough indoctrination or refresher course in the daily routine of a fighting ship. There were collision drills, CIC exercises, and handling and loading drills.

In the galley, a father and son, both Reservists, served side by side. L. H. Whittall, SC3, usnr, from Seattle initiated his son, L. G. Whittall, into life aboard ship. The youth is one of the first from the 13th Naval District to join the Naval Reserve under the non-veteran program and is a ship's cook striker.

Liberty for Reservists began when the ship arrived in San Diego. Many took advantage of the opportunity to visit Tijuana, across the Mexican border.

In cooperation with the Under Way Training Command of the 11th ND, intensive training was conducted in the area of San Diego. CIC and attack sonar teams were sent to sound school ashore for instruction. Damage control practice and engine room casualty drills were held aboard ship.

Working with a submarine, the destroyer went through a sonar tracking drill off the Southern California coast. Reservists also engaged in firing exercises, fire fighting and repeated signal drills. Star shells lighted the sky for night gunnery practice.

The training on Reserve cruises is as intensive as it sounds. The purpose is serious and the time is short. In the span of two weeks annually, Navy veterans who are members of the Naval Reserve must be brought up to date on what's going on in the Fleet and must be given the opportunity to refresh themselves in the duties of their ratings under operating conditions.

In addition, nonveterans are constantly being brought into the Naval Reserve. These nonveterans are young and eager to take an active part in the Navy, but like all "boots" require experience before they can be entrusted with the responsibilities of a Navy sailor. The annual training cruises offer nonveterans a chance to learn the nautical skills that are requisite for a smooth-working, effective Navy should the need arise.



GENERAL QUARTERS aboard USS *Wisconsin* as the ship cuts through the calm waters of the Caribbean during cruise.

GADGET TRAINERS

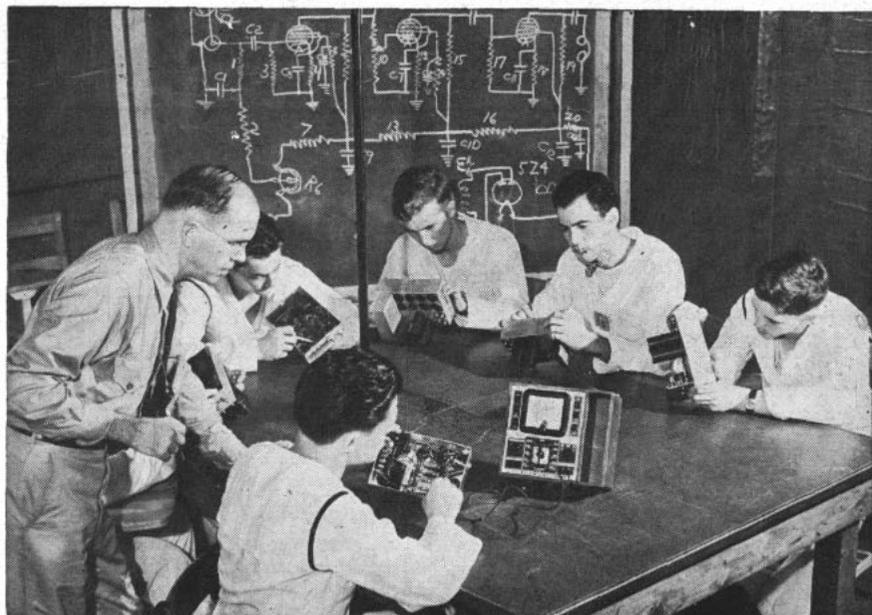
SINCE October 1945 the Navy has trained no special artificers (special devices), and they've come to be as scarce as Wave boatswain's mates—a sorry condition being remedied beginning 3 March.

That is the date the Naval Air Technical Training Command inaugurates a 14-week course for SADs at Naval Air Technical Training Center, Jacksonville, Fla. About 100 prospective technicians, first of a long parade, will form the class and graduate shortly after 7 June. From that date, at intervals of two weeks, the school will send groups of trained SADs to the Fleet, the aviation Navy and the shore establishment.

While NATTC worries about schooling the men, BuPers is considering a new name for their rating, which is pretty much of a mouthful right now. Under the new rating structure (see p. 57), effective 1 Jan, it is planned to call these technicians "tradesmen" and abbreviate the title to "TD."

Whatever they're called, their work is familiar to most veterans of World War II. They performed maintenance on synthetic training devices, the gadgets without which building a highly skilled Navy of raw civilians would have been nearly impossible.

Under the postwar organization, SADs will perform instructional duties in connection with the various devices as well as keep their intricate mechanism functioning. They will be expected to fill jobs handled during the war by such a variety of rates as specialist (G) (gunnery instructor),



TRICKY GADGETS make work of special artificer (special devices) no child's play. Students here are testing circuits by the vacuum tube voltmeter method.

specialist (T) (teacher), specialist (T) (LT) (link trainer instructor), and specialist (T) (LCNT) (link celestial navigation trainer).

Like their wartime counterparts, graduates of the Jacksonville school will be expected to handle the devices that reproduce combat conditions for pilots, lookouts, gunners, navigators, CIC personnel, flight engineers and others. Synthetic training devices, economic of time, material and accidents during the war, are expected to do as well as the Navy welds its new forces.

Although some of the gadgets are extremely simple—a pack of playing cards, for instance, used in recognition training—the work of an SAD is no child's play. He must be ready to cope

with complex electronic, electrical and mechanical gear. Some of the trainers developed by the Special Devices Center, now located in Port Washington, Long Island, N. Y., are as tricky as a Swiss watch.

Jacksonville will arm its graduates with the fundamental science needed by a third class petty officer concerned with the devices. In the 14 weeks of schooling students will study basic mathematics, physics, machines, optics and gunnery. After this background work they will learn fundamental concepts of projectors, gunnery, radar, Loran and other electronic gear.

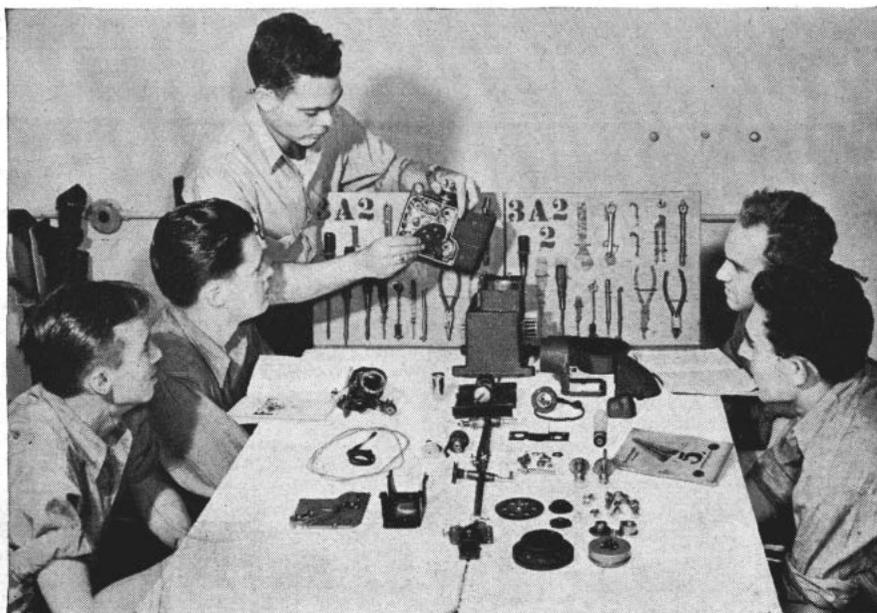
Successful completion of the course wins a non-rated man the (SAD) designator, the skill to maintain simpler special devices and to aid more advanced technicians with knottier problems. Commands with an allowance for SADs will get the graduates, 75 per cent of whom can expect to go to aviation activities.

Just as limited as SAD personnel, now that the Navy is on a peacetime basis, is training time and equipment.

Synthetic devices also are important to plans for the Naval Reserve, through whose various components the Navy hopes to maintain the skills of thousands of wartime sailors. Gadgets will assist in the training task.

Men were familiarized with the devices until October 1945 in a school operated by the Naval Air Technical Training Command at Chicago. It is felt that the new school opening in March, by training men in both instructional and maintenance duties, will do much to solve the problem of filling the gaps left by demobilization.

Considering the extreme scarcity of the rating throughout the Navy, successful students can look forward to a rapid rise. Most of the wartime SADs were Reserves, now demobilized, leaving the field wide open for the ambitious.



PARTS ADRIFT on the work bench belong to a projector for gunnery training device 3-A-2. It's another scene at Technical Training Command's SAD school.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

● **BUPERS ANNOUNCED** last month it has had directives in effect since October 1942, which provide generally that no Navy man shall be discharged solely because of disabilities incurred in combat, provided he can perform a useful service in the Navy, and unless, as is his option, he elects discharge.

Reenlistments of naval veterans have been effected under this policy, provided the candidates for reenlistment would not, apparently, require further hospitalization for their disability. Psychological disabilities are disqualifying under Navy policy.

The announcement came as the Army progressed in its new plan to reenlist an expected 5,000 combat-disabled veterans. The new Army policy, similar to the long-standing policy of the Navy, requires that the applicant meet minimum physical standards for enlistment (with the exception of the specific disability), be able to care for himself in the normal course of life, not require further hospitalization, and have skills which the Army can utilize.

● **SQUARE PEGS** should be no problem to BuPers (and the Navy as a whole), if the advanced state of the science of Navy billet analysis is any indication. Specialists—fingerprint experts and geophysicists, teachers and even billet analysts—in fact, all men with skills the Navy uses, will drop neatly into niches in the naval organization to run it smoothly in peacetime, ease its tremendous expansion in any future emergency.

Key to the new system is careful analysis of the skills in Navy jobs, and careful cataloging of the skills each Navy man possesses. The latter has resulted in the job classification codes assigned each Navy man, to indicate the job or jobs for which he is fitted (see p. 28). The former is still in a state of development, though far enough along already for extensive practical use. Billet and qualifications description sheets have been designed and are being used to list the skills required in given Navy billets.

Glance at a typical billet and qualifications description: Fingerprint Classifier (an enlisted billet). We find our man's duty station would be BuPers or the Navy Department. Under qualifications we note the scores he must attain on the enlisted classification test battery and physical requirements; experience and education necessary, both naval and civilian.

The sheet includes a description of the duties he must perform and the tools and materials with which he must work. Relationship of his billet to others is stated, including channels

of promotion in his career. Of great importance in an emergency is the section noting sources from which men with these skills may be procured (in this case, the FBI, large police departments, national detective agencies, insurance companies). Of equal importance after an emergency is the section which notes civilian jobs to which such a man may return.

● **SKIVVY SHIRT** shortages that have plagued boot and admiral, and turned gray the hair of skippers at inspections for the past several months, are about over. BuSandA has come up with the glad news that by the first of this month an increase should be noticeable in small stores' stocks the world over.

Labor and materials shortages resulted in the near-disappearance of the skivvy in the civilian and naval economy. The Navy, desiring to cooperate in a situation which found civilian and bluejacket, alike, skivvie-less, did not attempt to "hog" a big supply for itself. Toward the end of 1946, as the over-all shortage eased, the Navy was able to buy in one month about two-and-a-half times its previous monthly purchase of skivvies, and was able also to contract for delivery of adequate amounts of skivvies for the ensuing six months.

BuSandA's prediction is there'll be an increase in the stock of skivvies noticeable about the first of March, and a plentiful stock will accumulate during the following 90-120 days.

Only other small stores shortage confronting the Navy is in white cotton socks. The supply is about one-half normal. But there's plenty of everything else.

Chief of Chaplains—S. 227, H.R. 1365: Introduced; to establish a Chief of Chaplains with rank of rear admiral (upper half).

Civil Engineers—S. 232, H.R. 1359: Introduced; to increase authorized number of CEC officers.

Warrant Promotion—S. 281, H.R. 1362: Introduced; to permit counting temporary service as warrant, commissioned warrant or commissioned officer toward six-year service for promotion to CWO.

Medical Administrator—S. 238, H.R. 1361: Introduced; to establish commissioned grade of Medical Administrator in Hospital Corps.

Medical Sciences Corps—S. 334, H.R. 1603: Introduced; to establish Medical Associated Sciences Corps as part of Navy Medical Department.

● **BUPERS** has called attention to the following fact: If you take leave, you must have sufficient money to pay for your expenses and also your transportation.

The Chief of Naval Personnel has noted that enlisted personnel in a leave status, without funds or necessary transportation, are reporting to recruiting stations and other naval activities for transportation to return to their duty stations. In some cases, the men are without transportation or sufficient funds even to reach their leave address.

BuPers Circ. Ltr. 17-47 (NDB, 31 January) pointed out that the standard leave form for enlisted personnel has on its reverse side the following information, which all men are required to read and sign before departing on authorized leave:

"It is understood you have sufficient funds to defray your expenses on leave, including round-trip transportation or necessary funds therefor. Each case of transportation obtained from recruiting stations, or other naval activities, by personnel on leave, will be investigated, and where no urgent necessity was apparent in applying for transportation request, disciplinary action will be taken."

The circular letter directed strict compliance with BuPers Circ. Ltr. 288-44 (NDB, July-Dec 1944), which instituted the standard leave form for enlisted personnel.

● **IMMUNIZATION** requirements applying to military personnel and civilians traveling by naval air or surface conveyance in Pacific areas were given in Alnav 8-47 (NDB, 15 January).

The requirements, and applicable areas, are as follows:

● Travel to any area in Pacific—Vaccination against smallpox, typhoid, and tetanus within previous 12 months.

● Travel to Japan, China and Okinawa—Additional requirements, cholera and typhus immunization, both within previous six months.

● Travel in Philippines—Cholera

LEGISLATIVE ROUNDUP

Nurse Corps—S. 322, H.R. 1373: Introduced; to reorganize Nurse Corps, Navy and Naval Reserve.

P.G. School—S. 229, H.R. 1341: Introduced; to permit construction of a post-graduate school at Monterey, Calif.

Academy Aviation—S. 230, H.R. 1364: Introduced; to authorize construction of aviation facilities at the Naval Academy.

P.G. Line School—S. 278, H.R. 1379: Introduced; to establish a post-graduate school of the line of the Navy.

Pay at Academies—S. 321, H.R. 1377: Introduced; to increase, and otherwise revise, pay of midshipmen and cadets at service academies.

Dependency Benefits—S. 333, H.R. 1604: Introduced; to extend dependency benefits to 1 July 1949.

immunization within previous six months.

- Plague vaccination is not a prerequisite to travel, but may be given to all one year of age or over, upon arrival at destination at discretion of command concerned.

- Requirements for children—Smallpox, regardless of age; diphtheria within past three years, or evidence of immunity, for all between ages of six months and 10 years; typhoid and tetanus for all over 12 months of age for travel to any area in the Pacific; where indicated by area of destination, cholera for all over six months of age and typhus for all over 12 months of age.

The Alnav said that travel originating in China, Japan, Okinawa, and the Philippines shall not be permitted unless successful vaccination for smallpox, and, where indicated, cholera and typhus, have been completed within the previous six months. In addition, for travel by air, a written certificate from a medical officer, certifying that the individual "has been properly immunized, is free of lice, is not suffering from a communicable disease, and is not likely to introduce disease as a result of his travel," must be obtained.

Except in rare exceptions authorized by the district commandant or area commander, the officer assigning passenger space on aircraft or surface vessel shall not permit embarkation without evidence of compliance with the immunization requirements the Alnav directed.

● **A MANUAL** for officers of all the armed services in the ranks of ensign and second lieutenant is now the joint project of the Army, Navy, Coast Guard, Marine Corps and Army Air Forces.

The objective is to provide a text for the indoctrination of each officer to "assist him to his earliest complete development into the most effective officer possible."

Breadth of the subject matter, and the fact it is pioneering its field, have set an imposing task before the joint committee which is directing production of the manual. BuPers will publish a tentative outline at a future date, and at that time will invite comments and suggestions from the service.

A preliminary outline breaks the contents down into sections on leadership including training, customs and personal arrangements. The section on customs will, it is planned, include a discussion of customs in common among the services, special Army, Navy, Coast Guard and Marine Corps customs, and an explanation of relative rank. The section on leadership, according to tentative plans, will describe the officer's personal approach to his development as a leader, his understanding of responsibilities and privileges, relations between officer and enlisted man and his development as an effective training technician for individual training, group training and combined or joint training between the services.

MARCH 1947



MAMMOTH BOOM, when attached to floating derrick, will handle 350 tons. The crane, valued at \$3,000,000, will cost Navy only \$100,000 when installed.

HUGE FLOATING CRANE ASSEMBLED

The Navy last month was completing assembly of one of the two biggest self-propelled, floating cranes in the world. The mammoth hoister was acquired by the Navy as a part of its share in the division of the German Navy.

The floating crane compares favorably with the Navy's biggest dry-land installations. Its maximum heave is 350 tons, equal to the familiar hammerheads at Norfolk, Philadelphia and New York Navy Yards.

Assembly was proceeding at the Naval Shipyard, Terminal Island, San Pedro, Calif.

The Germans built four such cranes in the early days of the war. Ours is one of two captured by the British at Kiel, Germany. A third, which had been intended for Russia in the days when Germany and the Soviet were, diplomatically at least, on speaking terms, was found uncompleted at

Kiel. The fourth was sunk at Hamburg.

The Navy's newest weight-lifter is valued at about \$3,000,000; she will have cost us a bargain-counter \$100,000 by the time she hefts her first load.

Engineers describe the floating derrick as jib-type, of level-luffing construction. She displaces 5,000 tons and stands 375 feet at high boom. The pontoon is 205 feet long between perpendiculars, and 108.2 feet in beam. So wide is it, in fact, the Navy had to remove the pontoon bumpers to slip the structure through the Panama Canal en route to the West Coast.

Mean draft, unloaded, is 10.1 feet. Speed is 5.8 knots forward and 4.6 astern.

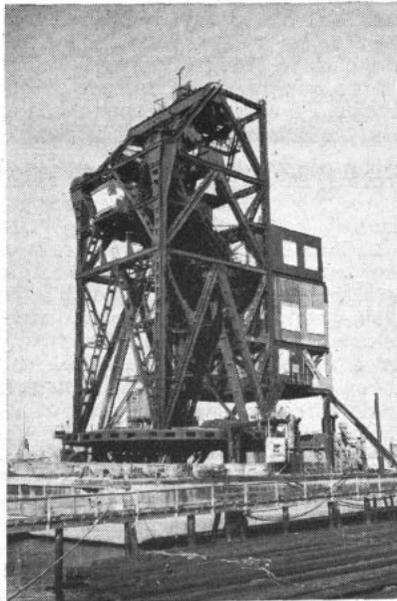
Suspended on 10-part lines are two 175-ton hooks and two 30-ton hooks, each pair operating singly or coupled for double loads. The 30-ton hooks and a 10-ton hook run on trolleys for quick handling of small loads. Hooks may be stored on the pontoon deck when not in use.

The crane can lift 350 tons 114 feet from the center of rotation, or 50 tons at 210 feet from center. A complete rotation can be made in 10 minutes; a load luffed in from 210 feet out on the boom to the center in seven minutes.

Power for propulsion and lifting is provided by three diesel generators, making a total of 2,400 kva (kilovolt amperes). There is an auxiliary 225 kva generator, and an emergency 14 kva generator. Diesels are housed in a single, centralized control room in the pontoon.

The crane is counter-weighted with 400 tons of concrete in the lower section of the three-story machinery house on the rear of the structure. A 200-ton movable counterweight rides the butt of the boom.

Operation is controlled from a driver's cab just below the butt of the boom, 100 feet above the water line. The crane has a complement of three officers and 20 men, with quarters, mess rooms, galley and stowage space in the pontoon.



BASE SECTION of Navy's new hoisting machine, one of two largest in the world. It was built by the Germans.



COMMODORE BARRY receives United States Navy's Commission No. 1 from President Washington, 22 Feb 1797.

SAUCY JACK: IRISH YANK

THE AUTUMN OF 1783 was a time of peace in the liberated American colonies, not yet welded into the United States, and so the frigate *Alliance* swung at anchor off Philadelphia. There was no reason why Commodore Sweeney of the King's Navy should not pay a social call on Capt. John Barry in the *Alliance*. The commodore took his leave in friendly fashion, claspng Barry's hand.

"Adieu, my countryman," he said.

"Not exactly so," Barry shot back. "You, Commodore, are a Briton. I am an American"

They were both Irishmen, as Sweeney pointed out, and John Barry would be the last to deny it. On 10 March of that same year, when the *Alliance* engaged His Majesty's frigate *Sybil*, Barry answered the Britisher's hail:

"This is the United States ship *Alliance*, saucy Jack Barry, half Irishman, half Yankee; who are you?"

Saucy Jack phrased it beyond improvement. He was as Irish as a shillelagh and as American as damp derision of the umpire. He never forgot his ancestry; was always good for a touch if the supplicant had the proper lilt to his lingo. And, once he had seen America, Saucy Jack never returned

to the Auld Sod; American he was and proved it with purse and patriotism.

Ireland had not yet recovered from the famine of 1739 when John Barry was born in 1745 in County Wexford, a son of impoverished respectability. At the age of 10 he shipped as cabin boy on a merchantman, driven by ambition and inspired by boyhood dreams. He fought his way to rating as ordinary, then able seaman, and finally a mate's billet.

In 1760 Barry first clapped eyes on the country of his adoption, sailing up the Delaware to Philadelphia. By 1766, when 21 years old, he had gained command of a ship. He rose steadily in his profession, accumulating enough money that he could invest in trade himself. The beginning of the American Revolution found him in command of "... the finest ship in the first Employ in America. . ."

She was the *Black Prince*, 200-ton merchantman with Philadelphia owners. Barry brought her back from exercised England to agitated America on 4 Oct 1775, took a cautious pilot at Cape Henlopen and docked at Philadelphia. Continental Congress promptly purchased the *Black Prince*, and "I," Barry said, "was employed by Congress to fitt for Sea the first

fleet that sailed from Phila."

That was the least war-like task Barry performed in the fight for freedom.

On 14 Mar 1776 he took command of the brigantine *Lexington* "with a determined resolution of distressing the enemy as much as in my power." Barry looked capable of "distressing the enemy" with bare hands. He stood six feet four with a well-knit frame. At dawn on 28 March, as the tiny *Lexington* stood down the Delaware, Barry scanned the water with gray-brown eyes that glinted humorously under dark brows. They'd probably have shone as brightly had he known that, lurking off the Cape, was "one of the handsomest ships-of-war" in the British Navy, the 44-gun frigate *Roebuck*.

Barry and the *Lexington* eluded the *Roebuck* with an ease that borrowed of the *Lexington's* speed and Barry's knowledge of the bay. Abreast Cape Charles on 7 April Barry spoke the British sloop *Edward*. "What ship is that?" demanded the *Edward*. "The Continental brigantine *Lexington*," Barry replied and opened fire.

In an hour-long running fight the *Lexington* subdued her smaller foe. "I have the pleasure to acquaint you,"

Saucy Jack wrote the Marine Committee, "that all our people behaved with much courage . . . We shattered her in a terrible manner as you will see."

Meanwhile a harassed British commander in the *Roebuck* sought the *Lexington*. He chased Barry several times and, probably chasing his own shadow, thought he had on other occasions. On 4 May the *Lexington* headed back for Philadelphia and ran afoul the *Roebuck* with two other frigates, the *Liverpool* and *Fowey*. Two of them gave chase, but Barry lost them in the shallows. The *Roebuck* thundered one of her guns at the fleeing *Lexington* from desperation range. Barry grinned as the shot fell short. "We'll return the compliment. Give him a single shot."

And one of the *Lexington's* four-pounders yapped in derisive farewell.

When the *Lexington* put back to sea on 17 May, she was better armed and manned, due mainly to the enormous new popularity of Capt. Barry. He lost no time enhancing the reputation.

The *Liverpool* patrolled the Delaware capes in search of Barry, whose name was enough to set the British skipper dancing in frustrated rage. Barry took advantage of the British obsession on 26 May. Sailing the *Lexington* and her consorts, *Hornet* and *Reprisal*, toward Henlopen, Barry spied the *Liverpool* and hove to.

The *Liverpool*, cleared for action, bore down on the three small vessels, who waited calmly as if for battle. Barry coolly measured the distance and ordered sail made. He led the frigate, flying heedless of everything but the chase, into shoal water and stood by in anticipation. Saucy Jack swore exasperatedly as he saw the *Liverpool*, finally aware of her peril, shorten sail.

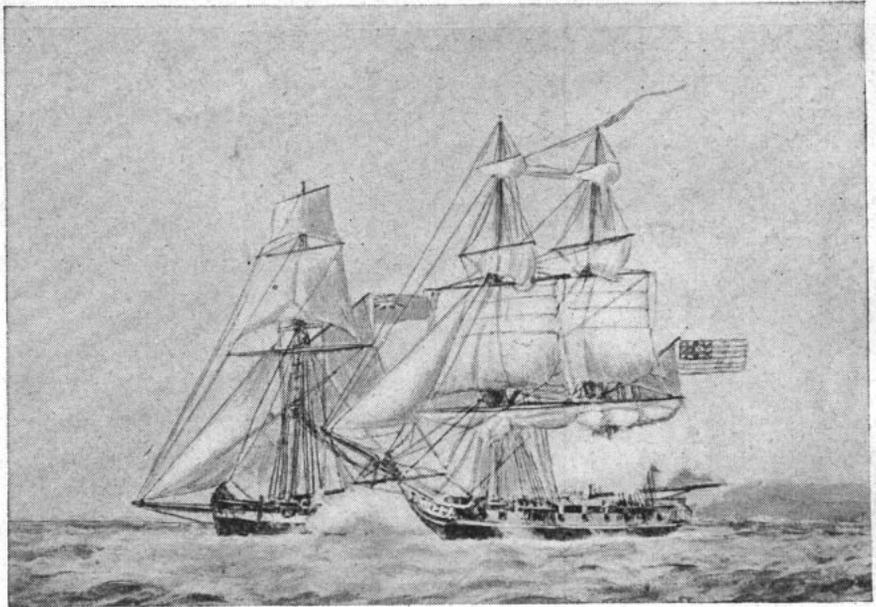
Barry was still cruising in the *Lexington* when word came to him of appointment as captain of the *Effingham*, a 28-gun frigate building at Philadelphia. But the *Effingham* never went to sea.

Relinquishing command of the *Lexington* at Philadelphia on 28 September, Barry saw the *Effingham* launched on 31 Oct 1776. Loafing in Philadelphia while the frigate fitted out held no delights for Barry. He cajoled a handful of privateersmen into marching with him to join General Washington's embattled forces.

Near the end of a bitter winter campaign Barry met Washington, who had a chore for the naval hero. He was to give safe conduct to a Hessian detachment with a surgeon and supplies for their wounded comrades, who were now in American hands.

With the completion of this task, Barry severed his connection with the Army after a month and a half of service. "What services I rendered," he later wrote, "is best Known to his Excellency & the Officers who then served under him."

Back in Philadelphia, Barry found the *Effingham* no nearer completion. He took time out to conduct a few



LEXINGTON, with Barry in command, harassed the enemy, enraged British skippers. Here she engages sloop *Edward*, took her at end of hour-long fight.

courts-martial as senior captain in the port, and to marry Miss Sarah Austin. On 25 Sept 1777, hardly three months married, Saucy Jack was ordered to take his unfinished frigate and another, the *Washington*, up the Delaware to White Hill, N. J. A British army threatened momentarily to overrun Philadelphia.

At White Hill on 28 October, with Philadelphia in British hands, Barry was instructed to scuttle the vessel. Furiously, he confronted the Navy Board. Questioning the wisdom of sinking the frigate, he told Francis Hopkinson, "That's ridiculous. . . No boats could possibly board us. . ."

"I prefer to take General Washington's opinion sooner than yours," Hopkinson replied curtly.

"I don't doubt it," Barry retorted, "but I happen to know more about a ship than General Washington and the Navy Board together."

Nevertheless, both the *Effingham* and the *Washington* were sunk and Congress demanded that Barry apologize. He never did.

This wasn't the sort of quarrel that Barry relished, and he hastened to find something in his own line. Saucy Jack didn't even need a ship—all he required was an enemy and the Delaware River was alive with British.

With the approval of Washington and Congress, Barry loaded two barges with volunteer seaman and slipped past Philadelphia in early February of 1778. Several days later Barry found the kind of action he

wanted. Shortly after noon of 7 March a lookout reported that two British transports, escorted by an armed schooner, were headed up river.

Mustering 10 men in each of seven row boats, Barry held them out of sight until the transports were opposite. Then, at his command, the boats swept out in midstream and quickly overwhelmed both craft. One, armed with six four-pounders, resisted briefly.

Now Barry was prepared for the greater quarry—the schooner *Alert*.

Megaphoning orders from deck of one of the captured transports, Barry advanced his boats toward the *Alert* and told his lieutenant how this thing could be accomplished. Not with "Currage allone," he explained afterwards, but with "a Grate dale of Art." The boats approached the schooner, which carried eight double-fortified four-pounders and 12 four-pound howitzers, under flag of truce.

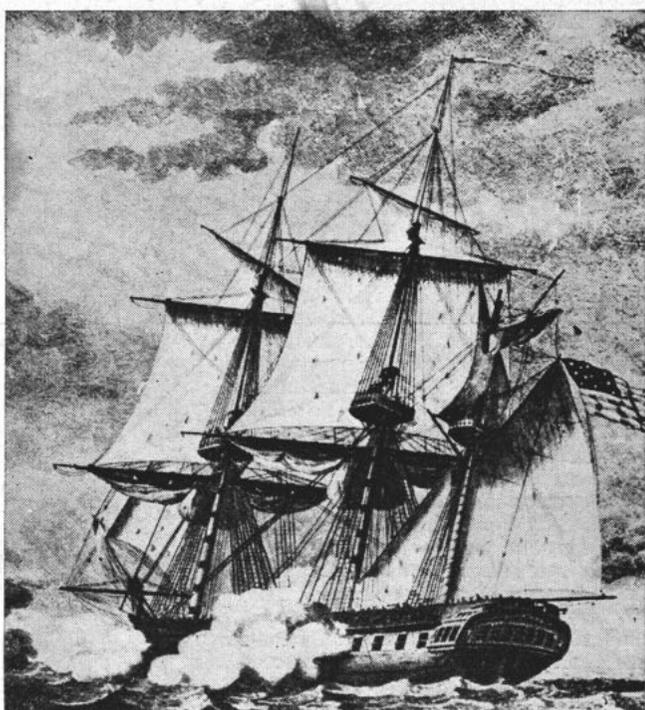
"Surrender at once," the officer told the schooner according to Barry's instructions, "or no quarter will be given."

They capitulated immediately, yielding the schooner, crew of 35, a company of artificers and three wives of British officers.

Pursuing British later forced Barry to abandon the *Alert*, bereft of cargo, personnel and guns—run aground at the river's edge. General Washington appreciated some delicacies Barry had removed from the schooner and told him so. "You will be pleased to accept of my thanks for the good things you were so polite as to send me, with my wishes that your suitable recompense may always attend your bravery."

Both British and Americans were quick to see Barry's value. A Tory emissary brought him a British offer of 20,000 pounds and command of a frigate, if he should abandon the

Gallant John Barry Won Commission No. 1 in New U.S. Navy as Reward for His Activities Against British in Revolution



FIRST U. S. NAVY officer, first ship—Commodore Barry was the first officer of the 'new' United States Navy, following the Revolution. The frigate *United States* was the first warship of the 'present' U. S. Navy and Barry's flagship in the West Indies.

cause. He refused with typical vigor and on 24 June 1778 arrived in Boston to assume command of the frigate *Raleigh*.

Capt. Barry had not been to sea for two years, but this was to be the shortest cruise of his career. He got under way on 25 Sept 1778 with a brigantine and sloop in convoy. At high noon the first day out two British ships, the *Unicorn* and *Experiment*, came up astern. Barry signalled the convoy to follow his example and fled northward, making all the sail he could.

At 0900 the next day he found his pursuers with him again. The *Unicorn* came within range at 1800 and Barry gave battle. The *Raleigh's* foretop mast toppled under British fire, putting her at the *Unicorn's* mercy with the *Experiment* fast closing in.

Firing at the flash of enemy guns, Barry fought off the *Unicorn* until midnight and the arrival of the *Experiment*. Now, with their foe shattered, the British ships stood off and awaited dawn and easy conquest.

But Barry wasn't finished. He ran the *Raleigh* aground on a barren island, put ashore all the crew except a small group and laid a powder train to the ship's magazine. The captain evacuated survivors to the Maine shore, leaving the sailing master to fire the frigate. That worthy failed of the mission and the battered *Raleigh* fell into British hands.

A court of inquiry found Barry "honestly acquitted," while the Marine Committee was told "perhaps no ship was ever better defended."

February, 1781, found Capt. Barry in command of the *Alliance*, 36-gun frigate and the finest vessel left to the

tiny American Navy. In the *Alliance* Barry carried Col. John Laurens and Thomas Paine to France and later, after the victory at Yorktown, took Lafayette home. Saucy Jack succeeded in sandwiching some stirring actions into these dull voyages.

Under way from the Newfoundland Banks to Boston, the *Alliance* fell in with two small British craft under circumstances as exasperating as a meal time fire drill. The strangers were sloops-of-war, the *Atalanta* and *Trepassey*. The *Atalanta* carried 16 six-pounders and the smaller *Trepassey* had 14 six-pounders.

They came upon the *Alliance* near dusk and, although neither was a match for the larger American, gave chase in a light breeze. At dawn the breeze died and left pursuers and pursued becalmed about three miles of mirror-smooth water apart.

Barry took skillful advantage of vagrant puffs of wind and narrowed the gap to hailing distance. "What ship is that?" he demanded of the nearest Britisher from a perch in the mizzen shrouds.

"The *Atalanta* sloop-of-war," was the reply, "in the service of his Britannic Majesty, Captain Edwards commanding. And you, Sir?"

"This is the Continental frigate *Alliance*, in the service of the American Congress, John Barry commanding. I would advise you, Captain Edwards, to haul down your colors."

"Thank you, Sir, perhaps I may—but not until after a trial."

Barry promptly opened with a broadside—but the British sloops did not intend to lie under the heavy guns of the *Alliance*. Breaking out sweeps, the light vessels rowed to po-

sitions astern of the *Alliance*—one under each quarter—and began to fight on their own terms.

From almost cuspidor range, the *Trepassey* and *Atalanta* raked the *Alliance* fore and aft with six-pound shot, grape and musket balls. "No part of our ship escaped the Fury of their Shott," Barry said. "We were very much shattered in our Rigin, Spars and Sails."

As the hot, breathless afternoon wore on, the *Alliance* answered the constant fire as best she could with the one or two after guns that would bear. Barry fell with a piece of grape shot in the shoulder and, weak with loss of blood, was taken below. Casualties were heavy and the *Alliance* seemed doomed.

When a chance shot carried away the colors, the British broke into premature cheers. A new ensign hastened aloft and the battle continued.

An agitated lieutenant scurried to the cockpit, where Barry's wounds were being dressed, and gasped, "I have to report the ship in frightful condition, Sir . . . Have I your permission to strike our colors?"

Barry bellowed in his rage. "No, Sir!" He struggled to his feet. "If the ship cannot be fought without me, I will be brought on deck. To your duty, Sir."

The captain's outburst invoked the breeze. Now it freshened and the *Alliance's* tattered canvas billowed. She swung slowly around until the starboard broadside bore upon the enemy.

Fourteen 12-pounders crashed. The *Trepassey* struck.

They thundered again. The *Atalanta* struck.

It was 1500, three hours since the

Navy Musicians in the 1800s

"Music has its charms," so the old adage goes. However, the sweet strains that emanate from the present-day instruments and orchestras are a far cry from the days when bands and music were just subjects of idle talk among the men of the naval service.

The first recollection of a navy band was back in 1802 in the Italian port of Messina.

A group of musicians was invited to play aboard ship. That was the last they saw of the shore line for awhile! The sailors liked their music so much that they forgot to tell the musicians the ship was getting under way.

In 1812, the American frigate *United States* acquired an 8-piece band of French-Italian musicians who had enlisted aboard a French ship but were captured by the Portuguese and taken to Lisbon. Here they signed on the British warship *Macedonian* which was captured by the Americans, and the band wound up playing "Yankee Doodle" on the decks of

the famous American ship *United States*.

The first known Navy band was shipped aboard the *Constitution* in 1827, although William Raymond enlisted at Norfolk, Va., as a musician in 1820 and received 10 dollars per month for his efforts.

On 31 Aug 1826, John Page had his rating changed from seaman to Master of the Band, and on the following 1 September, William Tuton changed from ordinary seaman to musician. These events happened aboard the *Constellation*.

Drums have always been one of the mainstays aboard ship as far as music is concerned, but during a battle Capt. James Lawrence, decid-

ing that drums did not make enough noise, used his bugler for making routine calls.

The smart gestures of the modern drum major were handed down to us by the seamen of the early days who would march along shouting and waving their arms to express their exuberance after a victory.



diversion allowed the *Duc de Lauzun* to slip away to safety.

That engagement ended Capt. Barry's fighting career at sea as well as the war for independence. Only three days after the *Alliance* dropped her hook off Newport, R. I., word reached America that a treaty of peace had been ratified.

Saucy Jack remained a battler and a seaman, however, until his death in 1803 at his Strawberry Hill estate near Philadelphia.

An ardent supporter of the newly-drafted Constitution, Barry was

ringleader of a handful of men whose bold action resulted in Pennsylvania's ratification of the document. On 29 Sept 1787 the State Assembly—unable to round up a quorum—prepared to adjourn without calling a convention to ratify the Constitution.

Barry led the group of patriots to the lodgings of the key absentees. "You're wanted at the State House," Barry announced, "and we are here to honor you with an escort." They frog-marched the reluctant legislators to the Assembly and deposited them there.

When the United States again found a fighting naval force requisite to peace, President Washington called on Barry. On 5 June 1794, with six frigates building for the new U. S. Navy, Barry was appointed senior captain.

Washington issued Commission No. 1 to John Barry on 22 Feb 1797:

"I, George Washington, President of the United States, reposing special trust and confidence in your patriotism, valor, fidelity, and abilities . . . appoint you Captain in the Navy of the United States, and Commander of the Frigate called the *United States*; to take rank from the fourth day of June, one thousand seven hundred and ninety-four."

Thirty-thousand—almost the entire population of Philadelphia—turned out to see Barry command the *United States* at her launching. She was a fitting flagship for the Commodore, a courtesy title Barry carried until his death.

Together the *United States* and "gallant Barry," in the words of a contemporary opera, were "by all Columbia's sons ador'd."

first shot. In his cabin Barry awaited the skipper of the *Atalanta*. He took the proffered sword and handed it back. "I return it to you, Sir," Barry said. "You have merited it, and your king ought to give you a better ship."

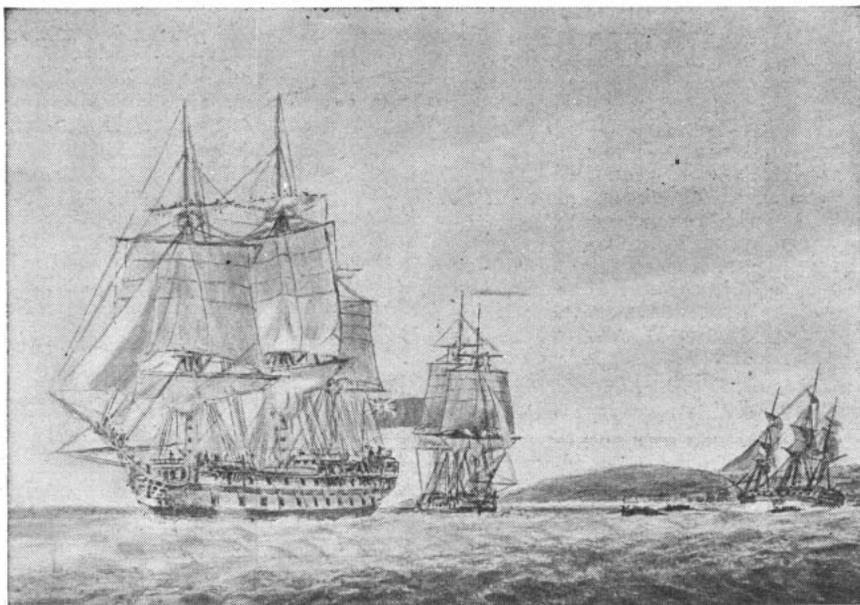
Back in Boston, where the overdue *Alliance* had been given up for lost, Barry and his ship received a gala greeting. Barry recapitulated losses for the Navy Board—five killed and 22 wounded in the *Alliance*, five killed and 15 wounded in the *Atalanta*, six killed and 10 wounded in the *Trepassey*.

During his sixth Atlantic crossing in the *Alliance*, Barry fought the final naval action of the Revolutionary War in March of 1783. He was convoying the 20-gun *Duc de Lauzun* from Havana to Philadelphia with 72,000 Spanish dollars in Continental funds.

Three days out of Havana two of His Majesty's frigates and a sloop-of-war, warned of the specie shipment by their spies in Cuba, charged the convoy under full press of sail. Unable to elude the British because of the dull-sailing *Duc de Lauzun*, Barry engaged the closest pursuer to protect the public money in the consort.

His foe was the *Sybil*, a 28-gun frigate. She swept down on the *Alliance*, blazing away with a bow gun, but Barry held his fire until the frigate was within pistol range. Then, at 1150 Saucy Jack passed the word. A smashing broadside carried away the *Sybil's* foretop mast. Subsequent shot brought down her main and foretop gallant studding sails.

After 40 minutes of close fighting, the *Sybil* sheered off—her consorts never had joined the battle—alarmed at the approach of a French ship-of-the-line, the 64-gun *Triton*. Barry surveyed his damage, found it slight and invited the Frenchman to help him chase the fleeing British threesome. The chase was unsuccessful, but the



BARRY, in the *Raleigh*, fought night battle with English ships, *Unicorn* and *Experiment*, ran his ship aground in attempt to save her from the enemy.

BOOKS: EXPLORATION AND SEA POWER TIMELY SUBJECTS

THE literary mercury appears to be just about as tall as the temperature of current news—approximately bulb-high on a tall thermometer. The public prints were still inked up over Navy explorations in Antarctica and Army exercises in the Arctic, when publishers hit the market with two volumes that leave Fahrenheit enough degrees to stock a Harvard faculty.

One of them, an unusually timely book, concerns exploration almost entirely. The other, a snow-clad novel, frostily details adventures in a clime where even pocket handkerchiefs should be fur-lined. Frigid ligidure, that is.

Navy book reviewers, marooned in the icy fastness of BuPers, blew on their fingers and found . . .

Early Explorers

● **"Great Adventures and Explorations;"** edited by Vilhjalmur Stefansson; Dial Press.

A Greek, Pytheas by name, won himself a reputation in 330 B. C. as a teller of tall tales on the basis of the first recorded Arctic exploration. Stefansson, explorer and writer who turns his hand to editing and commenting with this book, is inclined to believe Pytheas actually made the trip but doesn't think it important whether he did or not. If he didn't go himself, Stefansson points out, the account was so accurate Pytheas must have heard it in Scotland and thus the Scots investigated the Arctic many years before Columbus.

Stefansson's book includes the re-

port of Pytheas as well as other voyages that have added to man's knowledge of the world he lives in. It is an outstanding collection, demonstrating Stefansson's talent as a historian as well as explorer.

His work uncovers a stirring Maori sea chanty that tells how these Polynesians sailed across the Pacific long before such a voyage occurred to Europeans. He analyzes a Chinese legend which seems to indicate that Chinese found America while Columbus was a gleam in history's eye.

Phoenicians circumnavigated Africa thousands of years earlier, but the Portuguese first proved to western peoples that life could exist below the equator. Original narratives, assembled by Stefansson, relate these trips and many more—those of Brendan, Erik the Red, Pizarro and Orellana in South America, Parry and Peary at the North Pole, Cook, Shackleton, Scott and Amundsen at the South Pole.

Life in Greenland

● **"White Man"** by Peter Freuchen; Rinehart and Company.

There is a touch of Conrad in this unusual story of men and women who choose a fighting chance of survival in a bitter, new world to rotting in prison. It is the story of Karen Bro and Peter Haseman, no ordinary members of a colony of criminals and derelicts sent by the Danes in the early eighteenth century to populate Greenland.

Peter, clever but unwise and in love with independent Karen, found his quick temper unsuited to army life. Tried for desertion, he is flogged and imprisoned. Despite Karen's aid his jailbreak attempt fails and both are sentenced to life. Their hopeless position is remedied when the king sees Peter save the life of another prisoner. They find themselves—married by Peter's conniving—among a group chosen for deportation.

Prison left its bitter stamp upon both, but in Greenland they win acceptance by the Eskimos, whose company they prefer to that of fellow deportees. Thus Peter Haseman, the feared and embittered ex-convict, becomes Peeta the Wizard among the Greenlanders.

Sea Power

● **"Statesmen and Sea Power"** by Admiral Sir Herbert Richmond; Oxford University Press.

Sir Herbert launches this book with a statement that war is not a matter for admirals and generals. Fleets and admirals, armies and generals are merely weapons in the hands of statesmen. The Admiral proceeds to set forth a broad outline of the manner in which Great Britain's statesmen

have handled sea power from the Elizabethan period to the present.

Sea power, as defined by Sir Herbert, is that form of national strength which permits a nation to send armies and commerce across the waters and prevents an enemy from doing the same. Material elements of sea power, he explains, are fighting instruments able to overcome whatever resistance an enemy may make to the movement of troops and trade across the sea as well as close the ocean to him; positions from which fighting instruments can be maintained and from which they can readily reach the scene of operations, remaining for as long as needed; and transport equipment for carrying troops and trade.

Variety of Reading

In addition to the three books reviewed above, the following volumes also are being sent to ship and station libraries:

● **"The Magic of Numbers"** by Eric T. Bell; Whittlesey House.

For those curious about mathematics the story behind numbers is entertainingly told.

● **"Ole Miss"** by Nash Buckingham; G. P. Putnam's Sons.

More tales about wild fowl hunting and hunters by the author of *Tattered Coat and Game Bag*. Sportsmen will thrill to these accounts of a day when the Mississippi marshes teemed with wild geese and ducks.

● **"Stranger than Truth"** by Vera Gaspary; Random House, Inc.

Things begin to happen when John Ansell, new editor of *Truth in Crime*, stumbles on an unsolved mystery. It's another effective story with an original twist by the author of *Laura*.

● **"Not So Wild a Dream"** by Eric Sevareid; Alfred A. Knopf.

The CBS foreign commentator, in a highly personalized account, gives his reactions to life and war at home and abroad.

● **"New Guinea Headhunt"** by Caroline Mytinger; The Macmillan Company.

Two irrepressible females invaded New Guinea wilds, armed with a paint brush. Herewith their trials and triumphs.

● **"The Quarry"** by Mildred Walker; Harcourt, Brace & Company, Inc.

Lyman was a young boy when his brothers went off to war. He wanted in the fight when a brother was killed, but was turned down. In fact, all his life things don't quite come off as he wants, but he accepts fate and stays with family business. Setting? Vermont. Story? Better than average.

● **"Walls of Jericho"** by Paul Wellman; J. B. Lippincott Company.

Action and excitement in a novel of the early 1900s. The scene is Jericho, Kans., where a beautiful but scheming woman turns her husband against his best friend with serious consequences.

● **"Command Decision"** by William W. Haines; Little, Brown & Company.

Tense, dramatic yarn of an Air Forces commander who "sweats it out" when he sends his Fortresses over Germany to finish Operation Stitch.



BITTER CHOICE of the principals in Freuchen's novel is life in prison or else to fight for survival in Greenland.

'LOYALTY TO THE SERVICE'

Motto: "Do the duty that lies nearest thee."—Carlyle

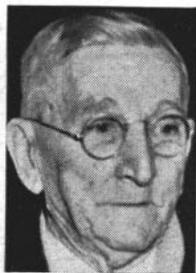
Lee said, "Duty" is the sublimest word in the English language." This truth cannot be too strongly impressed upon the officers and men who now compose our navy. It should be the text of addresses, the note struck in season and out of season, the thread running through all writings, the base of all instruction. In our early years the idea of duty does not appeal with the force acquired by experience, for youth is slow to accept the sacrifice it so often involves, loath to agree to the suppression of self, reluctant to acknowledge another's authority without question. Then we do not see why our men, just when we are preparing to excel our neighbor, should be diverted to any other duty, even for the purpose of benefitting the men or the service. Service is not then spelled with a capital S. That comes later, along with that other truth that there are no little duties. The passing years teach us that seemingly little duties are always big with possibilities, with what they lead to, with the part they invariably play in the formation of character. Duty, we learn, does not admit of degrees of comparison. It is absolute.

The average age of the enlisted men who went on the battleship cruise around the world was 23. Seventy per cent of the line officers of the navy are under 30 years of age. Ours is a young navy with not only the many virtues but some of the faults of youth. Among the latter must be included proneness to emphasize the individual

Oldest Club Member

William W. Smith, of Washington, D. C., who made a round-the-world cruise on the Sloop of War *Swatara* before the Spanish-American War, is the oldest member of the Navy Club—and one of the club's newest members.

The 80-year-old Navy veteran, who was discharged in 1890, recently joined the Washington Chapter, Capital Ship. The day before he



William W. Smith

Smith said in giving his reason for enlisting in the Navy in 1888.

became affiliated with the Navy Club, the white-haired oldtimer was presented to SecNav James Forrestal and Fleet Admiral Chester W. Nimitz, CNO, in a ceremony at the Navy Department.

"I wanted to see the world,"

Ambition for The Fleet, Submerging Desires for Personal Gain, Should Be Watchword of Those Who Would Make It Great

at the expense of the group; to overlook the fact that, unless the parts—the units—be subordinated as well as coordinated, that which should be the prize sought, the success of the organized whole, will be lost. In our proper and commendable eagerness to excel with the particular gun, ship, division, or squadron, there is a danger of forgetting that this ambition, to obtain its best effect, must have as an ultimate aim the efficiency, not of the unit but of the whole; not of the ship but of the fleet. This spirit, this broader outlook, should be the spirit of the service guiding every wearer of the uniform in all that he does, from the latest recruit to the commander-in-chief. Brilliant as were the exploits of Hull and Decatur they were far outweighed in importance and far-reaching effects by those of Perry and Macdonough. Single ship actions alone can never succeed in gaining that command of the sea without which no victory can be complete, no peace be secure.

If Landais had been impressed with this idea, and been animated by an ambition for the fleet, the task of John Paul Jones off Flamborough Head would have been easier, his exploit less costly. The only incident that marred the Battle of Lake Erie and the glory that followed it was the failure of Elliott to throw his whole energy to the support of Perry, a failure that nearly lost the battle. Napoleon's success in his early campaigns was due in great measure to the loyalty of his marshals, to their untiring devotion to the one idea, the grand strategy of the army, not the restricted movements of the division or corps, and it was not until Grouchy failed him that his downfall occurred, and Waterloo became a synonym for defeat. If the gallant Custer had confined his movement to a reconnaissance, as ordered, the expedition against Sitting Bull would not have ended in disaster for Custer the junior but in a victory for Terry the senior, and for the service. This same battle furnished the spectacle of a mistake within a mistake when Reno neglected to render prompt aid to his doomed leader. Rear Admiral Mann brought disgrace upon himself and grave danger to Jervis, when, disregarding his orders, he abandoned the latter in Corsica and sailed with his division for England. Bruce, in his *Life of Lee*, referring to the defeat of the Southern Army at Gettysburg, asserts that the most distressing feature after all was that it revealed Lee's entire lack of a

lieutenant upon whom he could rely for the prompt and skillful execution of his plans.

History shows that a great majority of the important defeats were due to failure on the part of some one to measure up to the standard that forbids self-glorification, and demands devotion and loyalty to the service, singleness of purpose, forgetfulness of self.

A few years ago an article in the *Proceedings* related the story of a remarkable rescue at sea—a rescue due to the persistence with which the sergeant of the guard reported a cry for help. His report was ignored at first as absurd, an idea due to the conditions of place and weather, but was finally heeded and the search that followed resulted in the rescue of a man from a drifting spar. The sergeant's strict and thorough performance of duty in the face of discouragement, at a time, when, if ever, laxity might have been forgiven, was the result of early training that exacted unflinching attention during sixty minutes of the hour and faithful obedience of orders under all circumstances.

It would help if we could always have before us Earl St. Vincent's maxim, "The whole of discipline is contained in the one word 'Obedience,'" that word to mean not only a carrying out of orders but loyalty to the spirit of authority, a ready and hearty compliance with the wishes of the senior, energy in "forwarding the general object to which the officer's particular command is contributing." It was Napoleon's belief that the soul of an army is an honest attachment of all its parts to their leader. A remembrance of this maxim as well as that of St. Vincent would check the loose talk and harsh criticism sometimes indulged in by officers, talk that is sure to be regretted in later years when they will be more inclined to obey the injunction of King Henry VI to

Now join your hands, and with your hands your hearts,

That no dissension hinder government.

A Timely Subject

Fleet Admiral Chester W. Nimitz, USN, CNO, has made available to the editors of **ALL HANDS Magazine** this article for the attention of all members of the naval service. The subject matter is as timely today as when it appeared originally in the *Naval Institute Proceedings* in 1915. The author was Rear Admiral (then Capt.) George R. Clark, USN, now deceased.

SPOTTING

THE TIME is not far off when a commanding officer can request his enlisted personnel by rate and Navy job code as indicated on his command's personnel allowance. He'll get what he wants, too.

No longer will the skipper, when in need of a diesel propulsion engineer with auxiliary experience, request a MOMM1, then bow his head in prayer that the man he gets will be able to operate the Fairbanks-Morse (opposed piston) diesel on the ship.

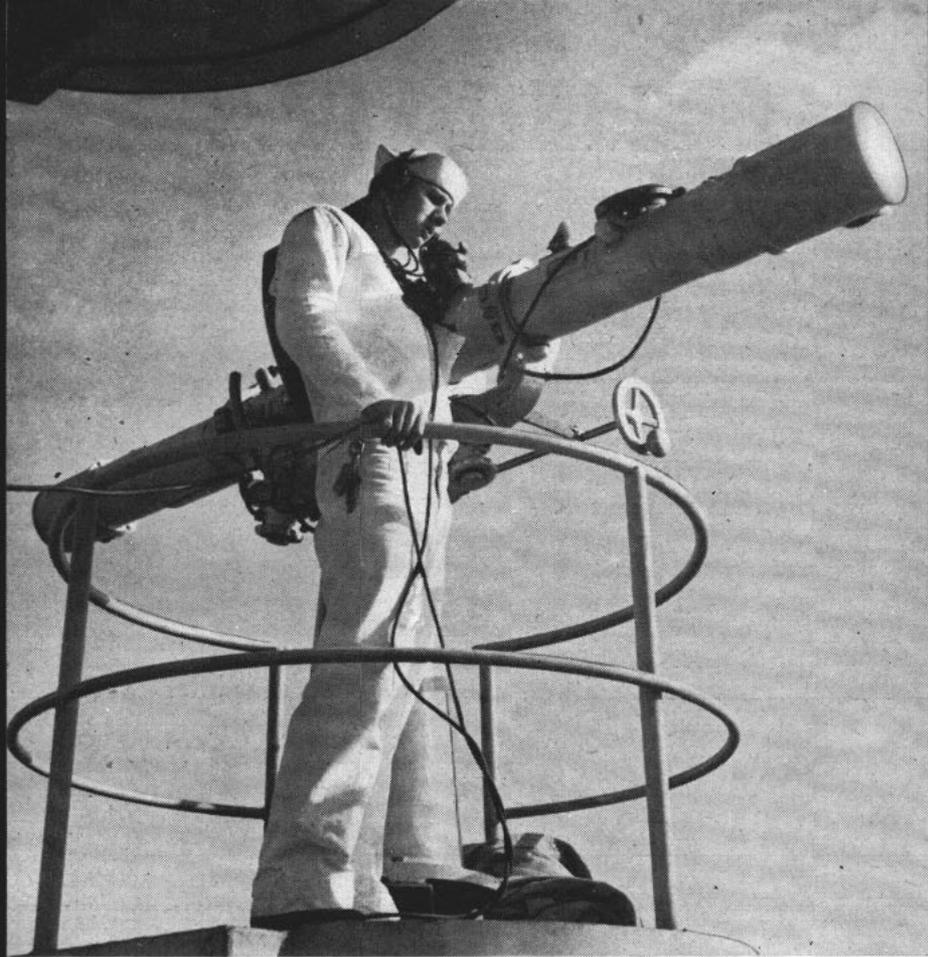
Instead, under the Navy job coding system prepared by the Enlisted Classification Section of the Bureau of Naval Personnel and now effective throughout the Navy, the skipper will request a MOMM1, coded 35241, and he will get a man who "operates and performs operating maintenance on Fairbanks-Morse diesel engines used for ship's main propulsion," in the words of the code. This code, in brief, will classify every man in the Navy as to experience and ability.

Under the system, the commanding officer can be reasonably assured of receiving personnel qualified to perform the duties of the job for which they were requested. However, there is a hitch, and that is where the system becomes a matter of interest to every man in the Navy.

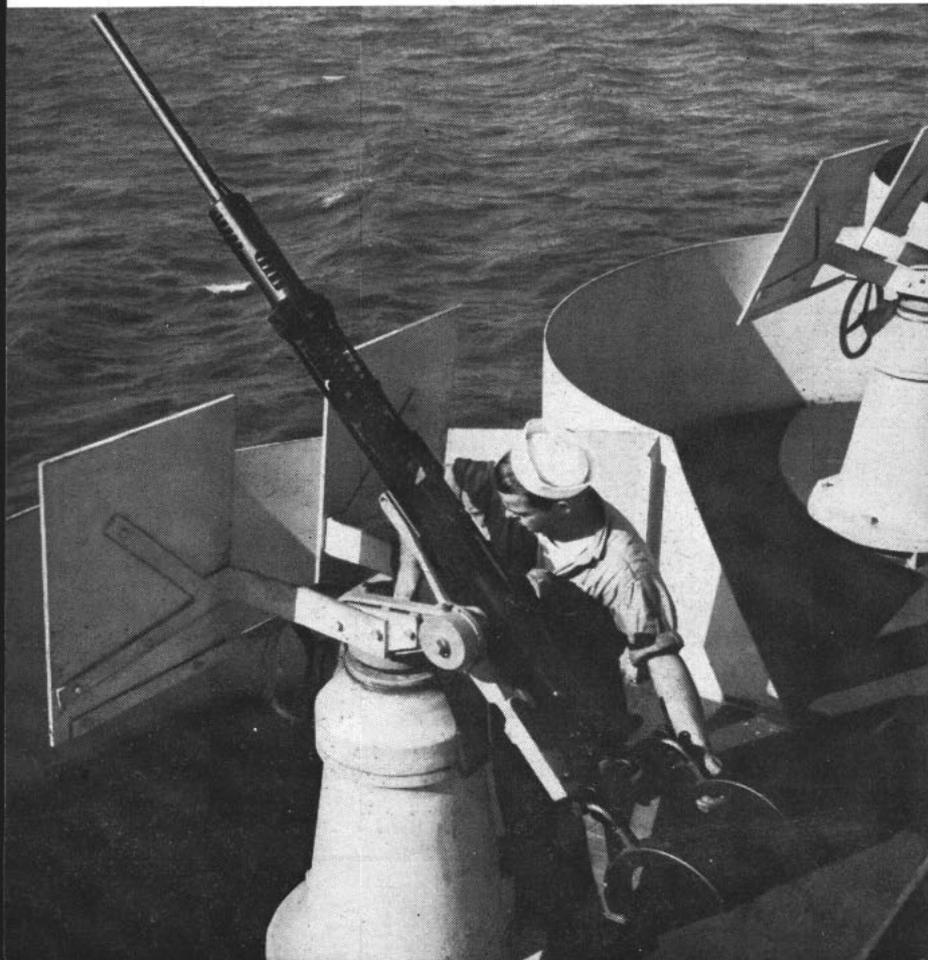
Just suppose the commanding officer of a heavy cruiser is in need of a gunner's mate for his 8-inch battery. There is no man on board qualified for this job. The skipper forwards a request to his fleet detailing authority for a GM2 coded 14413-23 (Gunnery Maintenance Man, 8-inch, 55 cal. turrets-Heavy Cruiser). Further assume that you are a GM2 with about a year's experience on .30 cal., .50 cal., and 20 mm machine guns and with a year and a half's experience with 5-inch 38 cal. mounts without automatic hoists, on a heavy cruiser. Through careless coding you have been assigned a code of 14413-23 instead of the code 14422-23 (don't let these numbers bore you—they're the peg on which hangs your active future in the Navy). You should have received the latter code in view of your experience.

So, having been assigned an inaccurate code you are liable for assignment to duty requiring experience and skill which you do not have. In this case it can readily be seen that you, as a GM2 (14413-23), could be assigned to this heavy cruiser requesting such a rate and code. You might be able to scrape through due to previous knowledge you had acquired on your last ship, but the chances are you would find yourself on a job which you knew nothing, or very little, about. A most uncomfortable situation at best.

This is the reason why each man should be aware of the code or codes assigned him. He should know its



JOB CODES peg a man exactly for a job. The talker is a Coincidence Range-finder Operator. The man with the gun is more than a gunner's mate. He's also a maintenance man. Under the code, specific jobs call for specific numbers.



THE RIGHT MAN IN RIGHT JOB

meaning, the job it covers and the procedure for requesting a change if he considers it inaccurate or not current.

If, after proper consideration, you feel that the Navy job code assigned you is inaccurate or is not current, it is strongly recommended that you request reconsideration of your code by your division officer. He is in an excellent position to evaluate your experience and skill as evidenced while you have worked in his division. He has access to the Manual of Navy Job Classification and can readily correct any inaccuracy that may exist, or can explain to you why the code you now carry is the correct one.

Accurate and current coding of all enlisted personnel will work to the advantage of every man concerned. As you attain new skills it will benefit you to see that you are coded to indicate that fact. Don't feel that the code presently assigned you is just a number. It represents a job and you are expected to be fully qualified for any Navy job identified by the job code assigned you.

Know your Navy job code title and number from memory. In this way you can readily determine its correctness when it is entered on any orders or correspondence concerning you by name. This will assure you of more accurate detailing to new duty or more intelligent consideration of requests for shore duty, school programs or change of present duty. Further, by knowing and understanding your Navy job code title and number, you will be in a position to evaluate your current qualification in light of the code presently assigned and will be sufficiently informed to request a new number when you have acquired the necessary skill to do so.

This job classification business isn't something new to the Navy. It has grown more complex with the passage of the years but job classification is as old as the Navy itself. Back in the days of sail, about all the skippers had to worry about was a system designating enlisted men as apprentices, ordinary seamen, able seamen, boatswains, carpenters—plus some guys handy with guns and musket to repel boarders and, in turn, to do a little boarding of their own.

When the *uss Fulton* was launched in 1815, as the first Navy steamer, and started the displacement of sailing ships, job classification for the service started getting more complex. The Navy started needing men who could stoke a boiler.

The transition from sail to steam was slow and the job classification system advanced at a like pace until World War II. The system remained fundamentally unchanged following World War I. The advance made in the field of naval aviation and radio necessitated some expansion in the

rating structure but no change was made in the method of classifying enlisted Navy jobs.

The unprecedented expansion from approximately 75,000 men in 1938 to roughly 3,500,000 in 1943 soon revealed the inadequacy of the rating structure as it then existed.

Early in 1943 the Enlisted Classification Section (Billet Analysis) of BuPers began an extensive analysis of all Navy jobs. This analysis was necessary to provide information to assign a definite title and numerical code to each of more than 800 Navy jobs. The code had been found to be the only means whereby sufficient flexibility and complete identification could be obtained within the Enlisted Navy Job Classification System.

In June 1945, the job analysis had been completed to a degree that permitted the issuance of a preliminary draft of the Navy Job Classification Manual.

The Manual of Enlisted Navy Job Classification (NavPers 15105) was issued to the service on 15 Jan 1946. BuPers Circ. Ltr. 364-45 established its use and the present enlisted job classification system was then in effect on a Navy-wide basis.

The manual provides a workbook from which the assignment of a standard title and five-digit numerical code to each enlisted man in the Navy is made. It lists all major jobs found on ships and stations throughout the naval establishment. Through the assignment of these titles and codes a more refined detailing of enlisted per-

sonnel in terms of individual skills and the requirements of jobs to be filled is being realized.

Under this system every enlisted man is assigned a title and code indicative of the Navy job he is best qualified to perform. The code numbers, together with the man's rating, positively identifies him with relation to the job skill he possesses.

There are four basic elements to this phase of the system:

- **NAVY JOB DEFINITION.** Accompanying each job listed in the Manual of Enlisted Navy Job Classification is a brief definition of the job. This definition is not a complete analysis of all tasks involved. Rather it is intended to indicate those significant aspects of each job which make it different from all others.

- **NAVY JOB TITLE.** Each job definition carries a job title which identifies the particular job definition from any other.

- **NAVY JOB CODE.** Accompanying each Job Definition and Job Title is the Job Code for that particular job. This numerical code of five digits is the final identifying symbol and is to be used in orders, service records and correspondence concerning enlisted men by name.

- **SERVICE TYPE CODE.** This two-digit code accompanies the Job Code to identify the major ship or shore station type where the man acquired the skill indicated by the Navy Job Code assigned him.

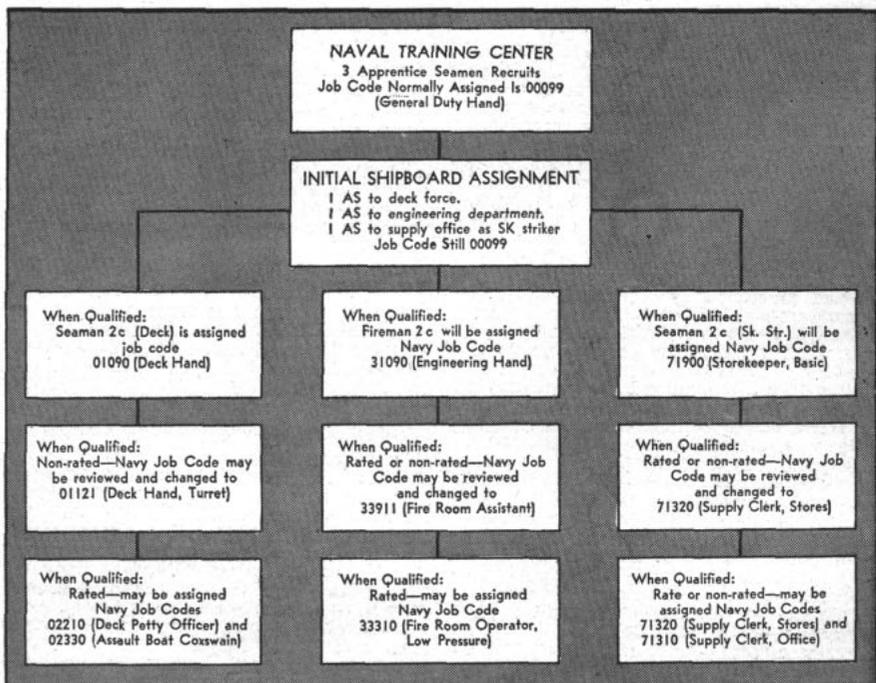


CHART SHOWS progress of man from training center to experienced specialist ratings. Job, qualification, code number and classification are listed.

Aviators' Bonus

SIR: Paragraph (b) of Alnav 455-46 stated that officers recalled to active duty were entitled to repayment of A-V(N) lump sum bonus if they had been checked for same originally upon recall. Reserve aviators transferring to usn under BuPers Circ. Ltr. 288-45 would then receive this bonus if they had been on inactive duty while awaiting approval of their transfer request. Has any ruling been made to allow the collecting of this bonus by those aviators who remained on active duty while awaiting transfer?—L. F. C., Lt., USN.

• No.—Ed.

Caliber, NOT mm.

SIR: I would like to correct one of your answers to "Quiz Aweigh" in ALL HANDS, November 1946. The standard armament of a PB4Y-2 is 12 .50 caliber (not, as you said, 50 mm.) machine guns mounted in six twin turrets.—J. P. M., Ens., USNR.

• Go to the head of the class, ensign.—Ed.

Rates in the Reserve

SIR: I was discharged 31 Aug 1945 as SK1. If I were to enlist in the Naval Reserve, would I be able to retain my rate that I held at the time of my discharge?—C.M.R., ex-SK1.

• Yes. For full information inquire at the nearest Naval Recruiting Station.—Ed.

Credit for ATR 31

SIR: In the article "Tugs O' War" (ALL HANDS, November 1946, p. 14) you described the rescue of uss Lamson (DD 367) during the Ormoc Bay landing 7 Dec. 1944, and attributed it to ATR 32. I was CO of ATR 31, which performed the rescue mission you referred to. I request a correction be printed in ALL HANDS.—M.A.H., Lt., USN.

YP 348 and Cabrillo

SIR: Can you tell me the commissioning and decommissioning dates of the YP 348. A friend of mine, also a Navy man, claims that the ship was never commissioned in the Navy. Did it have a name?—C.L.H., ex-USN.

• The YP 348 was commissioned 9 Apr 1942 and decommissioned 8 July 1946. During her commission she was known as uss Cabrillo.—Ed.

'Many Thanks'

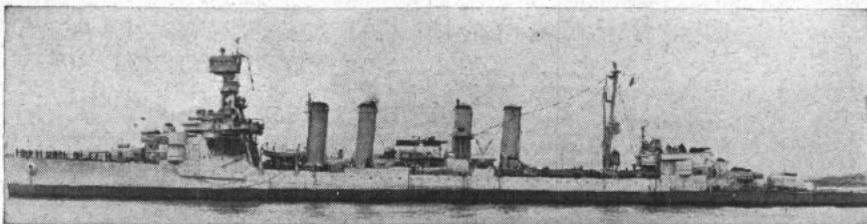
SIR: I expect the Navy's bureaus receive thousands of letters every day. And I'll bet they're all claims, special requests and complaints. This is a fan letter.

During my six-year hitch and tour in SoWesPac I guess I did my share of cussing the "goldbraid" in Washington; I felt a little cynical about the speeches and the congratulations and the promises of privileges for vets.

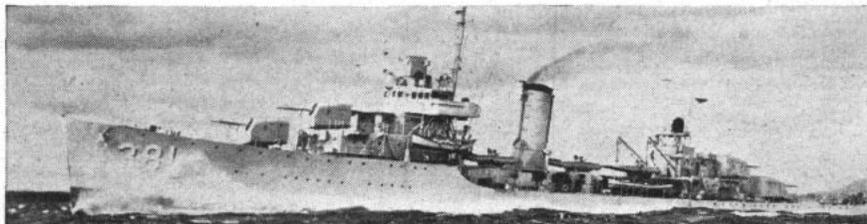
Yesterday I received my leave bond. Right now I want to take time out to say thanks. It seems the GI Bill of Rights and its promises are being kept. When I returned to civilian life—there was a place for my wife and me to live. Then the mustering out pay—when I really needed it. A chance for a free education. An outpatient hospital service and dental treatment, free of charge. Between my working shifts in resort hotels, Uncle Sam was right there again with 20-a-week to help out. Now a nice little nest egg in the form of the best security I know—a government bond.

These are some of the things I took advantage of, and for which I'm grateful. To my government, my people, and to the officers and employes of the Navy and the Administration, many thanks.—C.W.K., ex-CRM.

MARCH 1947



USS OMAHA—She took part in capture of ship with valuable cargo.



USS SOMERS—Her crew may share in salvage bounty.

Salvage Money

SIR: In August or September of 1941 I was serving aboard uss Omaha when it captured the German ship Odenwald with a cargo of \$3,000,000 in rubber tires. The captain told us that the ship and cargo would be sold and the money divided among our crew. Can you give me any information on this?—W.H.W., ST1, USN.

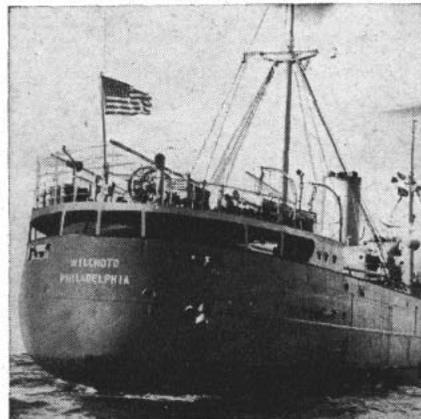
SIR: I served aboard uss Omaha on 11 Oct 1941 when we salvaged the German motor ship Odenwald, disguised as the Wilmoto from Philadelphia. We captured the ship and 69 German prisoners. There were 45 of us in the crew and all but seven received the next highest rate for helping salvage the ship. The other seven received letters of commendation from SecNav. Am I authorized to wear the letter of commendation ribbon?—R.W.W., CBM, USN.

• You salts both refer to an incident in the Atlantic 5 Nov 1941 when uss Omaha (Cl 4) and uss Somers (DD 381) sighted a ship identified as the Odenwald. A boarding party was called away and the German crew immediately abandoned their ship. Survivors were picked up and the Odenwald was taken to San Juan, Puerto Rico.

Under an act of 3 Mar 1899, prize money was abolished for the U.S. Navy. But the Odenwald was abandoned when the boarding party arrived and the operation became one of salvage, and under the unusual circumstances of the case the crews of both U.S. ships may share in a salvage award. When the litigation is concluded the crews then aboard Omaha and Somers will be informed of the court's decision.

As for the chief's question: No, you don't rate the commendation ribbon for the letter you speak of. Alnav 11-44 (NDB, Jan-June 1944) states in part, "All personnel of the Navy, Marine Corps, and Coast Guard who have received an individual letter of commendation signed by the SecNav, the Commander in Chief, U.S. Fleet, Commander in Chief, U.S. Pacific Fleet, or the Commander in Chief, U.S. Atlantic Fleet, for an act of heroism or service performed between 6 Dec 1941 and this date are hereby authorized to wear the Commendation Ribbon. All personnel of the above services who shall hereafter receive such a letter of commendation signed by the Secretary of the Navy or one of the above named Commanders in Chief are authorized to wear the Commendation Ribbon provided such letter contains in the text such authorization signifying the desire of the issuing officer to accord this privilege."

Since your letter of commendation was presented prior to 6 Dec 1941, you are ineligible to wear the ribbon.—Ed.



ODENWALD—Stern view of German ship shows American flag and false name.

You Pay Her Way

SIR: Does a man who gets married rate travel allowance for his wife from place of marriage to his home port or duty station?—J. A. F., BM2, USN.

• No.—Ed.

Ensign Rank in CEC

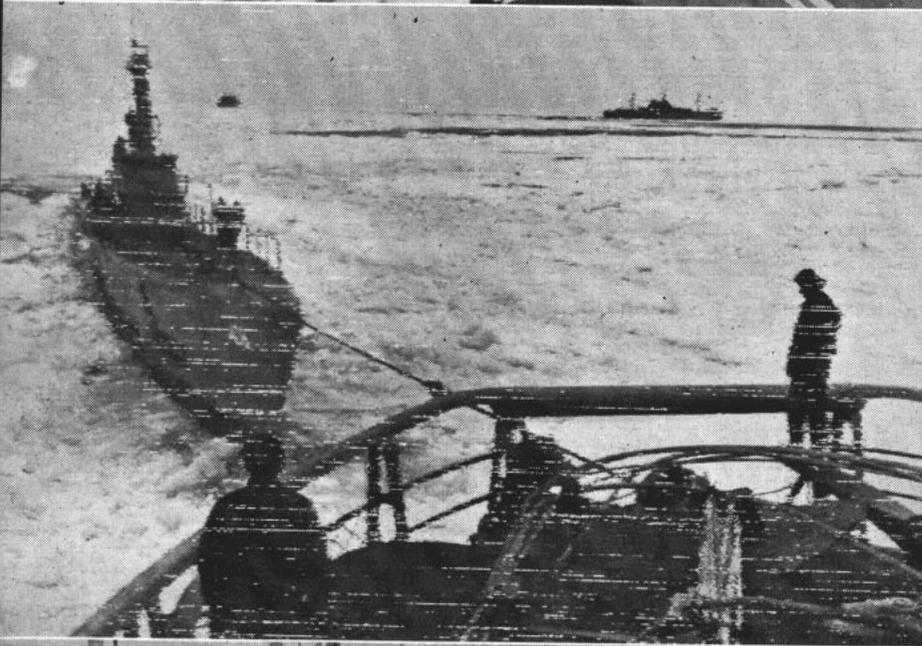
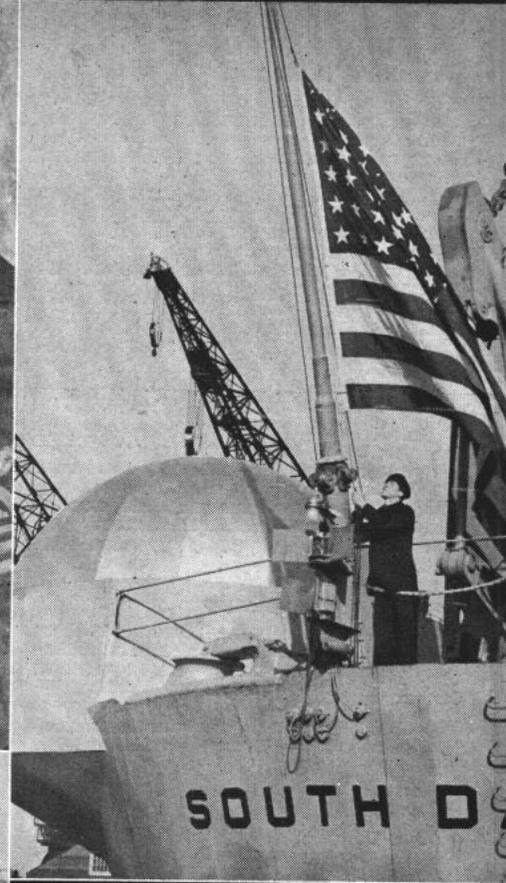
SIR: Has legislation been passed authorizing the rank of ensign in the Civil Engineering Corps of the regular Navy?—R.F.S., Ens., USNR.

• Yes. Public Law 399, 79th Congress, passed on 8 June 1946, authorized the rank of ensign for CEC of the regular Navy.—Ed.

Marine Corps Pride

SIR: The task force for Operation CROSSROADS was called the Joint Army-Navy Task Force. In my opinion, it should have been called the Joint Army-Navy-Marine Corps Task Force. Have they forgotten that the Marine Corps was also represented at the atomic bomb tests?—A.J.G., Pfc., USMC.

• The Marine Corps has earned the respect and the pride of the nation, and has established undeniable identity as a crack military unit. However, the Corps is an arm of the naval service, and is so considered for purposes of over-all administration and for purposes of organization (such as joint task force organization).—Ed.



FLAG is hauled down aboard "Battles Reserve. Below: Henry Doll, who sailed on 99th birthday from Rear Admiral Jean Black, 2, talks with Chief Aviation helicopter pilot who directed search Lt. Cdr. Lloyd Newcomer, at NAS, La is towed to safety in Antarctic pack Nimitz and Senator Hugh Butler inspect in which Admiral Nimitz became an a



TODAY'S NAVY

MANY CHANGES ANNOUNCED IN TOP FLEET COMMANDS, FLAG RANK DUTY

Sprague to Head BuPers

The Navy's two top fleet commands—CincPacFlt and CincLanFlt—were shaken up last month, along with a host of other changes of duty in the flag rank. The Pacific change had been long anticipated; the change in the Atlantic came suddenly, as an aftermath of the death of beloved Admiral Marc A. Mitscher (see p. 34).

Admiral Louis E. Denfeld was ordered to assume duties as Commander in Chief, Pacific Fleet and Commander in Chief, Pacific, about 1 March, relieving Admiral John H. Towers, who was to report to SecNav for duty as Chairman of the General Board (see p. 34), relieving Vice Admiral Frank J. Fletcher, who is retiring.

Vice Admiral W. H. P. Blandy assumed duty as Commander in Chief, Atlantic Fleet, immediately upon the death of Admiral Mitscher, who was CincLantFlt. Vice Admiral Blandy was expected to be succeeded in his former position as Commander, Second Task Fleet, by Vice Admiral Arthur W. Radford. Vice Admiral Radford, in turn, was expected to be succeeded in his former position as DCNO (Air) by Vice Admiral Donald B. Duncan, who had assumed duty a few days previously as Deputy CincPacFlt and Chief of Staff to CincPacFlt.

Vice Admiral William M. Fechteler was ordered to relieve Admiral Denfeld as DCNO (Personnel), and Rear Admiral Thomas L. Sprague was ordered to relieve Admiral Denfeld as Chief of Naval Personnel. Vice Admiral Fechteler was relieved by Vice Admiral Lynde D. McCormick as ComBatCruLant. Rear Admiral Sprague was formerly Deputy Chief of Naval

Personnel. Vice Admiral McCormick was Deputy CincPacFlt, and had been relieved by Rear Admiral Duncan.

Admiral Henry K. Hewitt was ordered detached from the staff of the Naval War College about 1 March, to report for duty about 1 April as a member of the United Nations Military Staff Committee, relieving Admiral Richmond K. Turner, who is retiring.

Admiral Richard S. Edwards was to be relieved 28 February as ComWes-SeaFron by Vice Admiral Jesse B. Olendorf, who was Comll. Admiral Edwards is retiring. Vice Admiral Oscar C. Badger, who was ComServ-Pac, was ordered to duty as Com11.

Vice Admiral Aubrey W. Fitch was relieved as Superintendent of the Naval Academy by Rear Admiral James L. Holloway, who was formerly Assistant Chief of Naval Personnel (Operations). Vice Admiral Fitch reported to UnderSecNav for duty.

Rear Admiral William K. Phillips was ordered from duty as ComCruDiv-15 to duty as ComDesLant, relieving Rear Admiral Frank E. Beatty, who was ordered to duty as commanding officer of the Naval Ordnance Laboratory, White Oak, Md.

Rear Admiral John Perry was ordered to duty as ComCarDiv6 from duty as ComCarDiv4. Rear Admiral Alfred M. Pride was ordered to duty as ComCarDiv4 from duty as ComCarDiv6.

Rear Admiral George C. Crawford was transferred from duty as CO, USS *Chicago*, to duty as ComCruDiv13.

Rear Admiral John C. Adams (MC) was detached from BuMed and ordered to duty as medical officer, Com5. Rear Admiral Carlton L. Andrus (MC) was detached from BuMed and ordered to duty as Medical Officer in



Ship "X" (above) placed in Atlantic with Farragut, receives cake R. S. Riggs. Upper left: Barbara Pilot Mallory D. Kembro (right), when she became lost, and with Kehurst. Left center: USS *Sennet* ice. Lower left: Fleet Admiral [unclear] cake, following ceremonies Admiral of the "Nebraska Navy."



LAST APRIL

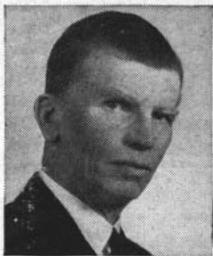


USS *Boston*, last of the ABCD cruisers, *Atlanta*, *Boston*, *Chicago* and *Dolphin* of the "New Navy" of 1883, was set ablaze and sunk by gunfire off

the Golden Gate; four fleet admirals were confirmed by the U. S. Senate.

APRIL 1947

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Vice Admiral
Oscar C. Badger



Vice Admiral
W. H. P. Blandy



Admiral
Louis E. Denfeld



Admiral
Richard S. Edwards



Vice Admiral
William Fechteler



Vice Admiral
Ross T. McIntire



Vice Admiral
Jesse B. Oldendorf



Rear Admiral
Thomas L. Sprague

Command, Naval Medical Center, Guam.

Commodore Andrew I. McKee was detached as commandant, Philadelphia Naval Shipyard, and is awaiting retirement.

Vice Admiral Ross T. McIntire (MC) was expected to retire soon. Vice Admiral McIntire was appointed Chief of BuMed in 1938; he served as physician in the White House from

1935 until President Truman took office. More recently, Vice Admiral McIntire has been on duty in the office of SecNav.

Other recent flag orders included assignment to Rear Admiral Donald B. Beary, Com12, of additional duty as Commander, Naval Base, San Francisco. Rear Admiral Mahlon S. Tisdale, who was Commander, Naval Base, San Francisco, was ordered to duty as Commander, Mare Island Sub-Area—a division of the Naval Base). The orders reflected a reorganization of the naval establishment in the San Francisco area.

Vice Admiral Robert M Griffin, who was ComNavJap, was ordered to assume command of Naval Forces, Far East, reflecting an extension of his command.

Recent confirmations of flag appointments by the Senate included the following:

Rear Admiral Sprague as Chief of Naval Personnel.

Vice Admiral Earle W. Mills as Chief of the Bureau of Ships.

Rear Admiral Paul F. Lee as Chief of Naval Research.

Rear Admiral William S. Parsons as Director of Atomic Defense.

Rear Admiral Clifford A. Swanson as Surgeon General and Chief of BuMed.

Rear Admiral Herbert L. Pugh as Assistant Chief of BuMed.

Commodore Ernest M. Eller as Director of Public Information.

Commodore Richard P. Glass as Director of Civil Relations.

Admirals Denfeld and Richard L. Conolly as admirals for temporary service. (The confirmation, made prior to the death of Admiral Mitscher, also included his name as an admiral for temporary service.)

Vice Admirals Edward L. Cochrane, John L. McCrea, Fechteler and McIntire in that rank for temporary service.

Admiral Mitscher Dies

Admiral Marc A. Mitscher, USN, famed wartime commander of Task Force 58, died of a heart ailment at Norfolk Naval Hospital on 3 February. He had been admitted to the hospital a week earlier after he had suffered a heart attack.

Admiral Mitscher was CincLantFlt at time of his death. His post was immediately assumed by Vice Admiral W. H. P. Blandy, USN.

Admiral Mitscher first made news in World War II when he skippered USS *Hornet*, the "Shangri-La" from which Lt. Gen. James Doolittle's Army bombers were launched against Japan's home cities. He later commanded Allied Air Forces in the Solomons.

Admiral Mitscher led "58" against the enemy in strikes from Truk to Guam, through the Marshalls and the Marianas to Iwo and Okinawa. In one period, 10 June to 3 July 1944, his force destroyed 767 Japanese aircraft and sank 32 enemy ships. He collected three DSMs and two Navy Crosses for his efforts.

He became known to the U. S. public, hungry for news of victory, as the grizzled little sea dog in the baseball cap who made that news for them. He was usually pictured seated on his favorite perch, a high swivel chair on a carrier's flag bridge. He generally was swiveled around, facing aft. "Only a damn fool would sit facing the wind," he said.

And while he became a symbol of U. S. naval leadership to the American people, he became known in the Fleet as a skilled tactician, a great airman and a commander whose sympathies were with his men.

Admiral Mitscher was 60 years old when he died.



Admiral Mitscher

Heads General Board

Admiral John H. Towers, USN, who is being relieved as CincPacFlt, has been ordered to Washington to head the Navy General Board, senior advisory body to the Secretary. His appointment was seen as a reemphasis of the importance of the board.

Admiral Towers relieves Vice Admiral Frank J. Fletcher, USN, former board chairman, who is retiring.

Three other members currently are assigned to the board in addition to Admiral Towers. They are Vice Admiral Charles H. McMorris, USN; Vice Admiral P. N. L. Bellinger, USN;

and Rear Admiral Robert W. Hayler, USN.

It was expected additional members would be added to the General Board as its duties increase. The Board sits as an advisor to SecNav, particularly on matters of high policy requiring long study by men of great experience. The Board has no administrative functions.



Admiral
John H. Towers

'Devotion to Duty'

The following tribute was paid by SecNav James Forrestal on the death of Admiral Marc A. Mitscher, USN:

"Admiral Mitscher gave an example of selfless devotion to duty, of resolute courage and of high patriotism which exemplified the best of what is meant by the 'tradition of the Naval Service.'

"The record of Task Force 58, the place he occupies in the hearts of those who served under him, officers and men, are firmer bases of tribute than any that words could frame.

"The United States Navy, with sorrow and pride, sends its deep sympathy to Mrs. Marc A. Mitscher."

Antarctic Discoveries

In the wake of a howling blizzard which seriously hampered operations and consumed valuable time, the Navy's Antarctic Expedition last month pushed its schedule of aerial exploration into the vast South Polar unknown in an attempt to solve one of the world's great mysteries.

Before the end of Antarctic summer forced homeward withdrawal of the force (probably early this month), the expedition hoped to make what is considered "the most important geographical discovery remaining in the world."

That discovery would come with the answer to a long-standing question: "Is Antarctica a single continent, or two great islands split by a frozen isthmus under the ice cap which covers the huge land mass?"

Navy PBM flying boats found unsuspected mountain ranges, bays and islands as they mapped 125,000 square miles of continent and 2,500 miles of coastline. The following important discoveries by the present expedition were listed by Rear Admiral Richard E. Byrd, USN (Ret), who has technical control of the gigantic operation:

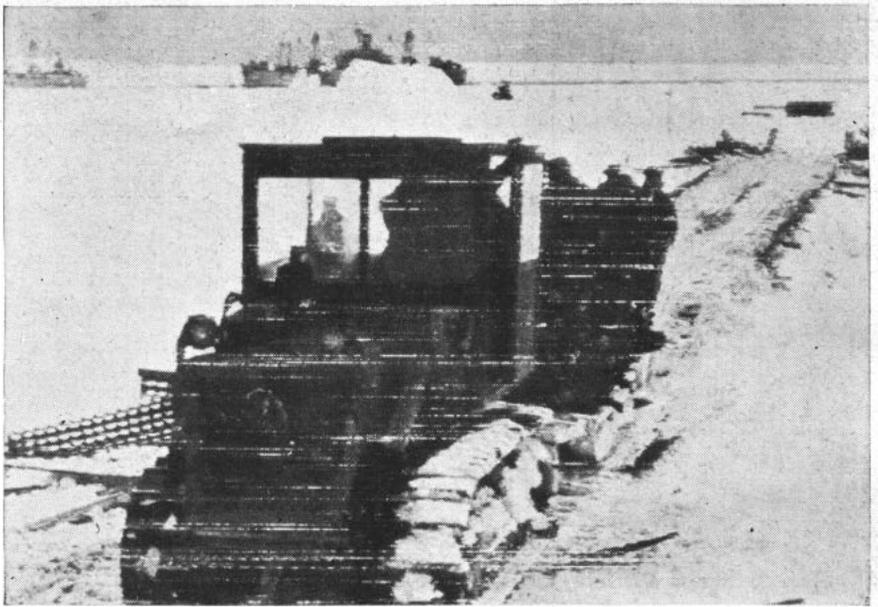
- A 9,600-foot high plateau inland from the Adelle coast on the continent's western side, which may prove to be the edge of the world's highest plateau.
- A 21,600-square-mile bay in the southeastern part of the Roosevelt Sea—in an area where mountains previously were charted.
- Three bays in Wilkes Land, on the western side of the continent, some 20 islands, and three peninsulas.
- Eight mountain ranges, three or four mountain groups, and several single peaks. One peak, 15,000 feet high, loftier than any in the continental U.S., temporarily has been named Mount X-Ray.

Mount Ruth Siple, also 15,000 feet high, was found to be situated 70 miles southwest of its charted position, in an area where a floating shelf of ice previously was shown.

The expedition's central group had a long, hard fight in reaching the Bay of Whales and Little America. At one time it was locked in the Ross Sea pack ice and drifting northward—toward home—at the rate of three miles a day. After a two-week battle, the force reached its anchorage in the bay off Little America, a frigid homecoming for members of previous expeditions to Antarctica.

When the explorers trudged overland from the Bay of Whales to the site of the 1939-41 expedition, they found only ventilators and radio antennae of Little America thrusting up through the snow. Tunneling down through the snow, they found everything as it was left in 1941. Hams, chickens and other food were perfectly preserved.

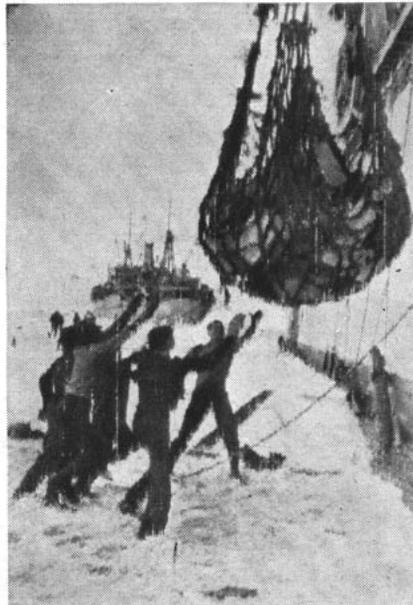
The central group arrived without the submarine USS *Sennet*, which was unable to penetrate the heavy pack



NAVY SEABEES have turned their talents from humid islands of Pacific to the frozen wastes of Antarctica. Bulldozer, above, carries crew across the polar ice.

ice. The sub returned to the vicinity of Scott Island to conduct underwater studies of temperatures, salinity and microscopic life.

When the main force entered the Bay of Whales and tied up, it expected no visitors. However, it got an unexpected one, an iceberg more than 200 yards long and 100 feet above the water. The iceberg sailed through the harbor's narrow entrance and yawed about, menacing the ships anchored there. The vessels gave the berg a wide berth, moving outside to the safer waters of the Ross Sea. After a short visit, the self-guided iceberg moved out and the ships returned to their anchorage.



VITAL SUPPLIES for Navy's Antarctic Expedition base at Little America are unloaded from cargo ship USS *Yancey*.

Firepower Demonstrated

Latest developments in naval ordnance equipment were demonstrated to high-ranking Navy and Army officers and a representative of Congress at the Naval Proving Ground, Dahlgren, Va. Members of the party were guests of SecNav James Forrestal and Vice Admiral George F. Hussey, USN, Chief of BuOrd.

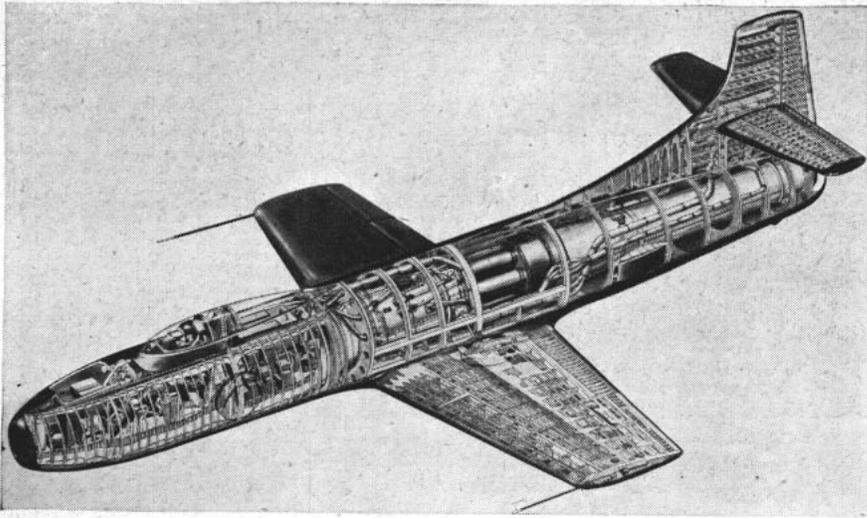
Among tests witnessed by SecNav's party were those for a self-sealing gasoline tank, which was hit by .50 cal. and 20mm. projectiles; the Navy's new 3-inch 50 caliber automatic anti-aircraft machine gun mounts, designed to throw a heavier, faster, VT-fuzed stream of fire into fast-flying aircraft and guided missiles; VT fuzes, the Navy's "secret weapon" of World War II; the Mk. 102 fully-automatic rocket launcher, which can maintain a continuous stream of accurately-aimed 5-inch rockets at a rate of approximately 40 a minute; and the new automatic 6-inch dual purpose mounts and 8-inch rapid-fire turrets for cruisers.

Also demonstrated were the Navy's new toss-bombing technique, safer and more effective than dive bombing.

Administration Shift

Administrative supervision of the Office of Naval Research was shifted last month from the office of AstSecNav W. John Kenney to the office of AstSecNavAir John Nicholas Brown. The move was made as a reapportionment of the work load between the secretaries' offices, made possible by the appointment of Mr. Brown to his office, which had been vacant for some time.

Mr. Kenney will continue for the time being as a member of the Joint Research and Development Board of the Army and Navy. (For full details on the current status of the Navy's research program, see p. 2.)



'SKYSTREAK' is name given Navy's new stub-winged, jet-propelled plane, designed to fly at speed of sound. Craft has been described as 'supersonic test tube.'

Supersonic Test Tube

With the high-speed flight tests this spring of the new D-558, the Navy has announced its participation in the race for sonic and supersonic-speed aircraft now in progress all over the world.

Built by Douglas, the new Skystreak is an all-jet powered experimental model intended by the Navy to explore the speed regions of compressibility—the approximate speed of sound, which ranges from about 600 to about 900 miles an hour depending on altitude and temperature.

Intended only as an experimental model, the Skystreak is nicknamed the "supersonic test tube" for both its appearance and its purpose.

It is completely self-powered and, unlike other experimental supersonic aircraft, will take off, maneuver and land normally under its own power. Its extremely powerful turbojet engine, the General Electric TG-180, will produce a peak thrust equal to the horsepower of all four engines of a B-29 operating at full power, or the combined horsepower of 75 average automobiles.

The Skystreak is the first plane announced by the Navy designed to enter and penetrate the mysterious speed regions where past experiments have shown that air shock waves, forming as the craft approaches the speed of sound, build up the air into "almost solid blocks of matter" which put intolerable and unpredictable stresses on the controls and airplane structure. Another factor encountered in the compressibility regions is extreme turbulence which has battered earlier planes into debris.

For the safety of the test pilot in event of trouble at the extreme speeds for which it is designed, the entire nose section of the plane is constructed to drop off at the pilot's control. Breaking off just aft of the cockpit, the nose section with the pilot still aboard will be able to slow down to speeds at which it will be safe for the

pilot to bail out. A pilot leaving the plane at its highest speeds would otherwise be subject to extremely dangerous forces when he entered the air and its resistance decelerated his speed rapidly.

Added protection for the pilot is provided in the construction of the cockpit, which includes padded head supports and a special harness to protect him against the violent, sharp jolts of the anticipated extreme turbulence.

The Skystreak is over 35 feet long, with a wingspread of only 25 feet, and its overall height is a little over 12 feet. Its gross weight is 9,750 pounds with a full internal fuel load and its wing load will be 65 pounds-per-square-foot at takeoff.

No statements have been made by the Navy as to its expected top speed.

Inspect U. S. Ports

A Portuguese Mission, composed of naval officers and civilian engineers, has been visiting various sectors of the U. S. in an inspection of port facilities.

Loran on Merchant Ships

To provide greater navigational efficiency and safety at sea, the Maritime Commission has purchased 70 model DBS Loran receivers from the Navy Department. Fifty of the receivers will be installed on operating merchant vessels and 20 will be used for training purposes in the commission's schools and academies.

The commission is cooperating with the Army, Navy, and Coast Guard in development of Loran equipment to the extent of making installations on vessels likely to continue in operation.

Navy Plane Triumphs

A Navy FD-1 Phantom twin-jet carrier plane scored an unexpected triumph at the close of the Navy's part in the Miami Air Maneuvers. A radio communications error from the control tower brought it over the field in a low-altitude high speed pass just in time to eclipse a formation of 20 slower-moving Army P-80 Shooting Stars going through their part of the show 1,500 feet higher.

The Phantom appeared over Masters Field in Miami after a 42-minute run from Jacksonville, during which it passed through a rain shower at such high speeds that the paint was beaten off the leading edges of its wings.

Its belated arrival on the scene of activities was due to an error by which the control tower ordered the pilot to circle the field until further notice before appearing.



VALLEY FORGE, new Essex class carrier, departs Philadelphia Naval Base on shakedown cruise to the Caribbean. Philadelphians financed her with war bonds.



MARINE AT RIGHT is identified as Texas corporal. Three of the six men pictured were later killed in action.

Correctly Identified

Prompted by a request from the mother of a Marine hero, the Marine Corps has reviewed the identification of the men in the famous picture showing the American flag being raised on Mt. Suribachi, Iwo Jima, and discovered one was incorrectly identified.

The Marine on the extreme right in the picture has been correctly identified as Corp. Harlan H. Block, Weslaco, Tex. The corporal's mother requested the investigation after Pfc. Ira H. Hayes, Bapschule, Ariz., one of the flag raisers, told her that her son helped raise the flag.

Sgt. Henry O. Hansen, of Somerville, Mass., originally had been identified as the man on the extreme right in the picture.

Both Hansen and Block were killed in the Iwo Jima campaign.

Personnel in the famous picture are (left to right) Pfc. Franklin R. Sousely, Erving, Ky.; Sgt. Michael Strank, Conemaugh, Pa.; Pfc. Rene A. Gagnon, Manchester, N. H.; PHM2 John H. Bradley, Milwaukee, Wis.; Hayes, and Block. Gagnon, Bradley and Hayes are survivors. Sousely, Strank and Block were killed in action.

Marines to be Withdrawn

Almost all U. S. troops in China are to be removed "as soon as possible", according to a State Department announcement. The troops involved include about 8,000 marines and 1,000 Army personnel, all of whom are stationed in North China.

MARCH 1947

Guam, Samoa Studied

A three-man civilian committee has been appointed by SecNav James Forrestal to study the naval administration of Guam and American Samoa and prepare a report embodying specific recommendations.

Dr. Ernest Martin Hopkins, president-emeritus of Dartmouth College, has been appointed chairman. Other members are former Governor Maurice J. Tobin of Massachusetts, and Dr. Knowles A. Ryerson, College of Agriculture, University of California.

USO Bowling Out

The USO, which fought in World War II as close to the front lines as a non-combatant can get, and sometimes uncomfortably closer, is curtailing operations generally now, in preparation for its ultimate demise on 31 December.

Many USO clubs have closed their doors, but the Navy has asked USO to continue, within the limits of its 1947 budget, clubs in key localities where large numbers of naval personnel still are on duty. Commandants of naval districts have indicated which clubs will be most needed during the remainder of USO's life.

USO Camp Shows is reducing its services, but plans to continue the hospital circuit through 1947, and the circuit in the Pacific and Alaska through at least 1 July of this year.

President Truman, Fleet Admiral Chester W. Nimitz, usn, CNO, and other high Navy officials have joined in recent commendations to USO for its war service.

Photo Service Reorganized

The Naval Photographic Service, which directed all Navy photography during World War II (see ALL HANDS, September 1946, p. 10), has been disestablished as an activity of the Office of CNO and its functions and responsibilities assigned to other sections of the Navy Department.

Under an order issued by W. John Kenney as Acting SecNav, a reorganization and consolidation of all naval photographic activities is directed. The former Photographic Science Laboratory at Anacostia, D. C., is designated the Navy's major activity for photography production. The naval motion picture production group will be integrated with the Anacostia laboratory, renamed the U. S. Naval Photographic Center. The photographic interpretation unit, formerly at RecSta, Anacostia, will be a subordinate unit of the center.

Functions and responsibilities of the Naval Photographic Service, which have been reduced since V-J Day to those necessary to meet the Navy's peacetime needs, are transferred as follows: equipment, contract, procurement and fiscal functions to BuAer; cataloging and distribution of training films to BuPers; photolithographic personnel and material functions to BuShips.

QUIZ AWEIGH

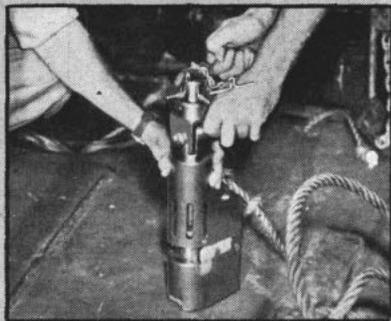
Pictures usually tell a story, what can you tell from these? Super salts should get six, Old salts five, Young salts four, Boot at least three. Two or less, you should be in the Army.



1. This sailor sees his target through a (a) bomb sight (b) periscope (c) telescope.
2. This instrument is used on a (a) submarine (b) battleship (c) destroyer.

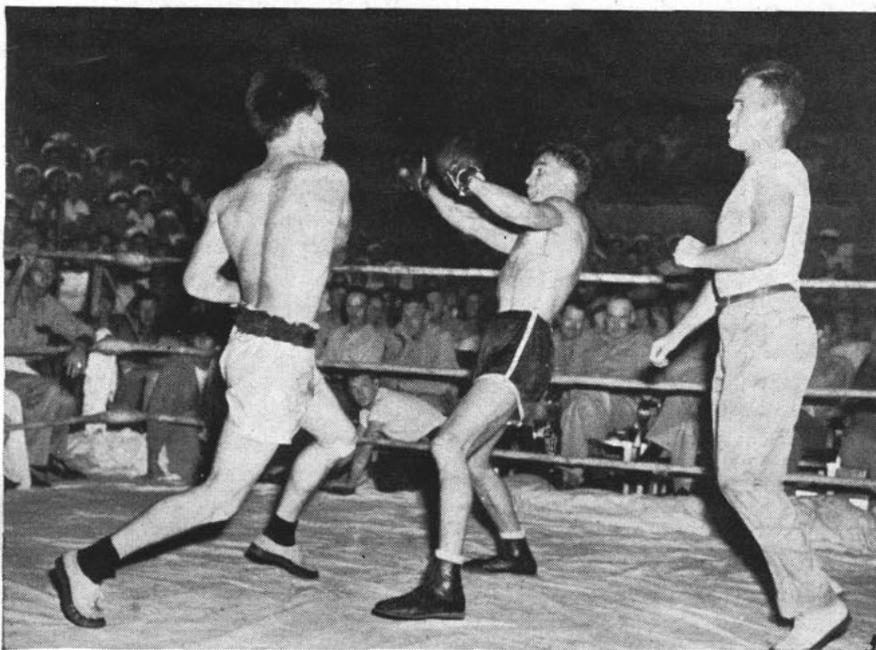


3. One of the latest types of planes in use is the (a) F7F (b) FRI (c) F8F.
4. Its armament consists of (a) two .50 caliber machine guns (b) four .50 caliber machine guns (c) six rockets.



5. This is a very handy gadget to have around, especially when you are in a hurry to (a) splice cable (b) cut cable (c) drive a rivet.
6. To operate this gadget, you will need a (a) hammer (b) wrench (c) cartridge.

ANSWERS ON PAGE 61



WHOOO-O-O-O-SH. If that one landed, the guy on the right went out. These two battlers socked it out during 'smoker' between *Bremerton* and *Topeka* on cruise.

All-Navy Sports

Physical conditioning has always been heavily stressed in naval aviation, and aviation seems to attract athletes. For those reasons, the Naval Air Training Athletic Conference is a potent factor in Navy athletics. Their teams will be hard to beat in All-Navy championships.

Twelve major air activities have basketball teams on the floors in the south and middle west in the midst of season play. Fifteen are looking forward to the conference baseball season this year, and the league has been divided into eastern and western loops, with a five-game championship series scheduled between the pennant winners in August.

Current villain in the conference is NATB, Pensacola, which walked off with the honors in last year's baseball and football play.

The air training conference also has scheduled annual tournaments in wrestling (6 and 7 March at Pensacola) and boxing (20 and 21 March at Ottumwa, Iowa, where the Naval Pre-Flight School is located).

Successful Smokers

USS *Topeka* (CL 67) has been emphasizing "smoker" sports with a good deal of success. She's the first ship to report an organized wrestling program.

Topeka has traded smokers with USS *Bremerton* (CA 130) on about an even basis. *Topeka* took three wrestling series from the *Bremerton*, which came back to win two out of three boxing smokers. The two ships spread their smokers out half-way across the Pacific while both were on cruise.

Currently, *Topeka* has been undergoing overhaul at San Pedro, and

team work-outs have been conducted at the excellent gym at Roosevelt Base, Terminal Island. The cruiser had wrestling teams entered in both novice and junior AAU tournaments in Los Angeles.

A Good Try

Honors for a good try go to USS *Columbus* (CA 74) this month. She fielded one of the very first football squads in the postwar active fleet. Hampered somewhat by occasional cruises, the grid squad lost four and tied one in games against strong shore-based outfits, including two lost to the San Pedro Longshoremens, one of Southern California's toughest independent teams.

Football is still a favorite on the *Columbus*. Despite handicaps, the ship hopes to put together a winning team. At least, they point out, they've got from now until next season to practice.

ALL HANDS Wants Sports Stories and Pictures

Got a football or baseball team? Got a good boxer or a red-hot chess player? ALL HANDS would like to hear about it. Contributions for this sports section are earnestly invited from any naval command that would like to tell others about its sports record, report an unusual sports event, or let the Navy in on how a successful sports program is run. Send along pictures, too; action shots preferred. Address material to the Bureau of Naval Personnel (Attn.: The Editor, ALL HANDS Magazine), Washington 25, D. C. Contributions must be accompanied by official letter of transmittal.

Retirement Advisory Board

Appointment of a six-man Retirement Advisory Board to consider cases of retirement for physical disability of Navy and MarCorps retired or Reserve officers has been announced by SecNav James Forrestal.

Members of the new board are as follows: Admiral Frederick J. Horne, USN (Ret), special assistant to CNO, president; Capt. Clifford G. Hines, (MC), USN; Capt. Oliver H. Ritchie, USNR; Col. Eugene H. Price, USMC; Capt. Thomas J. Kennedy, (MC), USNR; and Comdr. Lewis P. Holt, USNR.

The board will advise SecNav on appropriate action concerning the following:

- The findings and recommendations of any medical survey review board or naval retiring review board, upon which final action has not been taken by the President, at the request of any Reserve officer of the naval service whose case has been considered by any such board.

- The claim of any retired or Reserve officer that he has been returned to inactive duty without adequate opportunity to be considered for physical disability retirement.

- Such other matters concerning medical surveys, disability retirement and related subjects as may be referred to the board by SecNav.

Alnav 17-47 (NDB, 31 January) announced that officers of Reserve components who have been retired or released from active duty without pay, pursuant to recommendations of a board of medical survey or decisions of a naval retiring board, may have these recommendations or decisions reviewed by medical survey review or retiring review boards, as appropriate.

The Alnav called attention to the fact that retirement in a temporary rank because of physical disability cannot be effected unless the proceedings of a naval retiring board are commenced within six months from the termination of temporary appointment or release from active duty, whichever may occur earlier.

Alaskan Recreation

This isn't going to sit very well with the tropical Navy, but reports from Kodiak, Alaska, are comparing some aspects of the duty up there with Sun Valley. Recreation at Kodiak has taken advantage of the natural rigors of the climate.

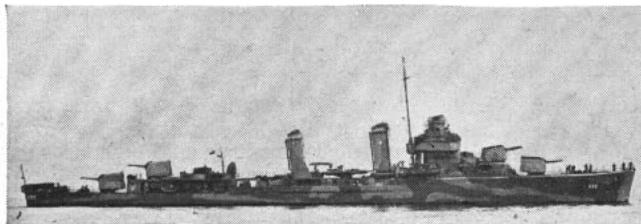
Five teams (Marine Barracks, Fleet Weather Central, VPHL 12, NOB and Staff) were entered in a home-grown ice hockey league which plays on an outdoor rink at the barracks. Our correspondent reports hockey spectators get just as steamed up in Alaska as they do in the States.

The Navy has a ski chalet, no less, in the mountains back of the base, and skiing ranks as a major sport in that area. The call of the wild attracts the harder hikers, and certain Navy hunters swear there's bear in the hills, Kodiak bears. It is not reported that any have proved it.

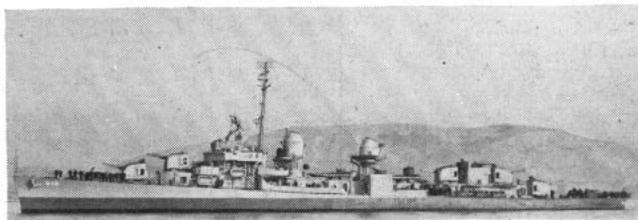
DECORATIONS & CITATIONS

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.

Destroyers Commended for Brilliant Record



USS Bailey (DD 492)



USS Albert W. Grant (DD 649)

Five U. S. warships have been commended by the Navy for their brilliant combat records in World War II.

Navy Unit Commendations have been awarded the *uss Plunkett* (DD 431) for her action at Anzio, Italy; *uss Bailey* (DD 492) and *uss Albert W. Grant* (DD 649) for action in Pacific waters; *uss Bradford* (DD 545) for action at Okinawa; and *uss Morrison* (DD 560) for salvage operations after the *uss Princeton* had been damaged in the Samoa area.

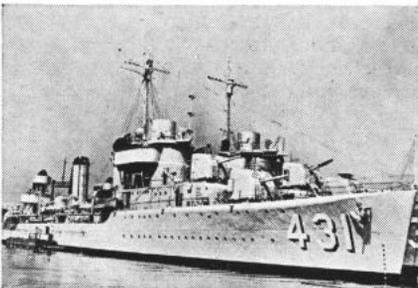
The *Plunkett* was cited for action from 21 to 25 Jan 1944. Operating with Task Group 80.6 off the Anzio beachhead and subjected to a torpedo and glide-bombing attack by 14 German planes, she maneuvered radically to avoid the missiles and sent up a hail of fire to send two of the enemy aircraft crashing into the sea. When a 550-pound bomb crashed on the 1.1 gun platform, it killed 53 officers and men and started a fire which, augmented by exploding ammunition and depth charges, ruptured the fire main to the after magazine. Her crew jettisoned the burning depth charges and ammunition, secured the steam-filled fire room and extinguished the flame within ten minutes without cessation of fire from her own guns.

Although undermanned and damaged, she responded magnificently to the joint efforts of all her departments and successfully cleared the area at reduced speed, reaching Palermo battered, but still seaworthy.

Capt. Edward J. Burke, USN, of

Wilkes Barre, Pa., commanded the ship during the action.

The *Bailey* participated in action against Japanese forces off Komandorski Islands, Bering Sea, on 26 March 1943. With the only heavy cruiser of our task force dead in the water following a fierce three-and-one-half-hour battle, she led a determined torpedo attack against the Japanese surface force which was still closing on our ships. Unprotected by



USS Plunkett (DD 431)

friendly aircraft and without benefit of darkness or smoke screen, she steamed forward at maximum speed, leading two other destroyers through a heavy barrage of enemy gunfire and concentrating her fire on the enemy's heavy cruiser. Struck in rapid succession by two 8-inch shells and damaged by numerous near hits as she closed to within 9,000 yards, she launched five torpedoes and turned to retire just

before two additional hits flooded her and rendered one engine inoperative.

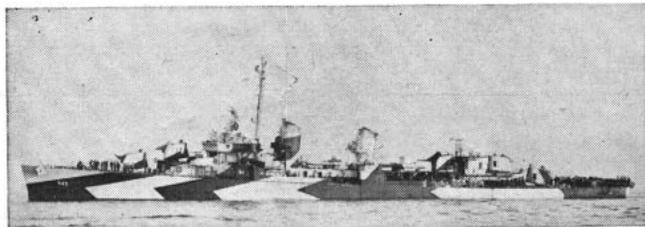
The only destroyer to release her torpedoes, the *Bailey* succeeded in damaging one heavy cruiser and in turning back an overwhelming enemy force at the most crucial moment of the battle.

Lt. Comdr. John C. Atkeson, USN, of Norfolk, Va., was CO of the *Bailey* on 26 March 1943.

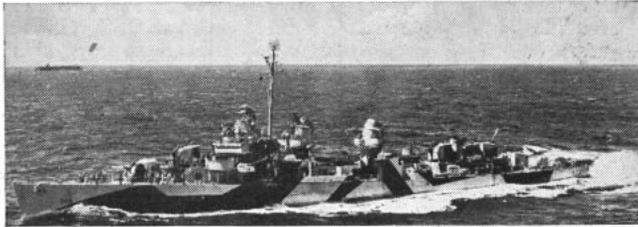
The *Albert W. Grant* was commended for her action against Japanese forces during the Battle for Leyte Gulf from 24 to 27 Oct 1944. Conducting a determined torpedo attack against an enemy task force in Surigao Strait on the night of 24 October, she closed to fire her first half salvo of torpedoes and succeeded in scoring direct hits on a Japanese battleship.

Although severely damaged when heavy enemy guns opened fire as she turned to retire, she remained in the battle area and accurately launched her five remaining torpedoes, scoring hits on other enemy units. With all power gone, fires raging, compartments flooded and over 100 casualties to care for, she fought throughout the night to stay afloat. Finally, assisted by a tug from Leyte, she effected the repair of crudely patched holes, pumped out excess oil and water, resolutely continued damage control measures until she was taken in tow to Leyte Gulf.

Comdr. Terrall A. Nisenwaner, USN, of Larchmont, N. Y., was CO of the



USS Bradford (DD 545)



USS Morrison (DD 560)

★ DECORATIONS

destroyer during the action for which she was cited.

The *Bradford* participated in action as a fighter direction ship on a radar picket station during the Okinawa campaign, 14 May to 16 June 1945. A natural and frequent target for heavy Japanese aerial attack while occupying advanced and isolated stations, she defeated all efforts of enemy kamikaze and dive-bombing planes to destroy her. Vigilant and ready for battle, she sent out early warnings, provided fighter direction, and, with her guns, downed five hostile planes, routed many more and rendered service in preventing the Japanese from striking in force the naval forces on the Okinawa beachhead.

Comdr. Warren W. Armstrong, USN, Gibson City, Ill., was CO of the *Bradford* during the action.

The *Morrison* rendered invaluable service during salvage operations after the USS *Princeton* had been critically damaged by the Japanese in the Battle of Samar, 24 Oct. 1944. Undeterred by foul weather, fires raging on the flight and hangar decks of the stricken carrier and a series of violent explosions, she went alongside. Becoming wedged between the stacks of the *Princeton* as the wind steadily rose and the rain reduced visibility, the *Morrison*, with debris falling on her decks and communications handled by word of mouth, efficiently rigged hoses and aided fire-fighting parties. She stood by the carrier until the fires were under control. Later, when a terrific explosion blew off a major part of the *Princeton's* stern, she immediately dispatched boats to assist in the rescue of survivors and recovered almost 400 men from the sea.

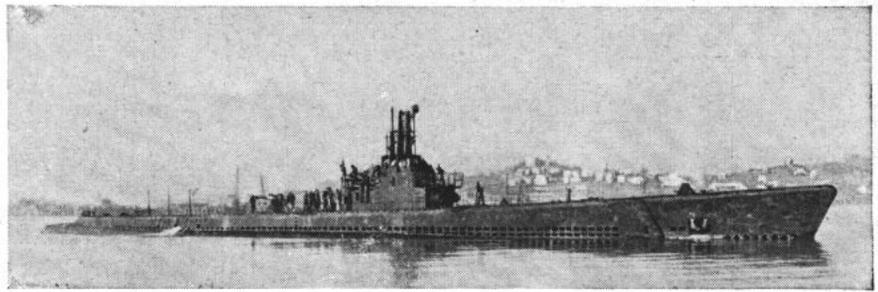
Comdr. W. H. Price, USN, of Washington, D. C., was in command of the destroyer at the time.

Navy Occupation Medal Authorized by SecNav

A Navy Occupation Service Medal has been established by SecNav to commemorate the services of Navy, Marine Corps and Coast Guard personnel in the occupation of certain territories of the enemies of the United States in World War II. First announcement was in Alnav 25-47 (NDB, 31 January).

The Alnav emphasized that regulations governing the award relative to areas, organizations, units and ships will be promulgated in a Navy Department General Order now being prepared. Pending issuance of the General Order, individual inquiries are not solicited, and no applications for the medal will be considered.

Personnel also were advised that no further action will be taken on requests for the Army of Occupation Medal (awarded by the U. S. Army) submitted in accordance with BuPers Circ. Ltr. 147-46



USS Trigger (SS 237)

Trigger Honored For Patrol Duty

USS *Trigger* (SS 237) has been awarded the Navy Unit Commendation in recognition of her outstanding combat service during her ninth war patrol in the Palau Islands area from 23 March to 20 May 1944.

Undaunted by numerous enemy escort vessels and severe antisubmarine measures, the *Trigger* penetrated convoy screens to reach her targets. Maneuvering among the formidable escorts, she pressed home attacks to leave four freighters and a destroyer a mass of smoke and wreckage.

During a later attack, she braved the onslaught of an enemy destroyer, as it approached within 50 feet of her periscope, and launched her torpedoes to cripple and possibly sink three Japanese vessels.

Detected and heavily depth-charged, the *Trigger* escaped complete destruction only by the superb seamanship of her officers and men, which enabled her, after 17 hours of evasion, to resurface and strike again at the enemy.

The CO on the ninth patrol was Lt. Comdr. Frederick J. Harlfinger, II, USN.

The *Trigger* was lost on her last patrol in March 1945.

Marines Who Fought On Iwo Commended

Marine organizations which participated in the bitter struggle for Iwo Jima in February, 1945, have been awarded the Presidential Unit Citation and Navy Unit Commendation.

SecNav James Forrestal has authorized the PUC for all assault troops of the Fifth Amphibious Corps who landed on Iwo under command of Lt. Gen. Harry Schmidt, USMC, for the period of 19 to 28 Feb 1945.

To supporting troops of the Fifth Corps, at Iwo, the NUC was awarded for the same period.



NAVY CROSS

Gold star in lieu of second award:

★ CRAIG, Clement M., Lt. Comdr., USNR, Los Gatos, Calif.: As acting CO of FitRon 22 and pilot of a fighter plane in that squadron, attached to USS *Couperus*, Lt. Comdr. Craig participated in action against Japanese forces in the vicinity of Formosa, 21 Jan 1945. In the face of overwhelming odds, he led his division against a numerically superior flight, succeeded personally in shooting down five hostile aircraft, while his well-directed division accounted for nine and possibly 12 more. By dispersing and destroying the enemy flight, he aided materially in the success of our task force in that area.

First award:

★ BAXTER, James L., Lt.(jg), (then Ens.) USNR, Texarkana, Tex.: As pilot of a torpedo plane in Air Group 20, attached to the USS *Enterprise*, Lt.(jg) Baxter participated in action against Japanese forces during the Battle for Leyte Gulf on 25 Oct 1944. In the face of intense enemy anti-aircraft fire, Lt.(jg) Baxter attacked a battleship and scored a direct hit, thus inflicting serious damage to this major unit of the hostile fleet.

★ BOGAN, James B., Lt., USNR, Atlanta, Ga.: As pilot of a scout bomber plane in BomRon 13, attached to USS *Franklin*, Lt. Bogan took part in action against the Japanese during the Battle for Leyte Gulf, 25 Oct 1944. Against a large enemy task force, he fought his plane through intense anti-aircraft fire and aerial opposition and maneuvered his craft to score a direct hit upon an enemy aircraft carrier, contributing materially to its sinking.

★ BOURDEN, Thomas E., Lt. (jg), USNR, Muskegan, Mich.: As pilot of a fighter plane in FitRon 81, attached to USS *Wasp* during action against Japanese in the Tokyo Bay area, 17 Feb 1945, Lt. (jg) Bourden skillfully fought his plane during a fighter-bomber attack against an enemy



Lt. (jg) Baxter

Lt. Bogan



Lt. (jg) Bourden

Lt. (jg) Broach

aircraft carrier. He braved intense anti-aircraft fire to score three rocket hits which contributed materially to the sinking of the vessel immediately after the attack.

★ BROACH, Leo D., Lt. (jg), USNR, Webb, Miss.: As pilot of a scout bomber in BomRon 13, Lt. (jg) Broach took part in a strike on a large enemy task force during the Battle for Leyte Gulf. Maneuvering his plane through heavy anti-aircraft fire, he scored a direct hit on an enemy carrier, contributing to her subsequent sinking.

★ BUTTS, John L., Jr., Lt. Comdr., USNR, Sumterville, Fla.: As a pilot in BomRon 16, attached to *uss Lexington*, Lt. Comdr. Butts flew in operations against the Japanese during the Battle for Leyte Gulf, 24 Oct 1944. When his bomb failed to release as he initiated a dive-bombing run, he circled for altitude, made a daring one-plane bombing attack upon an enemy cruiser and accurately strafed other enemy capital ships, completely disregarding his own personal safety as he maneuvered his plane in the face of intense and continuous anti-aircraft fire.

★ CHRISTENSEN, Wilbur N., Lt. Comdr., USNR, Coronado, Calif.: As pilot of a dive bomber and section leader in BomRon 20, attached to *uss Enterprise*, during the Battle for Leyte Gulf, 24 Oct 1944, Lt. Comdr. Christensen flew in action against units of the Japanese fleet. He led his



Lt. Comdr. Doll

Lt. Comdr. English



Lt. (jg) Grant

Lt. (jg) Jancar

section in a dive-bombing attack on one of the battleships and, defying the barrages of anti-aircraft fire, dived low over the enemy warship to release his bombs at perilously low altitude to score direct hits which started fires and contributed materially to the infliction of extensive damage on the vessel.

★ DALY, John J., HA1, USN, Manhattan, N. Y. (posthumously): While serving as a medical corpsman, attached to a rifle company, 3rd MarDiv, Daly participated in action against Japanese on Iwo Jima, 25 and 26 Feb 1945. Skillfully aiding and evacuating the wounded of his company when the fury of hostile fire made the battle field unapproachable, he voluntarily crawled through a blanket of enemy mortar, machine-gun and hand grenade fire to apply dressings to the wounded. He succeeded in giving medical attention to over 30 men. The following day, when his company was relieved, Daly remained in the area, providing urgently needed medical assistance for the replacements, and, although subjected to the enemy's fire, continued his valiant efforts in the front lines area until struck down by enemy rifle fire.

★ DOLL, Frederick Jr., Lt. Comdr., USNR, Encino, Calif.: As pilot of a torpedo plane in TorpRon 19, attached to *uss Lexington*, Lt. Comdr. Doll participated in action against Japanese forces during the Battle for Leyte Gulf, 25 Oct 1944. Leading his flight of aircraft on a strike mission against major units of the Japanese fleet, including carriers, battleships, cruisers and destroyers, he plunged through the enemy's barrage of anti-aircraft fire and scored a direct torpedo hit upon a carrier, contributing materially to her sinking. Although his own craft and six others of his group were damaged by enemy fire, and one of the pilots was seriously wounded, he succeeded in returning his flight to the carrier.

★ ENGLISH, Elbert H. Jr., Lt. Comdr. (then Lt.), USNR, Lepanto, Ark.: As pilot of a fighter plane in FitRon 81 attached to *uss Wasp*, Lt. Comdr. English participated in operations against Japanese in the Tokyo Bay Area, 17 Feb 1945. Skillfully fighting his plane during a flight against an enemy carrier, he braved intense anti-aircraft fire to score a direct bomb hit which contributed materially to the sinking of the vessel.

★ GRANT, William A. Jr., Lt. (jg), USNR, Richmond, Va.: As pilot of a fighter plane in FitRon 81, attached to the *uss Wasp*, Lt. (jg) Grant took part in operations against Japanese in the Tokyo Bay Area, 17 Feb 1945. Skillfully maneuvering his plane in the midst of intense anti-aircraft fire, he scored two rocket hits on an enemy carrier during a fighter-bomber attack. These hits contributed materially to the sinking of the vessel.

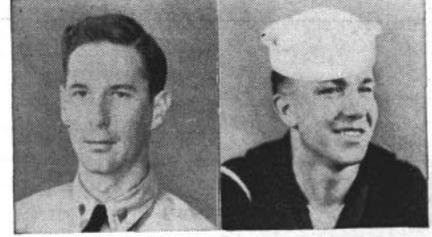
★ JANCAR, Arnost, Lt. (jg), USNR, San Gabriel, Calif.: As a pilot in BomRon 16, attached to *uss Lexington*, Lt. (jg) Jancar took part in operations against the Japanese during the Battle for Leyte Gulf, 25 Oct 1944. In the face of enemy air opposition and extremely intense fire from hostile anti-aircraft batteries, he pressed home a hazardous dive-bombing attack on an enemy carrier and, accurately placing his bomb, scored a direct hit upon his target, despite its desperate evasive tactics. He contributed directly to the sinking of the enemy carrier and played a gallant part in the serial operations during this critical period of the Pacific war.

★ KOCH, Wesley A., Lt. (jg), USNR, Hawthorne, N. J.: As a pilot in BomRon 16, attached to the *uss Lexington*, Lt. (jg) Koch flew in operations against enemy forces during the Battle for Leyte Gulf, 25 Oct 1944. In the face of air opposition and extremely intense and continuous fire from anti-aircraft batteries, he pressed home a hazardous dive-bombing attack on a carrier and, accurately placing his bomb, scored a direct hit upon his target, despite its evasive tactics. He contributed directly to the sinking of the enemy aircraft carrier.



Lt. Comdr. Butts

Lt. Comdr. Christensen



Lt. Comdr. Craig

HA1 Daly

★ KRAMER, Irvin Jr., Lt. (jg), USNR, Knights Landing, Calif.: As pilot of a torpedo plane in TorpRon 19, attached to *uss Lexington*, Lt. (jg) Kramer flew in action against Japanese forces during the Battle for Leyte Gulf, 25 Oct 1944. Participating in a strike against major units of the Japanese fleet, he defied the enemy's intense anti-aircraft fire and flew his plane over the entire enemy force to press home his attack upon an aircraft carrier and a heavy cruiser.

★ NIEMEYER, Robert D., Lt. Comdr., USNR, San Antonio, Tex.: As pilot of a bomber in BomRon 16, attached to the *uss Lexington*, Lt. Comdr. Niemeyer flew in operations against Japanese forces during the Battle for Leyte Gulf, 25 Oct 1944. In the face of enemy air opposition and intense and continuous fire from anti-aircraft batteries, he pressed home a dive bombing attack on a Japanese battleship and accurately placing his bomb, scored a direct hit upon his target, despite its evasive tactics. He contributed directly to the sinking of the enemy battleship.

★ REED, George A., Lt., USNR, Corbin, Ky.: As pilot of a torpedo bomber in BomRon 7, attached to the *uss Hancock*, operating against Japanese forces in the battle for Leyte Gulf, 26 Oct 1944, Lt. Reed launched an aerial torpedo attack on an enemy heavy cruiser and succeeded in scoring a direct hit on the Japanese craft.



Lt. (jg) Koch

Lt. (jg) Kramer



Lt. Comdr. Niemeyer

Lt. Reed

★ DECORATIONS

Navy Cross (Cont.)

- ★ REEDER, Donald G., Lt. (jg), USNR, Delaware, Ohio (posthumously): As pilot of a fighter plane in FitRon 20, attached to the *uss Enterprise*, Lt. (jg) Reeder flew in operations against Japanese forces in the Battle for Leyte Gulf, 25 Oct 1944. He braved antiaircraft fire to launch a bomber attack on an enemy task group and succeeded in scoring a direct hit on an enemy light cruiser.
- ★ ROACH, Fred B., Jr., Lt. (jg), USNR, Chicago, Ill.: As pilot of a torpedo plane in TorpRon 44, attached to the *uss Langley*, Lt. (jg) Roach participated in action against Japanese in the Battle for Leyte Gulf, 25 Oct 1944. Through a barrage of antiaircraft fire, he scored a direct hit on a battleship as he joined two other torpedo planes in a furious attack on a Japanese task force, inflicting severe damage to a major unit of the Japanese fleet.
- ★ ROHE, Max E., Lt., USNR, Rosharon, Tex.: As pilot of a fighter plane in FitRon 81, attached to the *uss Wasp*, during operations against Japanese in the Tokyo Bay area, 17 Feb 1945, Lt. Rohe fought his plane during a fighter-bomber attack against an enemy aircraft carrier. He braved intense antiaircraft fire to score a direct bomb hit which contributed materially to the sinking of the vessel.
- ★ SADLER, Daniel Jr., Lt. (jg), USNR, Philadelphia, Pa.: As pilot in BomRon 16, attached to the *uss Lexington*, Lt. (jg) Sadler flew in operations against Japanese during the Battle for Leyte Gulf, 25 Oct 1944. In the face of enemy air opposition and continuous fire from antiaircraft batteries, he pressed home a dive-bombing attack on a Japanese carrier and, accurately placing his bomb, scored a direct hit upon his target, despite its desperate evasive tactics.



Lt. (jg) Reeder

Lt. (jg) Roach



Lt. Rohe

Lt. (jg) Sadler

DISTINGUISHED SERVICE MEDAL

Gold star in lieu of third award:

- ★ SHERMAN, Frederick C., Rear Admiral, USN, San Diego, Calif.: As Commander, Task Group 58.3 assigned to the First CarTaskForce during operations against the Japanese from 10 Feb to 18 June 1945, Rear Admiral Sherman directed his task

group in a series of effective attacks against the enemy at Tokyo, Iwo Jima, Kyushu and the Inland Sea. In a dangerous photographic mission at Okinawa from 23 March to 29 May, he maintained a high standard of fighting efficiency in his group and pressed home devastating attacks against the enemy, inflicting severe and costly damage against hostile aircraft, shipping and shore installations, and provided support for our military ground units on the island. Rear Admiral Sherman's leadership and tactical direction were vital factors in extending our control of the Pacific westward and in competing a number of hazardous missions with outstanding success.



Rear Admiral Sherman

SILVER STAR MEDAL

Gold star in lieu of second award:

- ★ BROACH, John C., Capt. (then Comdr.), USN, Annapolis, Md.: CO, *uss Hake*, 5th war patrol, Pacific ocean, 23 May to 11 July 1944.
- ★ GARVEY, Richard S., Lt. Comdr. (then Lt.), USNR, San Francisco: Assistant approach officer of a U. S. Submarine, Japanese-controlled waters.

First award:

- ★ BERTHONG, Raymond, Comdr., USN, Suffern, N. Y.: CO, *uss Sea Raven*, 7th war patrol, Pacific ocean, 1 Nov to 25 Dec 1944.
- ★ BONTIER, Albert M., Comdr., USN, White Plains, N. Y.: Assistant approach officer, *uss Spearfish*, 3rd war patrol, SoWesPac, 27 Mar to 20 May 1942.
- ★ BOYAN, Thomas A., Lt., USN, Jacksonville, Fla.: Director officer of heavy machine gun, *uss Lexington*, vicinity of Luzon, 5 Nov 1944.
- ★ BRIGGS, Harold M., Capt. (then Comdr.), USN, Shelbyville, Mich.: Executive officer, *uss St. Louis*, vicinity of Leyte, 27 Nov 1944.
- ★ CARBERRY, William G., Lt. Comdr., USNR, Covington, Ky.: CO of a UDT, Marianas Islands, 17 to 21 July 1944.
- ★ CONWELL, Lester C., Comdr., USN, Albia, Iowa: CO, *uss Chauncey*, Rabaul Harbor, 11 Nov 1943; Gilbert Islands, 18 to 26 Nov 1943.
- ★ COPELAND, William E., Lt., USNR, Carbondale, Ill.: Pilot in FitRon 19, *uss Lexington*, Formosa and Philippine areas, 12 to 24 Oct 1944.
- ★ CRIST, Thomas C., Lt. Comdr. (then Lt.), USNR, Crandall, Tenn.: CO of a UDT, Marianas Islands, 18 to 21 July 1944.
- ★ DUBOIS, Raymond F., Lt. Comdr., USN, Naugatuck, Conn.: Assistant approach officer, *uss Flasher*, 1st war patrol in Japanese-controlled waters.
- ★ FARR, Arthur H., Lt. (jg), USNR, Lakewood, Ohio: Torpedo data computer operator, *uss Guitarro*, 1st war patrol, 7 May to 27 June 1944.
- ★ FLEMING, Robert L., Lt. (then Lt. (jg)), USNR, Dallas, Pa.: Patrol plane commander during rescue operations, coast of Bullaire, British Solomon Islands, 14 Apr 1944.
- ★ HOFFNER, Karl E., Lt. (then Lt. (jg)), USNR, Henriette, Tex.: Boat officer, *uss Pierce*, Kwajalein Atoll, 3 Feb 1944.
- ★ HOLDEN, Robert F., Jr., Lt. (then Lt. (jg)), USNR, Chestnut Hill, Pa.: Pilot in night FitRon 101, *uss Enterprise*, Marianas Islands, 27 and 28 June 1944.
- ★ HUGHES, W. C., Comdr., USN, Coronado, Calif.: CO, *uss Somers*, WesTaskFor, Bay of the Seine, France, 7 to 15 June 1944.
- ★ JACOBSON, Fred L., Lt., USNR, Cumberland, Wis.: OTC of MTBs 335 and 342, New Guinea area, 6 Apr 1944.

- ★ KLEIN, Erhardt E., Lt. (jg), USNR, Otise, Ohio: Pilot in FitRon 20, *uss Enterprise*, Leyte Gulf, 24 Oct 1944.
- ★ MCCAFFERTY, James R., Lt. (jg) (then ENS.), USNR, Cincinnati, Ohio: OTC of MTBs 137 and 138, New Guinea area, night of 22 May 1944.
- ★ NELSON, Harry A., Lt. (jg), USNR, Marcus, Iowa: Pilot in FitRon 20, *uss Enterprise*, Battle for Leyte Gulf, 24 Oct 1944.
- ★ ROBBINS, Orme C., Comdr. (then Lt. Comdr.), USN, Selma, Ala.: Navigator and assistant approach officer of a U. S. submarine, Atlantic theater, 1 Apr 1943.
- ★ RUMPH, Paul E., Lt. Comdr., (MC), USNR, Orange, Calif.: SMO of the 40th CBS, Brewer Task Force, Admiralty Islands.
- ★ SENOGLES, Ray W., Lt. (then Lt. (jg)), USNR, Tomah, Wis.: Boat officer, *uss Frazier*, Taroa, Maloslap Atoll, 9 June 1944.
- ★ SLINKMAN, Harold E., Lt. (then Lt. (jg)), USNR, Pittsburg, Kans.: Effecting rescue of nine marines stranded on reef, Marianas Islands, during initial invasion, 15 June 1944.
- ★ SMITH, Charles D., Lt. Comdr. (then ENS.), USN, Memphis, Tenn.: Saving the lives of three men when *uss Houston* was struck, during battle of Sundra Strait.
- ★ TEETERS, David R., Lt. (jg), USNR, Corvallis, Ore.: Plotting officer, *uss Barb*, 9th war patrol, POA, 4 Aug to 3 Oct 1944.
- ★ WILD, Archie M., Ens. (then Corp.), USN, Clifton, Colo.: Assistant damage control officer, *uss Savannah*, Philippine Islands.
- ★ WILLIAMS, Danforth D., Lt. Comdr. (then Lt.), USNR, Chicago, Ill.: CO, LST 398, Solomon Islands, July 1943 to May 1944.
- ★ WILLIAMSON, Lindsey, Comdr., USN, Takoma Park, Md.: CO, *uss Kearney*, Southern France, August 1944.

LEGION OF MERIT

Gold star in lieu of second award:

- ★ MURDAUGH, Albert C., Capt., USN, Annapolis, Md.: Deputy commander of area screen, Bay of the Seine, Normandy, 6 to 29 June 1944.

First award:

- ★ AGESTON, Arthur A., Capt. (then Comdr.), USN, Coronado, Calif.: As ComLST, during landing operations, Leyte Island, 20 to 24 Oct 1944.
- ★ BROWN, William B., Comdr. (then Lt. Comdr.), USN, Columbia, N. C.: CO, *uss Knapp*, with CarTaskFor, Palau and Philippines, 30 Aug to 11 Nov 1944.
- ★ BURNHAM, DeWitt K., Comdr., (MC), USNR, San Francisco: Base medical officer, Manus, Admiralty Islands.
- ★ COYE, John S., Jr., Comdr., USN, Niantic, Conn.: CO, *uss Silversides*, 11th war patrol, Formosa and Kyushu areas, September to November, 1944.
- ★ DUFFIELD, Eugene S., Capt., USNR, Brooklyn, N. Y.: Special assistant to UnderSecNav, 15 Nov 1942 to 18 May 1944; special assistant to SecNav, 19 May 1944 to 2 Sept 1945.
- ★ FORD, John, Capt., USNR, Hollywood, Calif.: Chief of the field photographic branch, Office of Strategic Services, September 1941 to September 1945.
- ★ LAUTRUP, George W., Lt. Comdr., USN, Essex, Conn.: CO of a submarine during war patrol, vicinity of Palau Islands, 3 Mar to 21 Apr 1944.
- ★ MCLEAN, Laphriam R., Jr., Capt., USN, Arlington, Va.: Comdr of fire support unit and as OinC, dispatching assault boats, northern islands of Kwajalein Atoll.
- ★ PACE, Leo L., Capt., USN, Guide Rock, Neb.: ComSubDiv 141, October 1942 to 25 Jan 1944; ComSubRon 20, 26 Jan to 18 Dec 1944.
- ★ PERCIFIELD, Willis M., Capt., USN, Mill Valley, Calif.: Chief of staff, Far Shore organizations, staff of ComLandCraft and Bases, 11thPhibs, Normandy, 6 June 1944.

Gold star in lieu of third award:

- ★ DAVIS, Paul J., Jr., Lt. Comdr., USNR, Oklahoma City, Okla.: CO of TorpRon in Air Group 4, *uss Essex*, coast of French Indochina, 12 Jan 1945.
- ★ WILLIAMS, Bruce W., Lt., USNR, Salem, Ore.: Pilot in FitRon 19, *uss Lexington*, Philippines area, 21 Oct 1944.

Gold star in lieu of second award:

- ★ ALBERT, Walter H., Lt.(jg), USNR, Braintree, Mass.: Aerial flights in central and western Pacific areas, 13 to 20 June 1944.
- ★ ADAMS, Benjamin W., Lt.(jg) (then Ens.), USNR, Chicago, Ill.: Pilot in FitRon 7, *uss Hancock*, Philippines area, 26 Oct 1944.
- ★ AUGUST, George A., Jr., Lt., USNR, Burlington, R. I.: Pilot in FitRon 10, *uss Intrepid*, Ryukyu Islands, 19 Mar to 1 April 1945.
- ★ DAVENPORT, Merl W., Lt. Comdr., USNR, Birmingham, Mich.: Division leader in FitRon 17, Bismarck Archipelago, 26 Jan to 7 Mar 1944.
- ★ DENMAN, Anthony J., Lt. Comdr. (then Lt.), USNR, New York City: Pilot in FitRon 18, *uss Intrepid*, Battle of Leyte Gulf, 24 Oct 1944.
- ★ EGLIES, Frank J., Lt., USNR, Elizabeth, N. J.: Flight operations in western Pacific, 5 Jan to 30 June 1945.
- ★ FORD, Lewis D., Comdr. (then Lt. Comdr.), USNR, Norfolk, Va.: Pilot in TorpRon 2, *uss Hornet*, Philippines area, 21 Sept 1944.
- ★ FRELIGHT, Robert, Lt. (jg), USNR, Detroit, Mich.: Pilot in TorpRon 13, *uss Franklin*, battle for Leyte Gulf, 24 Oct 1944.
- ★ GOWLING, Robert M., Lt. Comdr., USNR, Pensacola, Fla.: Pilot in FitRon 18, *uss Intrepid*, battle for Leyte Gulf, 24 Oct 1944.
- ★ HADDEN, Mayo A., Jr., Lt. Comdr. (then Lt.), USNR, Holland, Mich.: Pilot in fighter plane over Saipan, 22 Feb 1944.

- ★ HILL, John P., Jr., Lt. (jg), USNR, Auburn, Ala.: Pilot in flight operations on Palau Islands, 31 Mar 1944.
- ★ HOUSTON, John E., Lt., USNR, Lincoln, Neb.: Pilot in FitRon 81, *uss Wasp*, Tokyo Bay area, 16 Feb 1945.
- ★ KAY, James F., Lt., USNR, Petersburg, Pa.: Pilot in FitRon 10, *uss Intrepid*, Japanese home islands, 18 and 19 Mar 1945.
- ★ KEHOE, John J., III, Lt. (jg), USNR, Reno, Nev.: Pilot in BomRon 13, *uss Franklin*, battle for Leyte Gulf, 25 Oct 1944.
- ★ KIRK, George N., Lt., USNR, Moline, Ill.: Fighter plane pilot in Air Group 8, *uss Bunker Hill*, Philippines area, 21 Sept 1944.
- ★ PRESTON, Benjamin G., Lt. Comdr., USNR, Oakland, Calif.: Pilot in Air Group 18, *uss Intrepid*, Philippines area, 12 Sept 1944.
- ★ SMITH, Stephen B., Lt., USN, Mason City, Iowa: Division leader in TorpRon 80, *uss Ticonderoga*, Philippines area, 25 Nov 1944.
- ★ SWOPE, James S., Lt., USN, Killeen, Tex.: Division leader in FitRon 11, *uss Hornet*, Philippine Islands, 5 Nov 1944.
- ★ TREXLER, Burton R., Lt. Comdr., (then Lt.), USNR, Brooklyn, N. Y.: Pilot in BomRon 4, *uss Essex*, Formosa area, 21 Jan 1945.

First award:

- ★ ANDREWS, Marlin O., Lt. (jg), USNR, Fort Worth, Tex. (posthumously): Co-pilot of a Liberator in BomRon 104, Solomon, Gilberts and Caroline Islands, 15 Jan to 9 Mar 1944.
- ★ BACON, Lemuel O., Lt., USNR, Kingsville, Tex.: Pilot in TorpBomRon 31, *uss Cabot*, Philippines area, 21 Sept 1944.
- ★ BARNETT, Gerald M., Lt. (then Lt. (jg)), USNR, Hallendale, Fla.: Pilot in TorpBomRon 4, *uss Essex*, French Indochina area, 12 Jan 1945.
- ★ BAXTER, Denver F., Lt., USNR, Jacksonville, Fla.: Pilot of seaplane, Truk Atoll, locating a downed pilot in Truk lagoon.
- ★ BROWN, Meith, L., Lt. (jg), USNR, Denver, Colo.: Pilot in FitRon 81, *uss Wasp*, Tokyo Bay area, 16 Feb 1945.
- ★ CARRUTH, Royce, Lt. (jg) (then Ens.), USNR, Baltimore, Md.: Photographic recon-

Air Award System Change Announced

The strike-flight system of the MarCorps for awarding the Air Medal and Distinguished Flying Cross has been made retroactive to 7 Dec 1941.

Previously these awards on the strike-flight system were made only for the period after 18 Dec 1944. The system provides for the automatic award of medals for a specified number of combat missions. Commander, Air Force, Pacific Fleet, is the only delegated authority to award the Air Medal and DFC under this system.

- naissance mission over Okinawa, 1 Mar 1945.
- ★ CHACE, William B., Lt. Comdr., Boston, Mass.: Observer in torpedo bomber, Truk Atoll, 17 Feb 1944.
- ★ COLLINS, C. B., Lt., USNR, Silver City, N. M. (posthumously): Pilot in TorpRon 10, Truk Atoll, 17 Feb 1944.
- ★ CONNOR, James R., Lt. (jg), USNR, New York City: Pilot in FitRon 21, *uss Belleau Wood*, Philippine Sea, 25 Oct 1944.
- ★ COOKE, Byron E., Lt. Comdr., USN, Pensacola, Fla.: Pilot of torpedo plane, Truk Atoll, 16 and 17 Feb 1944.
- ★ COOPER, Irving S., Lt. (jg), USNR, Los Angeles: Flight operations, western Pacific, 5 Jan to 14 June 1945.
- ★ COPELAN, Charles G., Lt. (jg), USNR, Atlanta, Ga.: Pilot in BomRon 7, *uss Hancock*, Battle for Leyte Gulf, 25 Oct 1944.
- ★ COREY, Richard L., Lt. (jg), USNR, Bluefield, W. Va.: Pilot in BomRon 82, *uss Bennington*, Haciojima, 16 Feb 1945.
- ★ CUSHMAN, Kent M., Lt. Comdr., USNR, Coronado, Calif.: Pilot in TorpRon 16, Palau Island, 30 and 31 Mar 1944.
- ★ DAVIS, Paul J., Lt. Comdr., USNR, Okla-

MARINE GIVEN HIGHEST AWARD FOR TARAWA HEROISM

The Medal of Honor has been awarded posthumously to 1st Lt. Alexander Bonnyman, Jr., USMCR, a hero of the bitterly-contested Marine Corps assault on Tarawa. Lt. Bonnyman's daughter, 12-year-old Frances Berry Bonnyman, was presented the award by SecNav James Forrestal at a ceremony at the Navy Department.

Lt. Bonnyman was honored for his action as executive officer of the 2nd Batt Shore Party, 8th Marines, 2nd MarDiv, during the assault against Tarawa in the Gilbert Islands from 20 to 22 Nov 1943. Acting on his own initiative when assault troops were pinned down at the far end of Betio Pier by Japanese shore batteries, he repeatedly defied the fury of the enemy bombardment to organize and lead the besieged men over the long, open pier to the beach. Then, voluntarily obtaining flame throwers and demolitions, he organized his shore party into assault demolitionists and directed the blowing of several enemy installations before the close of D-Day.

Determined to effect an opening in

the enemy's defense line the following day, he crawled approximately 40 yards forward of our lines and placed demolitions in the entrance



HERO'S daughter, 12, receives Medal of Honor posthumously awarded Marine for Tarawa action from SecNav.

of a large Japanese emplacement as the initial move in his planned attack against the heavily garrisoned, bombproofed installation which was stubbornly resisting. Withdrawing only to replenish his ammunition, he led his men in a renewed assault, exposing himself to enemy fire as he stormed the bastion, directed the placement of the demolition charges in both entrances and seized the top of the bombproof position, flushing more than a hundred of the enemy who were instantly cut down, and effecting the annihilation of 150 troops inside the emplacement.

Assailed by additional Japanese after he had gained his objective, he made a heroic stand on the edge of the structure, defending his strategic position with determination in the face of the desperate charge and killing three of the enemy before he was killed. His fighting spirit and leadership throughout three days of violent battle had inspired his men to heroic effort, enabling them to beat off the counter-attack and break the resistance in that area for an immediate gain of 400 yards with no further casualties to our forces.

★ DECORATIONS

D.F.C. (Cont.)

homa City, Okla.: CO, TorpRon 4, USS *Essex*, Philippine Islands, 25 Nov 1944.

★ **DELMEL**, Howard J., Lt. (jg) (then Ens.), USNR, New York City: Pilot in TorpBomRon 4, USS *Essex*, French Indochina area, 12 Jan 1945.

★ **DEVINE**, Richard O., Lt. Comdr. (then Lt.), USNR, Walla Walla, Wash.: Pilot in FitRon 10, USS *Enterprise*, Caroline Islands, January to April 1944.

★ **DE VEER**, Robert L., Lt. (then Lt. (jg)), USNR, Yonkers, N. Y.: Pilot in CompRon 40, Bismarck Archipelago area, 13 Sept 1943 to 25 Jan 1944.

★ **DOWNING**, Arthur L., Comdr., USNR, Coronado, Calif.: Pilot in BomRon 14, USS *Wasp*, Marianas area, 24 June 1944.

★ **DUNCAN**, John A., Lt. Comdr., USNR, Coronado, Calif.: Division leader in FitRon 7, USS *Hancock*, Philippine area, 26 Oct 1944.

★ **DVORACHEK**, Harold E., Lt., USNR, Little Rock, Ark.: CO of a Liberator in BomRon 104, Solomon, Gilbert and Caroline Islands, 4 Dec 1943 to 8 Jan 1944.

★ **EASON**, Van V., Jr., Lt. Comdr., USN, Mark, Miss.: Pilot in TorpRon 10, Truk Atoll, 17 Feb 1944.

★ **FINK**, David, Lt., USNR, Irwin, Pa.: Flight operations, western Pacific, 5 Jan to 16 June 1945.

★ **FITZGERALD**, Walter T., Lt., USN, Quincy, Mass.: Pilot in TorpRon 14, USS *Wasp*, Philippine Sea, 20 Jan 1944.

★ **FORSYTH**, John F., Lt., USNR, Rochester, N. Y.: Pilot in Air Group 18, USS *Intrepid*, Philippines area, 24 Sept 1944.

★ **FRODIGH**, John R., Lt. (jg), USNR, Worcester, Mass.: Flight operations, western Pacific, 14 May to 25 July 1945.

★ **FROST**, Howard, Jr., Lt. (jg), USNR, Worcester, Mass.: Pilot in FitRon 18, USS *Intrepid*, Battle for Leyte Gulf, 24 Oct 1944.

★ **GARY**, Paul B., Lt. (jg), USNR, Chicago, Ill.: Leader of a photographic-reconnaissance mission over Okinawa, 1 Mar 1945.

★ **GEHOE**, William F., Lt., USNR, Pittsburgh, Pa.: Pilot of fighter plane at Truk Atoll, 16 and 17 Feb 1944.

★ **GILROY**, Anthony F., Lt. (jg), USNR, Brooklyn, N. Y.: Pilot in BomRon 7, USS *Hancock*, Manila Bay, 29 Oct 1944.

★ **GLASCOW**, Donald E., Lt. (jg), USNR,

Greenway, Ark. (posthumously): Pilot of torpedo bomber in CompRon 84, USS *Makin Island*, Okinawa Shima.

★ **GREEN**, William A., II, Lt. (jg), USNR, Worcester, Mass.: Pilot in FitRon 10, USS *Intrepid*, Japanese home islands, 18 and 19 Mar 1945.

★ **HAMBLIN**, Louis R., Lt. (jg), USNR, Bridger, Wyo.: Pilot in FitRon 80, USS *Ticonderoga*, Philippine Islands, 14 Dec 1944.

★ **HAND**, Theodore E., Lt., USNR, New Orleans, La.: Flight operations in forward areas of central Pacific, 28 Jan to 20 Apr 1945.

★ **HARMAN**, Walter R., Lt., USNR, Santa Anna, Calif.: Pilot of plane during operations, Kwajalein, Marshall Islands, 29 Jan to 4 Feb 1944; Truk Atoll, 16 and 17 Feb 1944.

★ **HASSENFRATZ**, Herbert H., Lt. Comdr., USN, Bellevue, N. Y.: Pilot in FitRon 21, USS *Belleau Wood*, Philippine Sea, 25 Oct 1944.

★ **HAVERLAND**, Charles H., Lt. (jg), USNR, Hibbing, Minn.: Pilot in FitRon 20, USS *Enterprise*, Philippine Islands area, 15 Oct 1944.

★ **HEDGES**, Donald W., Lt. (jg) (then Ens.), USNR, Merion, Pa.: Pilot in FitRon 44, USS *Langley*, scoring direct hit on enemy tanker along coast of French Indochina, 12 Jan 1945.

★ **HOOK**, John C., Lt., USNR, Long Beach, Calif.: Member of air squadron, western Pacific, 26 Apr to 29 July, 1945.

★ **HOYE**, Francis C., Lt. Comdr., USNR, Neptune Beach, Fla.: Pilot in TorpRon 5, Palau, 30 Mar 1944.

★ **HULL**, David P., Lt. Comdr., USNR, Coronado, Calif.: Pilot in FitRon 21, USS *Belleau Wood*, Philippine Sea, 25 Oct 1944.

★ **HUTCHERSON**, Olin L., Lt. (then Lt. (jg)), USNR, East Weymouth, Mass.: Pilot in TorpRon 44, USS *Langley*, Battle for Leyte Gulf, 25 Oct 1944.

★ **JOHNSON**, Donald E., AOM2, USNR, Middleport, N. Y. (posthumously): Gunner on a Liberator in BomRon 104, Solomon, Gilbert and Caroline Islands.

★ **JONES**, Harold W., AMM2, USNR, Winnsboro, S. C. (posthumously): Gunner on a Liberator in BomRon 104, Solomon, Gilbert and Caroline Islands, 4 Dec 1943 to 5 Jan 1944.

★ **KERR**, Julien W., Jr., Lt. (jg), USNR, Long Beach, Calif.: Member of air squadron in central Pacific, 28 Jan to 20 Apr 1944.

★ **KELLY**, Leo, Lt. (jg) (then Ens.), USNR, Brookline, Pa.: Pilot in FitRon 44, USS *Langley*, French Indochina, 12 Jan 1945.

★ **KILLEFER**, Tom, Lt., USNR, Hermosa Beach, Calif.: Pilot in FitRon 17, Solomons and Bismarck Archipelago, 26 Jan to 7 Mar 1944.

★ **LASTER**, Conley C., Lt. Comdr., USN, Norfolk, Va.: Pilot in BomRon 80, USS *Ticonderoga*, Philippine Islands, 13 Nov 1944.

★ **LEISHMAN**, Robert O., AMM2, USN, Vancouver, Wash. (posthumously): Gunner of Liberator in BomRon 104, Solomons, Gilbert and Caroline Islands, 29 Aug to 17 Sept 1943.

★ **LONG**, William R., Ens., USNR, Cumberland, Md.: Aerial flight operations, western Pacific, 30 Mar to 12 July 1945.

★ **LYSNE**, Sigfred G., Lt. (jg), USNR, Vero Beach, Fla.: Pilot in FitRon 7, USS *Hancock*, Philippines area, 26 Oct 1944.

★ **MACKEY**, William H., Lt., USNR, Flint, Mich.: Section leader in BomRon 7, USS *Hancock*, Battle for Leyte Gulf, 25 Oct 1944.

★ **MAGNUSON**, Eric, Lt., USN, Northeast Harbor, Me. (posthumously): Division leader of fighting planes, USS *Franklin*, Bonin Islands, 4 Aug 1944.

★ **MANSELL**, Gean T., Lt. (jg), USNR, Guthrie Center, Iowa: Flight operations, western Pacific, 18 Jan to 9 Aug 1945.

★ **MCBRIDE**, William E., Lt. Comdr., USNR, Pontiac, Ill.: Pilot in BomRon 16, USS *Lexington*, Philippines area, 21 Oct 1944.

★ **MCGLINN**, John A., Jr., Lt. Comdr. (then Lt.), USNR, Philadelphia, Pa.: Pilot in TorpRon 81, USS *Wasp*, against installations in Japan, 16 Feb 1945.

★ **MCGRAW**, Bruce A., Lt. Comdr., USN, National City, Calif.: Pilot in Air Group

33 Honored for Heroism After Attacks on Cavite

Thirty-three former civilian employees of the U. S. Navy Yard, Cavite, P. I., have been awarded the Meritorious Civilian Service Award for heroism following Japanese attacks on the Navy Yard 10 Dec 1941.

The civilians gave first aid to the wounded, repaired damaged ships and aviation units, loaded supplies and ordnance equipment for transportation to Corregidor and Bataan, procured vital materials, destroyed confidential records and restored order among personnel in the Manila Bay area.

13, USS *Franklin*, Bonin Islands, 31 Aug 1944.

★ **MCKAIG**, Bruce B., Lt. (jg), USNR, Reno, Nev.: Flight operations in central Pacific, 28 Jan to 20 Apr 1945.

★ **MEYER**, Frederick E., Lt. (jg), USN, Indianapolis, Ind.: Pilot in FitRon 10, USS *Intrepid*, Ryukyu Islands, 12 Apr 1945.

★ **MILLER**, Jake E., Lt. (jg), USNR, Abilene, Tex.: Pilot in BomRon 13, USS *Franklin*, Battle for Leyte Gulf, 24 Oct 1944.

★ **MOSKALIK**, Maurice, Lt., USNR, Pawtucket, R. I.: CO of a patrol plane near Tidaro Island, Halmahera, 3 and 4 Sept 1944.

★ **MOYER**, Conrad J., Lt. (jg), USNR, Minneapolis, Minn.: Flight operations in central Pacific, 28 Jan to 20 Apr 1945.

★ **MULCAHY**, William C., Lt. (jg), USNR, Sikeston, Mo.: Flight operations in western Pacific, 29 Mar to 19 June 1945.

★ **NORBENT**, Albert, Lt. (jg), USNR, Denver, Colo.: Flight operations in central Pacific, 28 Jan to 20 Apr 1945.

★ **ODOM**, Woodrow W., Lt., USNR, Dallas, Tex.: Leader of 4-plane division in FitRon 7, USS *Hancock*, Philippine Islands, 26 Oct 1944.

★ **O'DONNELL**, Ralph N., Lt. (jg) (then Ens.), USNR, Lombard, Mont.: Pilot in TorpRon 18, USS *Intrepid*, Sibuyan Sea, 25 Nov 1944.

★ **PAULEY**, Robert J., Ens., USNR, Red Oak, Iowa: Flight operations in western Pacific, 28 Mar to 2 June 1945.

★ **PEARCE**, William, Lt., USNR, Cincinnati, Ohio: Pilot in FitRon 10, USS *Intrepid*, Japanese home islands, 18 and 19 Mar 1945.

★ **REINER**, Milton E., Lt. (jg), USNR, Oakland, Calif.: Flight operations in western Pacific area, 14 May to 25 July 1945.

★ **PETERSON**, Dale, Comdr., USN, Beulah, N. D.: Pilot in FitRon 81, USS *Wasp*, Tokyo Bay, 1 Feb 1945.

★ **PETERSON**, Reuben F., Lt. (jg) (then Ens.), USNR, Madrid, Iowa: Pilot in FitRon 41, USS *Independence*, Philippines area, 15 Dec 1944.

★ **PICKENS**, Peshing C., Lt., USNR, Cloverdale, Ind.: Pilot in BomRon 13, USS *Franklin*, Battle for Leyte Gulf, 24 Oct 1944.

★ **PRICHARE**, Malvin M., Lt., USNR, Onaway, Mich.: Pilot in FitRon 20, USS *Enterprise*, Philippine Islands, 13, 14 and 19 Nov 1944.

★ **PRITZLAFF**, Paul E., USNR, New York City: Pilot in TorpRon 13, USS *Franklin*, vicinity of Formosa, 12 Oct 1944.

★ **RAMAGE**, James D., Lt. Comdr., USN, Anaheim, Calif.: Pilot in BomRon 10, USS *Enterprise*, Truk Atoll, Carolines and New Guinea, January through April 1944.

★ **RAY**, Billy D., Lt. (jg), USNR, Kansas City, Mo.: Pilot in TorpRon 13, USS *Franklin*, vicinity of Formosa, 12 Oct 1944.

★ **RAYMOND**, Edward J., Lt. (jg), USNR, Manchester, N. H.: Flight operations in western Pacific, 29 Mar to 2 July 1945.

★ **RICE**, Terrence S., Lt. Comdr., USNR, Kingfisher, Okla.: Pilot in FitRon 21, USS *Belleau Wood*, Philippine Sea, 25 Oct 1944.



ADMIRAL Nimitz receives 1946 Club of Champions Award of Catholic Youth Organization from Cardinal Spellman.

★ SAWYER, Andrew J., Jr., Lt. (jg), USNR, Shreveport, La. (posthumously): Pilot in FitRon 87, uss *Ticonderoga*, vicinity of Inland Sea, 28 July 1945.

★ SEARLES, Waymon D., Lt., USNR, Sulphur Springs, Tex. (posthumously): CO of a Liberator in BomRon 104, Solomons, Gilbert and Caroline Islands, 15 Jan to 7 Mar 1944.

★ SERRELL, Victor E., Lt. (jg), USNR, Elizabeth, N. J.: Pilot in Air Group 18, uss *Intrepid*, Philippine Islands, 24 Sept 1944.

★ SHERIDAN, Eugene, Lt., USNR, Los Angeles, Calif.: Section leader in FitRon 20, uss *Enterprise*, Philippine Islands area, 15 and 18 Oct 1944.

★ SHERRILL, Hugh V., Lt. (jg), USNR, Biloxi, Miss.: Pilot in FitRon 81, uss *Wasp*, vicinity of Indochina, 12 Jan 1945.

★ SIMARD, Harry L., Ens., USNR, Holyoke, Mass.: Flight operations, western Pacific, 28 Mar to 2 June 1945.

★ SPURGEON, Norman W., Lt. (jg), USN, Hoquaim, Wash.: Pilot in TorpRon 80, uss *Ticonderoga*, Philippine Islands area, 25 Nov 1944.

★ SUDDRETH, John M., Lt. (jg), USN, Deer Lodge, Mont.: Pilot in FitRon 11, uss *Hornet*, Philippine Islands, 5 Nov 1944.

★ THOMPSON, Clarence L., Lt. Comdr. (then Lt.), USNR, Jacksonville, Fla.: Flight operations in central Pacific, 28 Jan to 20 Apr 1945.

★ THOMPSON, Noal L., Lt., USNR, Cahone, Colo.: Pilot in FitRon 18, uss *Intrepid*, Luzon, 29 Oct 1944.

★ THROCKMORTON, Bruce H., Lt. (jg) (then Ens.), USNR, New York City: Pilot in FitRon 18, Central Luzon, 25 Nov 1944.

★ TRULY, Everette G., Jr., Lt. (then Lt. (jg)), USNR, San Francisco: Pilot in CompRon 40, Solomons and Bismarck Archipelago area, 13 Sept 1943 to 25 Jan 1944.

★ UNIVERSAW, Robert J., Ens., USNR, Indianapolis, Ind. (posthumously): Pilot in CompRon 90, uss *Steamer Bay*, Iwo Jima, 16 Feb to 7 Mar 1945.

★ WALKER, Earl P., Lt. (jg), USNR, Orlando, Fla.: Flight operations in central Pacific, 28 Jan to 20 Apr 1945.

★ WEISBERG, Meyer, ARM3, USNR, Brookline, Mass. (posthumously): Radio-gunner in BomRon 84, uss *Bunker Hill*.

★ WILSON, Robert C., Lt., USNR, Santa Barbara, Calif.: Pilot of fighter plane, Palau, 30 Mar 1944.

NAVY AND MARINE CORPS MEDAL

★ ALYWARD, Edward J., Lt. Comdr. (then Lt.), USNR, Geneva, Ill.: Commander of a patrol plane, vicinity of Hawaiian Islands, 14 June 1944.

★ BAKER, George M., Lt. (jg) (then Ens.), USN, Westport, Conn.: Assisted in fire fighting when Liberator crashed on Stickell Field, Eniwetok, 9 Aug 1944.

★ DEAN, Robert W., Lt. (jg) (then Ens.), USNR, Sledge, Miss.: Organizing and directing search party for George R. Tweed, RM1, USN, from Japanese-held Guam, 10 July 1944.

★ LOGAN, Benjamin T., Lt., USNR, Barnum, Wis.: Assistant OinC, LCT 340, effecting rescue of seaman, Cape Bon, Tunisia, 9 Feb 1944.

★ PEGARI, John G., Lt. Comdr. (then Lt.), USNR, New York City: Aided fellow officer in clearing ship when uss *Liscome Bay* was sunk, 24 Nov 1944.

★ RYAN, Walter C., Lt. (then Ens.), USNR, Malden, Mass.: Saving lives of several men trapped in engine room, uss *Independence*, when hit by torpedo, 20 Nov 1943.

★ SANDERSON, Frederick D., TM1, USN, Billings, Mont.: Assisted in effecting rescue of trapped shipmate, uss *Laffey*, during night action off Savo Island, 13 Nov 1942.

★ THERRIEN, Leo E., Lt., USN, Marshfield, Ore.: Senior salvage officer during operations on Wreck No. 7, Manila Bay, 19 Nov 1945 to 9 Jan 1946.

BRONZE STAR MEDAL

Gold star in lieu of third award:

★ COCKELL, William A., Capt., USN, San Diego, Calif.: CO of uss *Thatcher* and ComDesDiv 108, operations in Pacific, February to September, 1945.

★ MOORE, Allen W., Comdr., USN, Queen Anne, Md.: CO of uss *Cony*, Camotes Sea Area, 29 Nov 1944.

★ WILL, Charles R., Capt., USN, Arlington, Va.: CO of uss *Flint* and commander of support and salvage units, Pacific, from 2 Dec 1945.

Gold star in lieu of second award:

★ ADAMS, Johnston C., Lt., USNR, Corinth, Miss.: CO of LST 446, operations in Solomon Islands, July 1943 to May 1944.

★ BRADY, Parke H., Capt., USN, Washington, D. C.: CO of uss *Hailey*, assault and occupation of Kwajalein, Eniwetok, Guam and Palau Islands, January 1944 to January 1945.

★ HUNTER, Raymond P., Comdr. (then Lt. Comdr.), USN, Sherman, Tex.: OOD of uss *Washington*, operation off Savo Island, 14-15 Nov 1942.

★ McCLAIN, Warren H., Capt., USN, Newport, R. I.: CO of uss *Russell*, action in Aleutian and Gilbert Islands, 14 Jan to 12 Dec 1943.

★ WUELLNER, George E., Lt. (jg), USNR, Urbana, Ill.: Executive and Gunnery Officer of LCI (G) 469, on Iwo Jima, 17 Feb 1945.

First award:

★ ANDREWS, Rex W., GM3, USNR, Parkersburg, W. Va. (posthumously): Aboard uss *Maryland*, action near Okinawa, 7 Apr 1945.

★ ARPIN, Laurence C., Lt. Comdr., USNR, Berkeley, Calif.: Executive officer of uss *Holston*, salvage operations in Atlantic, 14 Oct 1944.

The Bronze Star citation for Comdr. Howard P. Bacon, USNR, as published in the January issue of ALL HANDS, was listed as having been presented posthumously. Comdr. Bacon, now on inactive duty, is living in New York City.

★ BEEMAN, Arthur C., CPHM, USN, Philadelphia, Pa. (posthumously): Attached to uss *Amberjack*, Solomon Islands area, 3 Sept to 30 Oct 1942.

★ BLACKWOOD, Bures L., MM2, USNR, Pineville, La. (posthumously): Member of underwater demolition team, capture of Iwo Jima, 17 Feb 1945.

★ BLETTEL, David, MM1, USNR, Carson City, Nev. (posthumously): Attached to underwater demolition team 9, on Leyte Island, 19 Oct 1944.

★ BLOUIN, Francis J., Comdr., USN, Annapolis, Md.: CO of uss *Sterett*, operations in Pacific, February to December, 1944.

★ BOBBA, Primo L., MCOMM1, USN, Springfield, Mass.: Serving on uss *Runner*, Toagel Mlungui Passage, Palau, 18 Jan to 7 Mar 1943.

★ BROCKMAN, Robert J. CTM, USN, Columbus, Neb. (posthumously): Attached to uss *Trout*, Shiono-Ashizuri Saki Area, 24 Mar to 17 May 1942.

★ CLARK, Frank B., Lt. (then Lt. (jg)), USNR, Pomeroy, Wash.: CO of an LCI (gunboat) during invasion of Leyte Island, 20 Oct 1944.

★ CLARKE, Frederick B., Lt. Comdr., USN, Washington, D. C.: Gunnery and torpedo officer aboard uss *Sawfish*, patrols in Pacific area.

★ CLINE, John Franklin, Lt. (jg), USNR, Powell, Wyo.: Plotting officer, uss *Bang*, for aiding in the sinking of 24,000 tons of enemy shipping.

★ CLOUSE, Francis C., CGM, USN, Minot, N. D. (posthumously): Serving aboard uss *Hugh W. Hadley*, action off Okinawa, 11 May 1945.

★ COLE, Francis W., Lt. (then Lt. (jg)), USNR, Chevy Chase, Md.: Attached to LCI (G) Flotilla 3, Pacific area, June to July, 1944.

★ DAVIS, Robert H., Lt., USNR, Harrison, N. Y.: Serving on uss *Ingersoll*, operations from 15 Jan to 2 Dec 1944.

★ DITCH, William I., CPHM, USNR, Grundy Center, Iowa: Attached to the Army in the defense of Philippines, from 7 Dec 1941 to 6 May 1942.

★ ELLIOTT, Bert Alfred, FC3, USNR, Mobile, Ala. (posthumously): Serving aboard uss *Neucomb* on 6 Apr 1945.

★ FISTE, Harold Le Roy, CEM, USN, Milwaukee, Wis. (posthumously): Aboard uss *Trigger*, patrol in the Caroline Islands area, 1 Jan to 23 Feb 1944.

★ FLEMMING, Joseph L., CM2, USNR, Reading, Pa. (posthumously): Member of underwater demolition team during capture of Iwo Jima, 17 Feb 1945.

★ FLOOD, Donald R., CPHM, USN, Akron,

HOW DID IT START

SOS—Distress Code

One of the most widely used code signals for marine disasters is the SOS; and from the initials many expressions have arisen such as "Save Our Souls," "Sink Or Swim," "Some One's Sinking," etc., which have no bearing on the signal itself.

Before the code SOS was used, the letters CDQ were in vogue, but that was before 1912 when the International Telegraphers held their annual convention. There it was decided to use letters that would easily be recognized and letters which would be easy to transmit when a ship was sinking or in distress.

The letters are a code signal only and have no significance as far as words are concerned. The letters CDQ were used for the first time in a sea rescue when the SS *Florida* and the White Star liner, *Republic* collided in a fog off Nantucket Shoals 23 Jan 1909.



Reserve Commendation Ribbon List Announced

A list of eligible officers for the award of the Reserve Special Commendation Ribbon was announced in BuPers Circ. Ltr. 8-47 (NDB, 15 January).

The ribbon has been awarded to officers of the Organized Naval Reserve and MarCorps Reserve who officially commanded for a period of four years, between 1 Jan 1930 and 7 Dec 1941, an organized battalion, squadron, or separate division (not part of a battalion) of the Naval Reserve, or an organized battalion or squadron of the MarCorps Reserve. The officers have a total service in either Reserve of not less than 10 years.

Officers not named on the list who, after study of Alnavs 180-46 and 223-46, consider themselves eligible for the award may submit requests for consideration to BuPers or to the Commandant, MarCorps.

★ DECORATIONS

Bronze Star (Cont.)

Ohio: Member of Allied Staff, Kobe Prisoner of War Hospital, Japan, 5 June to 17 Aug 1945.

★ FOWLER, Charles P., ACOM, USN, Corpus Christi, Tex.: Serving on *USS Houston* in Flores Sea, 4 Feb 1942.

★ FOWLER, George E., Lt. (then Lt. (jg)), USNR, Seymour, Iowa: CO of a torpedo boat, coast of Normandy, 8 and 9 June 1944.

★ GINTHER, Joseph M., Lt., USNR, Albert Lea, Minn.: CO of *USS Cogswell*, Pacific war area, from 15 Jan to 15 Aug 1944.

★ GOLAY, Frank H., Lt. Comdr., USNR, Warrensburg, Mo.: Serving on *USS Puffer* fourth war patrol in Japanese-controlled waters.

★ GORDON, Paul E., SF1, USNR, Omaha, Neb. (posthumously): Member of underwater demolition team, capture of Iwo Jima, 17 Feb 1945.

★ GRACE, Warren G., BM1, USNR, West Medford, Mass.: In operations against Japanese on Guam, 9 Aug 1944.

★ GREENLEE, Norfleet C., SP(F)2, USNR, Duncan, Okla. (posthumously): Serving on *USS Yuma*, Ryukyu Islands, 17 Apr 1945.

★ GRIFFITH, Thomas R., Comdr., USNR, Philadelphia, Pa.: Serving on *USS South Dakota* in battles and operations for 31 months.

★ HARPER, James Q., TM3, USNR, Farmersville, Calif. (posthumously): Serving on *USS Sculpin*, Truk Island area, 19 Nov 1943.

★ HARRINGTON, James D., S2 USNR, Humboldt, Tenn. (posthumously): Serving on *USS Maryland*, Ryukyu Islands, 7 Apr 1945.

★ HARRISON, Donald W., CEM, USN, San Diego, Calif. (posthumously): Member of crew of *USS Trout*, Shiono-Ashizuri Saki Area, from 24 March to 17 May 1942.

★ HEADLEY, Gilbert J., Lt., USNR, Shaker Hts., Ohio: CO of a landing craft during invasion of Leyte, 20 Oct 1944.

★ HILKE, Earl E., MM2, USNR, Altura, Minn. (posthumously): Member of an underwater demolition team during capture of Iwo Jima, 17 Feb 1945.

★ HINES, Milton A., Lt., USNR, Booneville, N. C.: Boat officer aboard a landing craft, invasion of Saipan, 15 and 16 June 1944.

★ HJORT, James A., S2, USNR, El Cajon, Calif. (posthumously): Attached to *USS Spectacle*, Ryukyu Islands, 25 May 1945.

★ HOLSTE, Raymond, Jr., S1, USNR, Burley,

Command Performance

The skipper had a somewhat exotic taste in moving pictures and, when he discovered one he admired, liked to see it again and again. Sometimes he even wanted to see it again.

He got that way about a sagebrush epic, "Skipalot Scaggett." The second time this horse opera was exhibited the crew of the *USS* _____ muttered a little. The third time they openly snarled. When the movie operator brought the despised drama on board a fourth time—on the captain's orders—he posted the following notice on the bulletin board:

"Returned by popular demand—'Skipalot Scaggett.'"

Idaho. (posthumously): Serving on *USS Halloran*, near Okinawa, 21 June 1945.

★ INGRAM, Robert F., SM1, USN, Springfield, Ill.: Member of the beach defense at Communication Center, Corregidor, during invasion by enemy, 5 and 6 May 1942.

★ IRVIN, Ernest J., CPHM, USN, Abbeville, La.: Member, Allied Staff, Kobe Prisoner of War Hospital, Japan, from 5 June to 17 Aug 1945.

★ KEAN, Donald T., Lt., USNR, Valencia, Pa.: OinC of naval combat demolition unit, invasion of Southern France, 15 Aug 1944.

★ KELLEY, Lawrence F., RM3, USNR, Brooklyn, N. Y.: Serving on *USS Laffey*, off coast of Okinawa, 16 Apr 1945.

★ KERBOW, Harry J., CPHM, USN, San Diego, Calif. (posthumously): Attached to the 4th Marines during defense of Philippines, 7 Dec 1941 to 6 May 1942.

★ KIZILSKI, Peter, MM2, USN, Southington, Conn. (posthumously): Serving on *USS Neucomb* during Japanese suicide air attacks, 6 Apr 1945.

★ KOLLEGAS, Ulysses, S1, USN, Lorain, Ohio (posthumously): Serving on *USS Borie*, off Honshu, Japan, 9 Aug 1945.

★ KYSELKA, Carl, Lt. Comdr., USNR, Salt Lake City, Utah: Serving on *USS Bataan*, POA, 18 Sept 1944 to 30 Aug 1945.

★ LABAK, Edward J., Lt., USNR, Kingston, Pa.: Leader of a wave of landing boats, invasion of Saipan, 17 June 1944.

★ LAMBERT, Frederick J., QM2, USNR, Lowell, Mass.: Member of rescue party aboard *USS Skate*, POA.

★ LAWHEAD, Ralph W., Cox., USNR, Cleveland, Ohio (posthumously): Serving on *USS LSM 135*, off Okinawa, 25 May 1945.

★ LYNCH, James P., Lt. Comdr. (then Lt.), USN, Newport, R. I.: Serving on *USS Snook*, POA.

★ MACKNICKI, Stanley W., MM2, USN, Crystal Beach International Falls, Minn.: Serving on *USS Mindanao*, off coast of Bataan, 9 Apr 1942.

★ MALFEO, Marvin A., Ens., USNR, Staples, Minn. (posthumously): Member of underwater demolition team, Leyte Island, 19 Oct 1944.

★ MCKENNA, James, Jr., Lt., USNR, Dunellen, N. J.: Attached to *USS Fayette*, POA, 21 July 1944.

★ MARLOW, Wilbert F., Lt. (then Ens.), USN, Washington, D. C.: Serving on *USS Thresher*, POA.

★ MEECE, Robert E., SM2, USNR, Dayton, Ohio (posthumously): Attached to *USS Frederick C. Davis*, 24 Apr 1945.

★ MONGEAU, Robert G., MM2, USNR, Westfield, Mass.: Serving on *USS Hopping*, off Okinawa, 9 Apr 1945.

★ MUNDAY, Arthur B., GM3, USNR, Los Angeles, Calif.: Serving on *USS Gilligan*, Lingayen Gulf Area, 12 Jan 1945.

★ NEEDHAM, George M., EM2, USNR, Miami, Fla. (posthumously): Contollerman on *USS Seawolf*, Formosa and Bonin Island Areas, 3 Apr to 3 May 1943.

★ NICASTRO, Samuel, CEM, USN, Sharon, Pa.: Serving on *USS Hopping*, assault on Okinawa, 9 Apr 1945.

★ PACE, Delmont N., CTM, USN, Norwich, Conn. (posthumously): Serving on *USS Runner*, Toagel Miungui Passage, Palau, from 18 Jan to 7 Mar 1943.

★ PARCELS, Rex L., Lt. Comdr., USNR, Berkeley, Calif.: Serving on *USS Sunfish*, POA, from 20 Aug to 27 Sept. 1944.

★ PECK, George T., Lt. (jg) (then Ens.) USNR, Cambridge, Mass.: On special intelligence mission behind German lines, Northern Italy, 30 Sept. 1944.

★ PITSER, Charles E., TM2, USN, Seattle, Wash. (posthumously): Member of crew, *USS Sculpin*, Truk Island Area, 19 Nov 1943.

★ PREBLE, Casmer E., Lt. (jg), (then Ens.), USN, Portland, Ore.: Serving as assistant signal officer on staff of a naval task force commander, Central Mediterranean area.

★ RAWLINGS, Jack P., CEM, USN, Cameron, Mo. (posthumously): Serving on *USS Scorpion*, east coast of Honshu, Japan, 5 Apr to 8 May 1943.

★ READING, Douglas K., Lt., USNR, Ann Arbor, Mich.: CO of an LCI, Leyte, 20 Oct 1944.

★ RHINE, Lloyd R., CAEROM, USN, Sidney, Nebr.: Attached to the beach defense, Communication Center, Corregidor, 5 May 1942.

★ RILEY, William E., CPHM, USN, Warrenton, Fla.: For service to his fellow POWs in China and Japan.

★ ROBINSON, Leland P. Jr., Lt. Comdr., USNR, Selma, Calif.: Radar officer of *USS Tunny* during war patrols in enemy-controlled waters.

★ ROGERS, Benjamin F., CRT, USNR, Berkeley, Calif. (posthumously): Radar operator on *USS Seawolf*, East China Sea, 14 Aug to 15 Sept 1943.

★ ROTH, Rudolph G., Electrician, USNR, Watertown, S.D.: Maintaining motor torpedo boats, SoWesPac, Aug 1943 to Aug 1944.

★ RUNNELS, Adrian, S1, USN, Phoenix, Ariz. (posthumously): Member of underwater demolition team, Iwo Jima, 17 Feb 1945.

★ RYAN, Joseph F., Lt., USN, Pittsburgh, Pa.: Serving on *USS Sealion*, second war patrol, 17 Aug to 30 Sept 1944.

★ SCHEIDT, August J., SK3, USNR, Lincoln, Neb. (posthumously): Serving on *USS Daly*, Ryukyu Islands, 28 Apr 1945.

★ SCHORK, Fred W., GM2, USNR, Irvington, N. J., Serving on Torpedo Boat 163, Solomons, New Guinea and Netherlands East Indies, 6 Dec 1943 to 1 Nov 1944.

★ SCOTT, Harold A., Cox., USN, Saratoga, Wyo. (posthumously): Serving on *USS Maryland*, Ryukyu Islands, 7 Apr 1945.

★ SHUMWAY, Kenneth W., PHM2, USN, Portland, Ore. (posthumously): Attached to Fourth Marines, Philippine Islands, 7 Dec 1941 to 6 May 1942.

★ SPES, Albert C., Lt., USNR, Kansas City, Kans.: Attached to joint Army-Navy reconnaissance party, Oleana Bay Area, Solomon Islands, from 14 June to 26 June 1943.

★ SLONIM, Gilven M., Comdr., USN, Duluth, Minn.: Attached to Staff of Commander, 3rd Fleet, Battle for Leyte Gulf, 10 Oct to 26 Oct 1944.

WHAT'S IN A NAME

Crow's Nest

The next time that visitors aboard ship ask for the little nest where the "birdies" live, don't feel ashamed to point to the crow's nest and say, "there it is, lady."

The little house on the mast where the lookouts get their daily sunshine, and which, in naval parlance, is known as the crow's nest, derived its name, oddly enough, from a cage which housed ravens.

The crow's nest first came into existence in the days of the Norsemen, who used to carry ravens in a cage on the mast. When the sailors lost sight of land, they would release one of the ravens and follow its flight as the bird headed shoreward.

A crude but efficient way of navigating at the time.



NavTraCen, San Diego

ALL HANDS

★ SMITH, Charles D., Lt. Comdr., USN, Memphis, Tenn.: Serving on *uss Houston*, Battle of Java Sea, 27 Feb 1942.

★ SNYDER, Frank H., PHM3, USNR, Dickerson Run, Pa.: Attached to 3rd MarDiv, Iwo Jima, 11 Mar 1945.

★ STRONG, Paul, Comdr., USNR, Houston, Tex.: Intelligence officer attached to a motor torpedo boat squadron, Solomon Islands, April 1943 to Jan 1944.

★ SULLIVAN, Hugh E., CMOMM, USN, Portsmouth, N. H. (posthumously): Serving on *uss Tullibee*, second war patrol in Japanese waters, 28 Sept to 19 Nov 1943.

★ SUMPTER, Frank W., MOMM3, USNR, Wilmington, Ohio (posthumously): member of underwater demolition team, Iwo Jima, 17 Feb 1945.

★ SWEARS, Cleon F., MM1, USNR, Lake Luzerne, N. Y. (posthumously): Serving on *uss Isherwood*, vicinity of Kerama Rhetto, 22 Apr 1945.

★ TAPSCOTT, Donald E., CPHM, USN, Long Beach, Calif.: Interned as POW at Bilbid Prison, Manila, 1 June 1942 to 13 Dec 1944.

★ TOWNSEND, Richard W., Lt., USNR, Springfield, Ill.: Assistant intelligence officer and mining officer, ComMinPac, 1 Sept 1945 to 1 Apr 1946.

★ TURNER, Charles W., Lt., USNR, Henderson, N. C.: CO of an LCT, resupply of Arawe, New Britain, 16 and 17 Dec 1943.

★ TURNER, James L., CAEROM, USN, Long Beach, Calif.: Serving at Kiska Aerological Station, Kiska, Alaska, 7 June 1942.

★ TURNER, Vernon G., Comdr., USN, Manitowish, Wis.: CO, *uss Billfish*, sixth war patrol, Pacific waters, 6 October to 27 Nov 1944.

Cardinal Spellman Honored

The Navy has presented to Cardinal Spellman a certificate of appreciation for meritorious service and achievement as Vicar of the Armed Forces during the war. The certificate was signed by Admiral Louis E. Denfeld, USN, Chief of Naval Personnel.

A similar award was presented to the Military Ordinariate, the agency in charge of appointing and maintaining Catholic chaplains in the armed forces.

★ WAGGONER, James S., CEM, USN, Fresno, Calif. (posthumously): Serving on *uss Kete*, Ryukyu Islands, March 1945.

★ WAGNER, John H., Lt. (then Ens.), USNR, Salem, Va.: OinC, motor torpedo boat, Solomons Campaign, 16 July to 1 Nov 1943.

★ WEEKS, John R., CTM, USNR, Independence, Mo.: Serving on *uss Trigger*, Caroline Islands, 1 Jan to 23 Feb 1944.

★ WELSH, Clyde L., Lt. Comdr. (MC), USNR, Northeast Seattle, Wash. (posthumously): Rescuing wounded personnel when Cavite navy yard was bombed, 11 Dec 1941.

★ WHITE, Duane J., MOMM2, USN, Stockton, Calif.: Serving on *uss Sculpin*, Truk Island Area, 19 Nov 1943.

★ WHITE, Ralph R., WT2, USNR, Huntsville, Mo. (posthumously): Serving on *uss Butler*, Ryukyu Islands, 25 May 1945.

★ WILEY, Ivan V., Lt. (then Lt. (jg)), USNR, Berkeley, Calif.: Airborne radar and radio maintenance officer, *uss Sangamon*, Ryukyu Islands, 21 March to 4 May 1945.

★ WILLBANKS, Herman D., F1, USNR, Wichita, Kans. (posthumously): Member of underwater demolition team, Iwo Jima, 17 Feb 1945.

★ WILSON, James M., PHM1, USN, Caneyville, Ky. (posthumously): Assigned to first aid station, Cavite Navy Yard, Philippines, 10 Dec 1941.

★ WILSON, William M., Lt. Comdr., USNR, Brooklyn, N. Y.: Communications officer on staff of flag officer in command of a task group of Fleet, Philippines, 25 Oct 1944.

★ WITZEL, Marvin A., S1, USN, Newport, Minn. (posthumously): Telephone talker in air defense station, *uss Colorado*, Linguayan, 1 to 9 Jan 1945.

★ WOLSEFFER, Frederick, Comdr., USN, New York City: CO, *uss Wilkes*, SoWesPac, February to August, 1944.

★ WOODKE, Frank A., Lt. (then Lt. (jg)), USN, Schaller, Iowa: Maneuvering ship, *uss John D. Edwards* when CO and executive officer were injured by gun blast, Bandoeng Strait, night of 19 and 20 Feb 1942.

★ WRIGHT, Carlton H., Rear Admiral, USN, Crestwood, Ky.: ComCruDiv 4, landings at Kiska, Alaska, 9 August to 9 Dec 1943.

★ WRIGHT, George W., Jr., PHM1, USN, Kansas City, Mo. (posthumously): Serving on *uss Bonefish*, war patrol in Japan Sea.

★ WRIGHT, Richard M., Lt. Comdr., USN, San Francisco: Plotting officer of a U. S. submarine during a war patrol in Pacific ocean.

U.S. SAILORS MUST DRINK THEIR COFFEE: IT'S THE LAW

Congress can draw constant comfort from the enthusiastic way that the Act of 23 May 1872 is carried out by the U. S. Navy. Probably no Congressional edict in history has been executed with such promptitude, omnitude and crushing aptitude as the legislation introducing the sailor to the coffee bean.

"An additional ration of coffee and sugar," the Act read, is "to be served at . . . first turning out . . ." It was a case of love at first gulp.

Falling to with a will, the Navy swilled distillations of the berry in awesome quantities. Sailors, drinking their coffee at every opportunity in every clime, endowed the fluid with panacean properties far beyond the reach of caffeine. Venerable CPOs began to exude coffee fumes at every pore.

Few of them knew—or know yet—how perilously close they came to being tea-drinkers. Or why Congress cared whether they drank coffee, tea or the blood of a turnip. As a matter of fact, Congress didn't care and probably doesn't care now. Sole concern of Congress was to wean the sailor away from his grog.

Shipboard consumption of grog became illegal on 1 Sept 1862 "... except as medicine and upon the order and under the control of the medical officer..." As early as 1840, however, Capt. E. A. F. Lavallette, USN, reported that "only 140 out of 850" on the *uss Ohio* "draw their Grog." He recommended that sugar and tea be made "part of the Ration, and a re-

duction made of one half the allowance of Grog."

Capt. Lavallette neglected to add that sailors could draw five cents a day in lieu of the spirit ration. If this is accepted as an explanation for low grog consumption on the *Ohio*, it necessarily stamps the sailor of that period as a careless fellow—one who would lock up his money and leave his whiskey lying about.

Whatever the 1840 sailor might have been, his successors can carry more coffee than a Glasgow taxi does



RADIOPHOTO shows most popular item in Antarctica. James T. Huff, CM2, heads for mess tent with a load of joe.

passengers. The Navy man looks on the coffee urn as the Moslem looks on Mecca, touching a reverential finger to his forelock at bare mention of the stuff. Sugar and creamed or black as a bosun's heart, coffee is the sailor's passion and he has given it more names than a Spanish grandee.

Java, jamoke, murk and mud are a few of the more gentle appellations. Sometimes they call it sludge, silt and shot-in-the-arm. Mostly, though, the sailor calls his coffee joe, probably a natural derivative of the song, Old Black Joe.

Respected as a morale builder, revered as a mid-watch eye-opener, quaffed in tremendous amounts, still joe is not sacred to salty wits, who profess to believe that coffee causes particularly malignant ulcers. This is a base canard. . .

Fireroom joe does not contain boiler compound.

Engine room joe does not contain battery acid.

Signal bridge joe, despite its fame as the inkiest brew aboard ship, does not get that way from boiling the Third Repeater.

There is no doubt, however, that shoreside coffee pales when compared with the shipboard brand. A hash-marked, salt-rimed machinist's mate, handed a cup of commercial coffee, is said to have sipped it and opined: "Better clean them evaps—we're making a little salt."

And, as for Army coffee, it is thought by some authorities to be brewed from cast-off Navy grounds, dredged up from Hampton Roads.

THE BULLETIN BOARD

POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO ALL HANDS

New Rating Plan Affects All Enlisted Personnel

There've been some changes ordered—in the Navy's enlisted structure, that is: sweeping changes that will affect every man with a crow on his sleeve or watch mark on his shoulder.

How these changes will affect each man may be seen in a glance at the summary which begins on p. 57. There will be found the 11 occupational groups into which the postwar rating structure has been divided. Under each group the new ratings are listed, followed in each case by the rating or ratings they replace and a brief note on the duties of the new rating. With the summary of the 11 groups will be found a few paragraphs on how the new structure applies to non-rated men. The new warrant structure concludes the summary.

It all goes into effect on or about 1 Jan 1948. As of that date the signalman rating will be merged with the quartermaster rating; water tenders will join the new boilerman rating; radiomen, mailmen, yeomen may become telemen or personnel men, or assume other titles, depending upon their individual talents.

New Shore Duty Posts Open to Line Officers

An opportunity for shore duty for line officers, including naval aviators, opened with the publication of NavAct 2-47 (NDB, 31 January).

Applications are desired for duty in Material Division and BuAer inspection offices in large industrial centers. Selected officers will take a 10-week indoctrination course at Alameda, Calif.

Lieutenants through commanders USN or USNR who have been accepted for the regular Navy, may apply if eligible for shore duty prior to June 1947.

Applications should be dispatched immediately to BuPers (Attn: Pers 311M) with statement by CO indicating availability.

Reserve Officer Training Period Planned by BuShips

Two weeks' training duty with pay for specialist Reserve officers is planned by the Bureau of Ships. Officers must have BuShips classification as SE, SE1, SE2, SE3, SE4, or SET.

The training period is scheduled tentatively to begin at once and end 30

The cold dope is contained in BuPers Circ, Ltr. 25-47 (NDB, 31 January).

The new enlisted and warrant structure is the result of long study by BuPers and of recommendations from Navy bureaus, offices, the Fleet and training commands. It is based upon the following "premises, policies and concepts":

- The Navy's peacetime mission is to produce broadly qualified, versatile personnel who in time of emergency can be advanced to higher positions of responsibility.

- The rating shall be the vehicle for an occupational career in the Navy, and shall lead to warrant classification. (In the postwar rating structure, all ratings lead to warrant grade for the successful man).

- Individual postwar ratings were established to the end that jobs which require essentially the same experience, training, techniques, abilities and physical and mental capacity shall be classified together under one rating.

- The rating structure shall be flexible to allow expansion in time of

June. Reserve officers who desire to volunteer for the training may write the Naval Personnel Officer, BuShips, specifying type and location of duty desired, and the period for which they will be available.

Travel time is not counted as part of the two-week period.

Details of quarters and messing at training activities will be furnished individually to officers upon receipt of their requests.

Standard Transfer Order Has Been Revised

The standard transfer order, in use in the naval service since February 1943, has been revised as a joint BuPers-BuSandA form (NavPers-563/NavSandA Form 536), and will be used for all transfers of enlisted personnel.

A joint BuPers-BuSandA letter (NDB, 31 January) provides complete instructions for preparing the revised form, which will be effective upon receipt. The letter said that duplication of the form is not authorized, and directed COs to obtain a six months' supply from NSDs at Oakland, Calif., and Norfolk, Va. No initial distribution will be made.

emergency from broad, general-service (peacetime) ratings to narrower, emergency-service ratings within each occupational grouping (see below).

- Conversely, the new rating structure is designed to ease "reconversion" from specialized, emergency ratings back to a broad, general peacetime structure following demobilization.

The matter of emergency service and exclusive emergency service ratings needs fuller explanation. The new rating structure provides that, in an emergency, the personnel in a given general service rating in which their skills and qualifications are stated in a broad, general manner, would be divided into a number of emergency service ratings, in which the individuals' skills would be more precisely catalogued. For instance, provision is made for the rating of boatswain's mate (BM) as a general service rating in the postwar structure. This rating will include personnel of varying and diverse skills. In an emergency, individual skills would be recognized and boatswain's mates distributed among these emergency service ratings: boatswain's mate G (BMG), shipboard boatswain's mate; boatswain's mate B (BMB), construction battalion boatswain's mate; boatswain's mate S (BMS), stevedore; boatswain's mate K (BMK), canvasman; boatswain's mate R (BMR), rigger.

Similarly, other general service ratings would be divided. From the general service rating of quartermaster (QM) would be derived the emergency service ratings: quartermaster Q (QM), quartermaster; and quartermaster S (QMS), signalman.

Some general service ratings are not provided with the more specifically descriptive emergency service ratings. This is the case in those ratings whose skills, expressed in the general service rating, cannot be further subdivided. Such ratings include electronics technician (ET), disbursing clerk (DK), patternmaker (PM), molder (ML), to mention a few, in all of which the general service rating and the emergency service rating are identical.

It should also be noted that in addition to general service and emergency service ratings, exclusive emergency

service ratings are prescribed in some occupational groups. These ratings would exist only in an emergency and have no exact counterpart in the peacetime rating structure. Generally, they would include skills which the Navy would not use in peacetime, or which the Navy would procure from sources outside its pool of enlisted manpower.

Circ. Ltr. 25-47 does not grant authority to make changes from present ratings to the new. It was promulgated, rather, to provide official information as a basis upon which Navy commands could set in motion the ponderous machinery that must grind before the completely-reorganized rating structure is a reality.

The letter recognized this problem, and listed as reasons for setting the "on or about 1 Jan 1948" date as:

- Enlisted and warrant personnel must have time to qualify for a new rating or warrant classification.
- Training schools, training course manuals, examinations for advancement and other aids must be provided.
- Allowances must be revised in terms of general service ratings, and complements revised in terms of emergency service and exclusive emergency service ratings.
- Classification, personnel accounting and related administrative procedures must be modified.
- Appropriate specialty marks must be designed and procured (see p. 60).

It also was noted that Reserve personnel remaining on active duty through a portion of 1947 will thus be allowed to retain their present ratings.

Qualifications for Advancement in Rating of Enlisted Personnel (currently to be found in the BuPers Manual) have been completely revised for the new ratings and it is planned they will be published in a separate manual, to be distributed as soon as printing can be accomplished (in approximately four months).

Qualifications for the new warrant classifications are being prepared and will be promulgated as soon as approved.

Future correspondence will deal with such matters as disposition of personnel in ratings that have been abolished or combined with others, utilization of existing training materials, necessary changes in classification and accounting practices.

The letter noted also that when the new rating structure goes into effect, personnel of the Organized Reserve will be carried in emergency service ratings to be designated.

Personnel of the Volunteer Reserve, Fleet Reserve and retired personnel will be placed in emergency service or exclusive emergency service ratings. Volunteer Reservists on active duty in peacetime as ship or station keepers will be carried in emergency service ratings.



Moth Ball Gazette, PacResFit, San Diego

"Waddya say we just loaf today?"

Chaplains May Request Postgraduate Courses

Officers of the Chaplain Corps who will have four years of active duty by 1 September have been invited to submit applications for a postgraduate course in religious or closely allied subjects.

The request for applications, given in BuPers Circ. Ltr. 14-47 (NDB, 31 January), announced that the course would convene in September for one academic year. Applicants must name the accredited school of their choice, and submit signed agreements not to resign during the course and to serve three years in naval service after completing their studies.

The deadline for receipt of applications in BuPers is 1 May. The Alnav called attention to BuPers Circ. Ltr. 222-46 (NDB, 30 September), para. 6(u), which stated that the Chief of Chaplains would make nominations for the course.

Passover Festival Leave Schedule Is Authorized

Jewish personnel may be granted leave during the religious services in connection with the festival of Passover, from noon, Friday, 4 April, through midnight, Sunday, 6 April, at the discretion of commanding officers.

The Passover festival lasts from sunset, 4 April to sunset, 12 April, but special effort to grant leave will be made only for the two Sederim, or the home religious ceremony of the Passover.

This information was promulgated in BuPers Circ. Ltr. 23-47 (NDB 31 January), which also pointed out that leave is to be granted only in accordance with Circ. Ltr. 193-46 (NDB 31 August).

The National Jewish Welfare Board will furnish special prayer books to military organizations for the Seder services, as well as unleavened bread for the eight days of the Passover.

Petty Officer Promotions In Some Ratings Limited; No Exceptions to Ruling

Current excesses of petty officers in certain rating groups have made it necessary to limit advancements in rating which could formerly be made by commanding officers in those groups, Alnav 24-47 (NDB, 31 January) announced.

Effective 3 February, no advancements in rating will be made to the following rates:

PR2, MM2, BM2 and COX, GM2 and 3, MN2 and 3, TM2 and 3, SM2 and 3, AOM2 and 3, AOMT2 and 3, TMV2 and 3, SC2 and 3, BKR2 and 3, WT2 and 3, BGM2 and 3, ST2 and 3, CK2 and 3.

The Alnav thus modified BuPers Circ. Ltr. 191-46 (NDB, 31 Aug 1946), paras. 3(a) (3) and 3(a) (4), which had established the policy that COs could, under the postwar advancement system, promote personnel to all pay grade 4 and 3 rates. Other provisions of para. 3 remain in effect.

Recommendations for exceptions under Alnav 24-47 will not be approved.

BuPers advised that the situation is under constant analysis to permit maximum advancement opportunities consistent with funds available and with personnel requirements of the Navy.

Transfer of Hospital Patients Is Curtailed

Reduced travel appropriations and a shortage of personnel have made necessary curtailment of transfer of patients between naval hospitals.

Provisions of previous directives allowing transfer of patients to naval hospitals nearer their homes at government expense and for the convenience of the patients were cancelled by a joint letter from the MarCorps, BuPers and BuMed, dated 27 January (NDB, 31 January).

Hereafter BuMed must approve in advance orders for transfer of patients from a naval hospital in one district to a naval hospital in another district at government expense. Such orders must be issued by the medical officer in command of the hospital in which travel begins.

District commandants must authorize transfers between hospitals within the district.

Letter Outlines New Discharge Conditions

Conditions governing the discharge and transportation to their homes of enlisted personnel eligible for discharge for reasons other than honorable are listed in BuPers Circ. Ltr. 21-47 (NDB, 31 January). The letter emphasizes that local civilian authorities must be informed in advance of the dischargee's name, time and place of such discharge.

Shore Based Commands Given Fleet Support Duties

SOPAs have been relieved of many of their purely administrative burdens in the Pacific Fleet by a directive from Admiral John H. Towers, usn, Cinc-PacFlt (Pacific Fleet Letter 2L-47 of 1 Jan 1947). The letter made it clear, however, that the responsibilities of the senior office present afloat, as laid down in Navy Regs, are not lifted.

The letter noted that vital services provided the fleet by shore commands could not be administered most effectively by a SOPA, whose identity may change frequently. The use of a more permanent SOPA (Administration) office resulted in a division of responsibility and an added burden on fleet units to maintain their own records.

PacFlt ltr 2L-47 announced that Pacific naval commands will, therefore, establish a shore based commander in a number of locations to "assume and discharge Fleet Support Duties as hereinafter described."

Commands which will establish officer ashore for this purpose include ComWeSeaFron, ComHawSeaFron, ComAlSeaFron, ComMarianas, ComNavJap, ComNavForPhil, ComNOB Okinawa, and ComNavForWesPac. Locations of such offices will include San Francisco, Vallejo, Long Beach and San Diego, Calif.; Bremerton, Wash.; Pearl Harbor, T. H.; Adak and Kodiak, Alaska; Tsingtao, China; Yokosuka, Japan; Subic Bay, P.R.; Guam and Saipan.

The letter said that "assumption of these administrative Support Duties by shore based commanders will not relieve the actual Senior Officer Present Afloat of his responsibilities as



NAS, Floyd Bennett Field, N. Y.

"How can you tell he's a yeoman?"

laid down in U.S. Navy Regulations. "The SOPA will insure that the shore based commander is promptly provided with correspondence and information required by him for proper discharge of his Support Duties."

The letter directed the shore based commander to contribute to efficient, timely and complete provision of all categories of services to the fleet. He is specifically to:

- Maintain the "Portfolio of senior officer present afloat," as required by Art. 809, Navy Regs.
- Prepare SOPA instructions for approval by the SOPA and to promulgate them, if requested.
- Visit newly arrived ships to determine services desired.
- Deliver copies of SOPA Instructions on arrival.
- Assist in military justice proceedings and provide other legal assistance.
- Designate a disbursing officer ashore to pay crews of ships not carrying a disbursing officer.
- Administer and make military and medical guard assignments for fleet units present.
- Coordinate with SOPA, the district commandant and other commanders all matters pertaining to shore leave, liberty, discipline and uniform ashore.
- Establish a permanent shore patrol, if none exists, and administer it, including assignment of personnel, when approved by SOPA, based on an apportionment of shore and fleet personnel present.
- Maintain contact with local civil and military police authorities to insure the welfare and legal rights of

naval personnel in their custody are safeguarded.

- Provide a guard mail center and provide shore-based craft to make guard mail trips to ships present.
- Maintain a communications center for service to fleet units present, including guard assignments on fleet broadcast schedules.
- Operate a radio drill circuit as requested by SOPA.
- Operate fleet boat pools to meet needs of ships and commands present.
- Insure that transportation is available from fleet landings to local communities, and to provide transportation if civilian transportation cannot be arranged.
- Provide transportation for fleet personnel requiring it, such as parties going to shore-based schools, organized athletics parties, hospital cases, stores parties, mail clerks.
- In specific cases, to coordinate local training services and provision of local operating areas.
- Maintain at a location readily accessible to fleet personnel an activity to assist them in matters of morale and welfare, including—
 - (1) Obtaining local accommodations, transient or permanent, for naval personnel and their dependents;
 - (2) Contacting local welfare organizations, such as Navy Relief Society, Red Cross and Community Chest;
 - (3) Obtaining rail, air, bus and steamship transportation;
 - (4) Arranging transportation or transfer of household and personal effects;
 - (5) Arranging for athletic, religious and social facilities.
- Maintain contact with local civic and social organizations arranging for entertainment of fleet personnel and reciprocal functions.
- Arrange contact between local press and the fleet.

The letter declared, "The provision of many and varied services to meet the requirements of vessels while at their normal operating bases is necessary for the efficient operation of the vessels and for the maintenance of a high state of morale of their personnel."

Russian Language Course Applications Requested

Applications for enrollment in a Russian language course are urgently desired from regular Navy officers who are qualified in accordance with BuPers Circ. Ltr. 202-46 (NDB, 15 Sept 1946), Alnav 14-47 (NDB, 15 January) announced.

Classes convene each month for the six-month course. Applications must be forwarded via official channels to BuPers (Attn: Pers 4222), Washington 25, D. C.

Garrison Caps Out 1 June With Blue, White Uniforms

Blue garrison caps and white garrison caps will be discontinued, effective 1 June 1947, for all male naval personnel, including Reservists in training, it was announced in Alnav 15-47 (NDB, 31 January).

Alnav 15 also set 15 Oct 1948 as the effective date when:

- Gray would be replaced by khaki as the summer uniform for commissioned, warrant and chief petty officers;
 - The khaki tropical worsted, wool gabardine, Palm-Beach type or rayon gabardine uniform would be designated as the summer service uniform, with the khaki cotton shirt and trousers as the summer working uniform;
 - The white uniform would be designated as summer dress.
- The last three changes previously were announced by Alnav 406-46 (NDB, 31 July), but the effective date was set by Alnav 15-47.

Detachment Procedures Set for Reserve Aviators Serving Under Contract

Procedures for commanding officers to follow in detaching Reserve naval aviators now serving under active duty contracts are outlined in BuPers Circ. Ltr. 7-47 (NDB, 15 January).

Aviators under such contract are committed to service in the Navy to certain specified dates, which in all cases include terminal leave. They must therefore be detached from their commands in time to be processed by separation activities and complete their terminal leave before the dates specified in their contracts.

To simplify the procedure for unit commands, all orders issued by the Naval Air Training Command and by BuPers now contain a paragraph indicating the contract expiration date. This same data is to be included in all orders written in the field for Reserve officers.

Further instructions calculated to insure the proper release of such officers include the following:

- Contract aviators attached to units which will be at sea on the detachment date are to be processed for release before sailing.

- Contract aviators attached to units scheduled for protracted periods of operations outside the continental limits whose date of discharge comes before the end of the projected cruise, and aviators with less than three months' obligated duty attached to units scheduled for permanent change of duty to stations outside the continental limits, are to be discharged prior to departure from this country or held for local duty at the discretion of ComAirLant or ComFairWestCoast, whichever is cognizant.

- These dispositions will be made upon the request of the commanding officer involved as to disposition of the aviator. Requests for disposition should be made, with copy to the immediate superior in command, direct to ComAirLant or ComFairWestCoast, and the contract expiration date as well as the separation activity desired should be included in the request.

- For contract pilots already outside the continental limits but scheduled for moves with their units from the East to the West Pacific, ComAirPac shall make such disposition as he desires.

Field commanders are reminded that officers are entitled by law to their accumulated leave before release to inactive duty, and that it is an obligation of the Navy to release individuals at the end of the period they have contracted to serve, but that within these restrictions they are authorized to deviate from the outlined procedures when necessary in the Navy's best interests.

Point with Pride

The Retraining Command at San Francisco and California's Vallejo High School are pointing with pride to a class of 35 general court martial prisoners, all of whom received their high school diplomas for work done in confinement.

Most of the 35 already have been restored to duty in the Navy or Marine Corps, having satisfactorily completed the retraining regimen for naval prisoners. With the help of an instructor from Vallejo High, the men won their diplomas by completing general educational development tests (ALL HANDS, January 1947, p. 58) and by finishing a course in U. S. history and government.

Here's the Latest Word On Those Furlough Fares

Effective 30 January, all railroads located, generally, east of Chicago and the Mississippi River cancelled sale of round trip and open gap furlough tickets to personnel on leave, furlough or pass, *except*: the Central of Georgia; Gulf, Mobile and Ohio; St. Louis, San Francisco; Illinois Central.

Personnel on leave will be required to pay full fares, including 15 per cent transportation tax, when traveling in territory involved on tickets purchased after the above date.

Sale of furlough tickets will continue on all lines generally west of Chicago and the Mississippi, and on the excepted railroads listed above. Tickets for travel involving both full fares and furlough rates will have to be purchased separately at junction points.

Effective the same date, furlough bus tickets will no longer be sold for travel east of Chicago, Springfield, Peoria, St. Louis, Memphis, Jackson and New Orleans, or for travel between points west of those cities on the one hand and east of them on the other hand.

Six Reserve Training Cruises Scheduled

Six 14-day training cruises for Naval Reservists have been scheduled for March and April and more will be added. Both Volunteer and Organized Reservists are eligible for the cruises. Applications for cruises should be forwarded to the Commandant of your Naval District.

The following cruises have been scheduled:

USS *Wisconsin* (BB 64) will depart New York 2 March for Cristobal, C.Z., with billets for about 60 officers and 700 enlisted men.

Combatant ship will depart San

Reports Sought on Men Who Have Completed Normal Shore Duty Tour

In a move to permit orderly transfer of men from shore to sea duty, BuPers has directed certain commands to submit quarterly reports covering all regular Navy enlisted men who have completed normal tours of shore duty in the continental U. S.

The directive, BuPers Circ. Ltr. 15-47 (NDB, 31 January), said it is expected that men reported will be transferred under Bureau orders by name. Activities to which these men are attached should be prepared to lose the services of the men soon after the quarterly report is submitted.

Specific reliefs for men transferred under the new directive will not be provided by BuPers, since it is considered that reductions in shore activities to postwar allowances will provide the required personnel for reassignment by shore administrative command. However, BuPers will assign deserving Fleet personnel to shore duty as they become available, commensurate with needs of the naval establishment.

The circular letter invited the particular attention of Fleet commanders to the policy of the Chief of Naval Personnel regarding the normal tour of shore duty for regular Navy enlisted men. It is considered equitable, under the policy, that enlisted men who have completed a normal tour ashore under the commandant of a naval district or other continental shore activity shall not be ordered to a Fleet activity where they continue to enjoy the same privileges.

The letter said that men should be granted the leave to which they are entitled before their availability date for transfer. A maximum of 10 days leave may be given personnel ordered to sea upon completion of a normal tour of shore duty.

The form to be used for the report, and detailed instructions for its preparation, were given in the circular letter.

San Francisco 9 March with billets for about 150 Reservists.

USS *Macon* (CA 132) will depart Philadelphia 23 March for San Juan, Puerto Rico, with billets for 40 officers and 700 enlisted men.

USS *Wisconsin* (BB 64) will depart New York 30 March for Cristobal, C.Z., with billets for about 60 officers and 700 enlisted men.

Combatant ship will depart Seattle 6 April with billets for about 150 Reservists.

USS *Albany* (CA 123) will depart New Orleans 13 April with billets for 50 officers and 500 enlisted men.

Requirements Listed for Appointment of Waves to Pay Grade 1

Requirements for appointment to pay grade 1 of Waves in certain categories who were given advancement in rating benefits not accorded other enlisted personnel are outlined in BuPers Circ. Ltr. 3-47 (NDB, 15 January).

The letter pointed out that not all enlisted women advanced to pay grade 1A rates were fully qualified professionally for such advancement. This is because certain advancement in rating benefits were offered in January 1946 as an inducement for the voluntary extension of enlisted Waves.

The directive affects enlisted women in one of the following categories:

- Those who as PO1 were advanced to CPOA under the provisions of AlStaCons 052346 and 172109 of January 1946 (which encouraged the voluntary extension of Waves and offered the advancement in rating inducement).

- Those who as PO2 were advanced to PO1 under the provisions of the AlStaCons above, who subsequently became eligible for normal advancement to PO1 and at that time were further advanced to CPOA prior to 1 Sept 1946 in accordance with the AlStaCons referred to above.

Since advancements in rating in the categories above could be made without regard to professional qualifications, it is apparent that not all enlisted women advanced in rating to pay grade 1A were fully qualified pro-

fessionally, the new directive said. It is not considered proper, in the interest of morale, to issue appointments to pay grade 1 in such cases, based solely upon the service in pay grade requirements of 12 months as prescribed in BuPers Circ. Ltr. 191-46 (which, effective 1 Nov 1946, governs appointment of enlisted personnel to pay grade 1; see ALL HANDS, October 1946, p. 51).

Accordingly, in submitting recommendations for appointment to pay grade 1 of enlisted women who come within either of the categories listed above, COs shall be guided by the following instructions:

- To be eligible for appointment to pay grade 1, enlisted women concerned must:

- (1) Be determined to be fully qualified for their *present* rate by professional examination, locally prepared and administered.

- (2) Have completed the required practical factors for their *present* rate.

- (3) Have indicated their knowledge of general qualifications required of all petty officers. Attention is invited to para. 3(f) of enclosure (F) to BuPers Circ. Ltr. 191-46.

- (4) Have fulfilled the school requirements and training course requirements for their *present* rate, except that individual COs are authorized to waive either or both of these requirements if, in their opinion, the enlisted woman concerned has indicated that she is fully qualified for her rate through her aptitude, proficiency and professional examination.

- (5) Have served a minimum of 12 months in pay grade 1A.

- (6) Have met the marks and other applicable requirements of Art. D-5111, BuPers Manual, for appointment to pay grade 1.

- Recommendations for appointment to pay grade 1 in the case of enlisted women shall include:

- (1) The data required by Art. D-5111(4), BuPers Manual, as applicable.

- (2) The *full* name of the individual concerned.

- (3) The date(s) of advancement(s) effected under the AlStaCons discussed above, and rate(s) to which advanced on such occasion(s).

- (4) Statement as to any waivers granted and reason for it.

- (5) Form NavPers 624 (Rev. 7-46) filled out except for the first endorsement. Multiple computation shall be entered.

- (6) Examination questions and the answer sheet as completed by the applicant.

Where, in the opinion of the Chief of Naval Personnel, examinations do not meet the desired high standards, recommendations for appointment to pay grade 1 will not be approved.

The circular letter stated that recommendations for appointment to pay

grade 1 of women in the two categories discussed, which have been submitted prior to receipt of the new directive, should be resubmitted when the new instructions have been complied with.

The circular letter made it clear that nothing in the new provisions should be construed as impeding the submission of recommendations for appointment to pay grade 1 of enlisted women who were advanced to pay grade 1A under normal procedures. These will be handled in a manner identical to that for eligible enlisted men.

GCM Sentences Found 'Reasonable and Just'

After reviewing 2,115 cases since convening in April 1946, the Navy General Court Martial Sentence Review Board concluded that "the sentences of Navy general court-martial prisoners" are "substantially reasonable and just."

In 1,170 cases — 55 percent — the board recommended that the sentences finally imposed not be disturbed. The remaining 45 per cent breaks down in this style:

- 29 per cent—Restoration to duty recommended for 593 men.

- 15 per cent — Reduction of sentence recommended for 328.

- 1 per cent—Remission of confinement and discharge recommended for 24.

SecNav promptly approved all but 25 of the recommendations and put them into effect. He mitigated the sentence for one of these 25, modified recommended mitigations for 14 more and disapproved recommendations for the remainder.

Probably the most revealing figures, so far as the leniency of Navy GCM sentences are concerned, were those on desertion cases. A death sentence, of course, could have been imposed in each of the 876 instances examined by the board but the average sentence was 3.8 years after review.

President of the board is Arthur John Keefe, professor of law, Cornell University Law School. Vice president is Felix E. Larkin, law secretary to Judge James G. Wallace of the Court of General Sessions of New York.

Other members are Admiral C. P. Snyder, usn (Ret), former Inspector General of the Navy; Capt. Hunter Wood, Jr., usn, head of Enlisted Discipline Section, BuPers; Capt. J. A. Glynn, uscg; Capt. C. G. Hines (MC), usn; Lt. Col. E. N. Murray, usmc; and Comdr. A. W. Dickinson, usnr.

Frank T. Cotter, Los Angeles attorney, directed review work, which was done by a staff of 15 civilian lawyers, all of them World War II veterans. Reviews, similar to probation reports of civilian criminal courts, included medical, psychiatric and sociological analyses.

NAVY POLL

QUESTION:

★ How does Navy life compare with civilian life?

Pretty well, according to Navy men.

BuPers believes the attitude of bluejackets to such questions as the above is of increasing importance as this becomes more and more a "volunteer Navy." So it asked three key questions in four successive Navy polls to get bluejackets' reactions. The questions asked were:

- Which do you think will give you a better chance to get what you want out of life, being in the Navy or being a civilian?

- Which way could you do most for the American people, by being in the Navy or being a civilian?

- Considering the problems of getting a job, a place to live, food, amusements and the various things one needs to get along, do you think it is easier to get along in the Navy or in civilian life?

The percentage of men who said "Navy" in answer to one or more of these three questions has increased from 60 per cent on polls taken in July 1946 to 76 per cent in the most recent polls.

Procedures Outlined For Storage, Shipment Of Autos Outside CLUSA

Personnel ordered to duty outside the continental limits cannot drive their cars to East or West coast transshipment points and expect supply officers at these points to provide storage for the cars, unless such storage has been previously arranged. This warning was issued to all hands by BuSandA in Alstacon 102056 of January.

BuSandA pointed out that the proper procedure is to address a letter to the supply officer at the transshipping point requesting shipment of the car, and storage space for it, far enough in advance for arrangements to be made and acknowledgment returned to the owner.

Applications should specify the make of the car, its overall dimensions and the date it will be available for shipment. A certified copy of the permanent change of duty orders of the owner should be included.

Upon receipt of such an application the supply officer concerned will make the necessary arrangements and return to the applicant an acknowledgment, specifying that storage space will be available for the car while awaiting shipment.

In all cases where shipment has not been approved previously and Navy storage space is not available, automobiles awaiting shipment must be stored by the owner through his own arrangements and at his own expense.

In cases when the car must be stored commercially, the supply officer will, if notified as to the location of the car and the arrangements made for delivery to the dock, see that it is delivered when shipping space becomes available.

In all cases of shipment of a private automobile, the owner is expected to pay costs incurred in preparing the vehicle for overwater transportation.

Commands Asked to Check Supplies of Filing Manuals

Naval commands were requested to check the number of Navy Filing Manuals on hand and to return every available usable manual over their actual minimum requirements to:

East Coast Naval Publications
Distribution Center, Cheatham
Annex, NSD, Williamsburg, Va.

Item 46-2256 (NDB, 31 Dec 1946) advised that the Navy Filing Manual Permanent Committee is in process of bringing the manual up to date. In the meantime, the present supply of manuals is being depleted and the above request to all commands was issued to avoid a reprint if possible.

Above shipping instructions are temporary for the purpose of this accumulation only.

ATTN: Y'R ABBR'V'T'ONS R TUMUCH

Attn. Ys, RMs & c'm'n'c't'rs! SecNav d'sn't like y'r use of unauth'rized abbrev't'ns.

In fact, he notes in item 46-2257 (NDB, 31 Dec 1946) that in some communications the same initials are being used to abbreviate different terms, to the complete confusion of addressees. Copies of letters and dispatches containing unauthorized abbreviations are being received by bureaus and commands which are unable to decipher what the originator had in mind.

The remedy, directed by SecNav, is simple.

Generally, use only the short titles and abbreviations authorized in DNC5 (Communication Instructions, that is), in dispatches and in the body

of letters, endorsements and memoranda. When appropriate, nomenclature of technical material may be abbreviated when no ambiguity will result. Whenever the use of abbreviations *other* than the above is considered necessary to save space or time, SecNav has directed the following procedure:

- In letters, endorsements and memoranda, upon the first appearance of the term to be abbreviated, the meaning will be spelled out and the abbreviation placed in parentheses immediately following.

- In dispatches, unless the originator is reasonably certain the dispatch will not reach commands unfamiliar with an abbreviation, the meaning of the term to be abbreviated will be spelled out in the text.

GI Benefit Legislation Passed by Many States; Others Consider Action

In addition to federal provisions for the benefit of veterans, such as the GI Bill of Rights, many states have enacted veterans' legislation. A partial listing of current state legislation of this type has been compiled by the Civil Readjustment Division of the office of SecNav, and follows. In addition to the states listed below, about 18 more are considering bonus legislation and it is probable the subject will be raised in many other state legislatures in 1947.

- Illinois—Voted a \$365,000,000 bond issue to provide a cash bonus of \$10 for each month of domestic service during World War II, \$15 for each month of overseas duty, and \$900 to next-of-kin of war dead.

- Michigan—Voted a bonus of \$10 per month for domestic service and \$15 for foreign service, with a maximum limit of \$500 on payments.

- Rhode Island—Voted \$200 bonus for war veterans, as well as members of the Merchant Marine.

- Massachusetts—Provided a \$200 bonus for veterans without overseas service, \$300 for those who served abroad.

- New Hampshire—Awarded \$100 to World War II vets or their legal heirs.

- Vermont—Provided \$10 for each month of service, to a maximum of 12 months.

- California—Approved a \$100,000,000 bond issue to help veterans buying homes and farms.

- Louisiana—Approved constitutional amendment extending and increasing the homestead exemption for World War II vets during 1947-52 from \$2,000 to \$5,000.

- New Jersey—Approved a \$35,-

000,000 bond issue for a veterans' emergency housing program.

- Texas—Approved a constitutional amendment to create a veterans' land fund.

For details of entitlement under the various state provisions listed above, veterans are advised to write to the secretary of the state in which they claim residence.

Staff Corps Commissions Open; Requirements Listed

Applications for appointments to commissions in branches of the staff corps are desired from qualified civilians or naval personnel, the Navy has announced.

Naval officer procurement offices throughout the country are authorized to accept applications from civilians for the following USN appointments: 75 lieutenants (jg) in the CEC (see BuPers Circ. Ltr. 247-46; NDB, 31 October); 1,005 ensigns in the Nurse Corps; 150 ensigns in the Supply Corps; 50 lieutenants (jg) in the Chaplains Corps, and appointments to lieutenant (jg) necessary to fill existing vacancies in the Medical and Dental Corps, USN and USNR.

Naval personnel, to be eligible, must be warrant officers and enlisted men on active duty and must meet the educational and professional requirements. Applications of naval personnel must be submitted via COs and through official channels.

Mental, moral and professional fitness are required for all appointments. Age requirements range from a minimum of 21 for appointment to the Supply Corps, to a maximum of 35 for the Chaplain Corps and a maximum of 50 for the Medical Corps Reserve. Applicants must be citizens of the U.S. for at least 10 years, must be college graduates, and will be required to meet the physical standards for officers of the staff corps.

Charges for Ship's Stores Services Set; Profits Go to Welfare and Recreation

Cheer up, Mac. You may be paying two bits a month for laundry, tailor, barber and cobbler service, but it's costing the chiefs 50 cents and the officers a buck.

And you ought to see prices in the States now!

It's all a result of Alnav 18-47 (NDB, 31 January) which laid down some rules for the postwar operation of ship's stores and authorized the above-listed charges for all ships operating a laundry. The standard charges, by the way, do not cover soles and heels, ribbons, gold lace, rating badges and like materials, which must be paid for by the customer.

The Alnav did not apply to ship's service stores, and ship's stores ashore (what few there are are all in out-of-the-way overseas locations) will be advised at a later date as to what charges may be made for the services.

Ship's stores afloat were concurrently advised that prices of merchandise should be set with due regard to total profits to be made available to support welfare and recreation for the men aboard, and to the limitation of profits to 15 per cent of cash sales.

Persons engaged in running ship's store should read the Alnav carefully, but we can tell the rest of you what else it said in a word.

Ship's store profits will be disbursed by the 15th of the month following that in which they are earned by turning over 90 per cent to the CO for the local recreation fund, and 10 per cent to BuPers for the central recreation fund. If the amount to BuPers is less

than five dollars, the entire amount will go to the skipper, but BuPers wants a statement anyway.

If the ship's store fails to show enough profit to support the local recreation fund, additional funds may be requested from the cognizant command recreation fund.

BuPers, by the way, stands ready to furnish prospective COs, or the COs of newly commissioned ships, with sufficient funds to establish a local recreation fund.

Ship's stores operating at a loss during any month due to unusual circumstances are advised to request an allotment to cover loss from the Navy Ship's Stores Office, Brooklyn, N. Y., reporting the circumstances.

MarCorps Sets Policy On Reductions in Rank, Size of Officer Corps

Marine Corps policy in the matter of reduction in size and in rank of its officer corps was announced in Almar 6-47.

Temporary colonels junior to number 333 in combined lineal list of 1 Jan 1946 were to be reduced one grade in January. Present plans call for maintaining strength of the colonel grade at 240 officers.

Lieutenant colonels junior to number 869 on the same lineal list were to be reduced and placed at top of the temporary major list in January. The MarCorps contemplates further reduction of lieutenant colonels in June to bring the number of officers serving in that rank down to 520. This probably will result in reduction of all lieutenant colonels of the class of 1939.

The board convened to select officers for transfer to permanent status will, after its impending report, make no more selections until after the number of vacancies has been determined in June.

A rearrangement of the lineal list, due to Presidential regulations regarding rearrangement of naval aviators and specialists promoted at rates differing from their contemporaries, is in process of completion. Loss of lineal precedence due to inactive status of certain transferred officers will be accomplished when substantially all transfers are completed.

A board will meet to review spot appointments with a view to terminating those no longer warranted.

The MarCorps intends to place on terminal leave and subsequent inactive duty "many" permanent and temporary Reserve officers still serving on active duty. This will occur between now and 30 June. Commands were directed not to delay detachment of such officers longer than 10 days after receipt of orders.

The Marine Corps commented that individual inquiries are discouraged.

Distribution Points For Ordnance Papers Listed for Commands

Reminder that BuOrd and the Naval Gun Factory no longer distribute most ordnance papers was contained in Alnav 23-47 (NDB, 31 January). Previous notice to this effect appeared in Alnav 602-46 and as item 46-2234, NDB 15 Dec 1946.

All ordnance forms and publications (with exceptions noted below) must be requisitioned on NavGen 47 (Forms and Publications Requisition) through the district publications and printing office by which the ship or station is serviced.

The only ordnance publications to be obtained from BuOrd, Publications Section, Washington 25, D. C. are: Ordnance Data and NavOrd Reports; ordnance drawings and sketches, as in the past.

Obtainable from the Superintendent, U. S. Naval Gun Factory, Washington 25, D. C., Attn. Code DE-787 are: Ordnance Specifications and Ordnance Standards.

NavOrd Ordalts may be obtained from the Gun Factory, address as above, or from any naval shipyard.

The Ordnance Publications Distribution Center at the Gun Factory, which formerly handled all distribution, has been disestablished.

Writers Still May Enter Manuscripts in Contest

Navy writers (and that includes Marines, too) still have two months to get their entries in to the Navy Literary Contest, and a chance at one of the two prizes, fellowships to the 1947 Bread Loaf Writers' Conference, Middlebury College, Vt., 14 to 28 August.

Two months isn't normally time enough to knock out a novel, but any entry, from two lines of blank verse up to a novel will be considered.

Winners (at least one of whom must be an enlisted man) will be granted TAD orders to Middlebury College, and travel from their duty station and return, even if it's Attu.

Type entries double-spaced on one side of 8 by 10½-inch paper, with a cover page showing name, rank or rate, address of the author and a notation, "U. S. Navy Literary Contest." Many entries already have been received, some without this covering page and many without any notation. Writers who omitted the cover page are receiving letters requesting the information that should have been given on the page.

Address entries to the Magazine and Book Section, Office of Public Information, Navy Department, Washington 25, D. C. Entries will be marketed by PubInfo according to wishes of the writers. Receipt of all entries will be acknowledged, and manuscripts returned at the end of the contest.

Negative Leave Account Cancelled in Some Cases

If the Armed Forces Leave Act put you in the hole on 31 Aug 1946, the Navy will strike the "minus leave credit" off the books—in certain cases.

An opinion handed down by the Judge Advocate General last December (BuPers Cir. Ltr. 2-47; NDB, 15 January) made the Navy sure of its ground on this subject. Noting that leave computation left some unfortunates with a negative balance of accrued leave, JAG said that the minus amounts could be wiped out if acquired from any cause including reenlistment leave granted on reenlistment entered into on or before 9 Aug 1946. There's no hope for those in the hole as a result of reenlistment leave granted for reenlistment after that date.

COs will review leave accounts and reduce to a wholesome zero those which rate it. Proper entry will be made in service records.

70 Billets Still Open In CEC; Warrants and Enlisted Men Eligible

The Navy has announced it still has 70 billets open for qualified civilians or naval personnel in the Civil Engineer Corps, USN. A new examination has been scheduled for May from which qualified applicants will be chosen for commissions as lieutenants (jg).

COs were directed by BuPers Circ. Ltr. 247-46 (NDB, 31 October, to screen naval candidates to determine whether they meet the high standards for CEC commissions. COs also will interview applicants to determine their officer-like qualities.

Naval personnel, to be eligible, must be warrant officers and enlisted men on active duty and must meet the educational and professional requirements. Reserve officers on active duty who were rejected for transfer to USN because of lack of a scientific degree in engineering may apply if they have since obtained the necessary degree.

A civilian, to qualify for the commission, must meet these qualifications:

- Be a graduate of accredited college with scientific degree in engineering.
- Have three years' professional or applicable military experience.
- Be not less than 22 nor more than 30 years of age.
- Be a citizen of the U.S.

Stowaways

That slapping sound you hear is probably coming from Los Angeles Harbor, where quarantine officials have had a tough time with an influx of unwelcome mosquitoes from Pacific islands.

The mosquitoes, hundreds of thousands of them—of the breed which kept many a sailor awake nights during the war—have been coming to the U.S. in equipment returned from combat areas by the Army and Navy.

The stowaways were first detected during a routine inspection of a cargo ship from the New Guinea area. Several live adult mosquitoes were noticed in one of the holds of the ship. Crew members also complained that the winged terrors had annoyed them for several nights after leaving port.

An investigation revealed that mosquitoes were breeding heavily in fresh water which had settled in motor vehicle and airplane tires, which constituted a large part of the cargo. Before the ship docked, all holds were closed and sprayed with freon-pyrethrum aerosol. Later, DDT squads completed the job on the docks after the cargo was unloaded.



Masthead, Treasure Is., Calif.

NavDists Outside CLUSA To Process Civilian Candidates for NROTC

A plan established by BuPers will make it easier for U.S. citizens residing in outlying naval districts to be processed as civilian candidates for the Naval Reserve Officers Training Corps and Naval Aviation College Programs, authorized by Public Law 729 (79th Congress).

Nation-wide publicity on procurement of civilian candidates for the NROTC and NACP term beginning next fall prompted numerous applications from citizens living outside the continental limits. Since all transportation prior to acceptance by the Navy must be at the candidate's own expense, the cost of returning to the U.S. would be prohibitive to most persons.

Also, budgetary limitations preclude establishing additional Offices of Naval Officer Procurement in outlying naval districts, because of the relatively small number of candidates to be processed (ONOPs in 17 large U.S. cities are responsible for procurement within the continental limits).

As a solution, BuPers requested Commandants of the 10th, 14th, 15th and 17th NDs to designate an officer of their command for additional duty as the Officer Procurement Officer of the naval district. Facilities for processing civilian candidates for the educational programs will be established in a location in each of these districts most accessible to civilians. BuPers will forward to the district commandants necessary forms for this processing, and will assign an officer attached to an ONOP to each of the districts to assist in indoctrinating the officer designated as procurement officer.

Special Form Will Aid In Processing Urgency Discharge Requests

To help in processing requests for discharge for dependency or other urgency, BuPers has asked that a new additional form be prepared and submitted with each request.

The form, as announced in BuPers Circ. Ltr. 20-47 (NDB, 31 January), lists certain data which should be obtained by personal interview with the applicant for discharge, as well as an examination of his service record and the documents supporting his application.

For the time being, until an estimate of needs is made, the forms will not be printed. They should be typed by the submitting activity to correspond with a sample which accompanies the circular letter. One copy of the form should accompany each request.

The letter points out that the Bureau may direct a discharge where it is considered that undue or genuine hardship exists and is not of a temporary nature, and where the condition has arisen or been aggravated since entry into the service. It is emphasized that it is not policy to authorize discharge for purely financial benefit, or for personal convenience, as to return to school or accept civil employment.

Commands are asked to give sympathetic consideration and assistance to individuals in the preparation of their requests for discharge.

In a claim of dependency or hardship, at least two affidavits supporting the claim should be submitted with the request, one of which should be from the dependent concerned, if practicable.

If dependency is the result of the death of a member of the applicant's family since he entered the service, a certificate or other proof of death should be submitted. If dependency is due to disability of a member of the applicant's family incurred after his entry into the service, a physician's certificate should be furnished specifying the disability and the date it occurred.

The commanding officer's forwarding endorsement should contain information as to whether the man concerned is awaiting or undergoing disciplinary action, what service schools he has attended, and a definite recommendation for or against the request.

In Appreciation

The United Nations Guard—125 smart-uniformed combat marines—has been disbanded. Members of the guard have been transferred to other duty.

The marines who served with the guard received Certificates of Merit from Trygve Lie, Secretary General of the United Nations, in appreciation of their service.

Electronics Training Open to Enlisted Men; Rating Advancement Rules Outlined

Applications from enlisted men for electronics training are urgently desired, it was announced in BuPers Circ. Ltr. 5-47 (NDB, 15 January).

The letter outlined instructions governing advancement in rating for personnel who successfully complete the courses of instruction at Naval Schools (Electronics Materiel), NavTraCen, Great Lakes, Ill.; NavResLab, Anacostia, D. C.; Treasure Island, Calif.; and Naval Training School (EE&RM), Del Monte, Calif.

In addition to the instructions for advancement of graduates of electronics materiel schools, which are given below, BuPers has announced identical advancement in rating provisions for personnel successfully completing the course of instruction at the Naval School (Aviation Electronics Basic Maintenance), NATechTraCen, Ward Island, Corpus Christi, Tex. This later announcement was made in BuPers Circ. Ltr. 18-47 (NDB, 31 January).

The instructions, which were previously sent to the schools:

- Upon entry into the course of in-

struction, personnel in pay grade 6 ratings shall be advanced to S1, and the designation "ETM" added in cases of those not already designated.

- Upon successful completion of the first 27 weeks of the curriculum, trainees in pay grade 5 ratings may be advanced to ETM3.

- Trainees not advanced in accordance with the paragraph immediately above shall be advanced to ETM3 upon successful completion of the full course of instruction.

- Upon successful completion of the full course of instruction, trainees who entered the course in pay grade 5 ratings, or who were advanced to S1ETM upon entry, and who were advanced in rating upon completion of the first 27 weeks of the curriculum in accordance with the applicable paragraph above, may be further advanced in rating to ETM2.

- Upon successful completion of the first 27 weeks of the curriculum, trainees who entered the course in PO2 or PO3 rates may be advanced to the next higher pay grade. In the cases of men in ratings other than ETM, such advancement, if effected, shall be made in the rating held.

- Upon successful completion of the full course of instruction, trainees who entered the course in PO2 or PO3 rates, who were not previously advanced in accordance with the paragraph immediately above, may be advanced, and changed in rating where appropriate, to ETM of the next higher pay grade. Personnel in this category who are not advanced in rating shall be changed in rating to ETM of equal pay grade if they are in a rating other than ETM.

- Upon successful completion of the full course of instruction, trainees who entered the course in a PO3 rate, and who were advanced in rating upon completion of the first 27 weeks of the curriculum in accordance with the applicable paragraph above, may be further advanced, and changed in rating where appropriate, to ETM1. Personnel in this category who are not advanced in rating shall be changed in rating to ETM of equal pay grade if they are in a rating other than ETM.

- Upon successful completion of the full course of instruction, trainees who entered the course in PO2 rates, other than ETM, and who were advanced in rating upon completion of the first 27 weeks of the curriculum in accordance with the applicable paragraph above, shall be changed in rating to ETM of equal pay grade.

- Upon successful completion of the full course of instruction, trainees who entered the course in a PO1 or higher rate, other than ETM, shall be changed in rating to ETM of equal pay grade.

- These advancements in rating are exceptions to instructions given by

BuPers Circ. Ltr. 191-46 (see ALL HANDS, October 1946, p. 51), and may be effected without regard to fulfillment of currently prescribed service in pay grade or sea duty requirements. PO qualifications and conduct mark standards, however, shall be strictly adhered to; where necessary, the periods prescribed for fulfillment of conduct mark requirements may be modified to cover the actual period served in the pay grade from which advancement is made.

The letter said that in all cases of advancement and/or changes in rating effected during or upon completion of the course, duplicate pages 9x should be submitted to BuPers, citing the directive as authority. Information concerning the submission of form NavPers 624 (Report of Examination) also was given.

8,000 MarCorps Enlisted Personnel May Apply for Discharge Prior 1 May

The MarCorps took another step in paring down its enlisted strength to the planned postwar figure by giving approximately 8,000 regulars in certain categories an opportunity for discharge.

COs were directed by Almar 8-47 to transfer for discharge for convenience of the government regular MarCorps enlisted men in the following groups who request discharge, regardless of the expiration date of enlistments:

- All men who entered into their current enlistment contracts prior to 1 Feb 1945.

- Men who entered into their current enlistment contract between 1 Feb and 31 Aug 1945, both dates inclusive, and participated in a campaign of World War II which is recognized by the award of a star on the theater ribbons.

Transfer of eligible men will be effected only upon their written requests. The individual must include in his application the statement that he understands that he is being discharged at his own request, and that once transferred for discharge, he will not be permitted to withdraw his request. No application will be accepted on or after 1 May 1947.

Although otherwise eligible, men who may be in the following status will not be discharged under Almar 8-47: In a disciplinary or probationary status, requiring medical treatment or sick in a hospital, or retained as a witness in court-martial cases.

Men who are transferred for discharge in accordance with the Almar will be sent to appropriate activities named in Ltr. of Inst. 1375, which will grant terminal leave before discharge.

Although COs were authorized to withhold an individual's transfer for discharge until his services can best be spared, the Almar directed that in no case will a man be held for more than 60 days from the date of his application.

Concerning Unification

The following message to the naval service concerning the plan for unification of the armed forces was issued by SecNav James Forrestal as Alnav 21-47 (NDB, 31 January):

"For the past eight months negotiations have been in progress between the War and Navy Departments to resolve their differences with regard to a greater measure of unification of the armed forces. These negotiations have been carried on within the scope and spirit of the President's June 15, 1946, statement of his position on those points in which the two departments were in disagreement at that time. The President has now announced the full and complete agreement which SecWar and SecNav have reached on a plan for the unification of the armed forces.

"The entire nation earnestly desires, and the plan which has been agreed upon provides, the greatest degree of efficiency, cooperation and economy in national security. The integrity of the Navy Department and the naval establishment including the Marine Corps and Naval Aviation, and the continuation of their traditional functions, have been preserved to the end that we may best discharge our great responsibilities to the nation. The plan therefore is deserving of the loyal and wholehearted support of all within the naval service."

Summary Lists All the Rates in New Rating Structure

A summary of the postwar rating structure follows. Major headings indicate occupational groups into which ratings fall, and titles of all ratings in the postwar structure are in boldface letters at the head of paragraphs. Comments on each new rating indicate functions of old ratings absorbed by the new. Emergency service ratings and duties are indicated.

Pay grades 5, 6 and 7 are considered separately.

The summary is concluded with paragraphs on the new warrant structure, including warrant titles, codes and significance of each, with the appropriate enlisted ratings listed to indicate the warrant titles to which they may advance. The summary follows:

Group I—Deck

Boatswain's mate—BM

Absorbs present BM, BMCBB, BMCBS, BMSRR, BMSRC, BMSRS (all COX ratings become BM3.). Combines functions of present BM and COX ratings, with exception of BMM (master-at-arms). Emergency service ratings: BMG, shipboard boatswain's mate; BMB, Seabee boatswain's mate; BMS, stevedore; BMK, canvasman; BMR, rigger.

Quartermaster—QM

Absorbs present QM, SM, BGMSTR (partially). Combines functions of present QM and SM ratings, and includes supervisory function of BGMSTR rating. Emergency service ratings: QMQ, quartermaster; QMS, signalman.

Radarman—RD

Absorbs present RDM (partially).

Duties to include operation and upkeep of search radar, electronic recognition and identification gear, controlled approach gear, electronic navigation aids and radar countermeasures equipment. Emergency service rating: same.

Sonarman—SO

Absorbs present SOM and SOMH. Duties to include operation and upkeep of underwater detection and attack gear and electronic and magnetic harbor defense gear. Emergency service ratings: SOG, sonarman; SOH, harbor defense man.

Group II—Ordnance

Torpedoman's mate—TM

Absorbs present TM, TME, TMV, MN. Duties to include upkeep and repair of torpedoes, mines and ASW ordnance. Emergency service ratings: TMT, torpedoman mechanical; TME, torpedoman electrical; TMS, torpedoman special; TMN, mineman.

Gunner's mate—GM

Absorbs present GM, TC, GMCBG, GMCBP (partially). Duties include upkeep and repair of mounts, turrets, rockets, missile launchers and small arms, and handling of ammunition and explosives. May function as armorer and powderman at CB activities. Emergency service ratings: GMM, mounts; GMT, turrets; GMA, armorers.

Fire controlman—FC

Absorbs present FC (partially), FCO, FCS. Duties to include opera-

tion and upkeep of directors, computers, stable elements, fire control switchboards, optics and fire control radar. Emergency service ratings: FCS, surface weapons; FCU, underwater weapons.

Fire control technician—FT

Absorbs present FCT. Perform major repair and overhaul of fire control systems, including radar. Emergency service rating: same.

Note: Provision is made for the rating ESX, specialist, as an exclusive emergency service rating under the ordnance group. It would be filled only in event of an emergency. It would absorb functions of present SPXBL, SPXOP and GMCBP (partially), which do not exist in the postwar structure. Includes the work of ballistics test analyst, ordnance projects technician and powderman.

Group III—Electronics

Electronics technician—ET

Absorbs present ETM. Maintain, repair and overhaul all electronic equipment. Emergency service rating: same.

Group IV—

Precision Equipment

Instrumentman—IM

Absorbs present SAI, SAITR, SAIWR, SPQTE (partially). Emergency service ratings: IMW, watch and clock repairman; IMO, office machine repairman; IMI, instrument repairman.

Opticalman—OM

Absorbs present SAO. Emergency service rating: same.

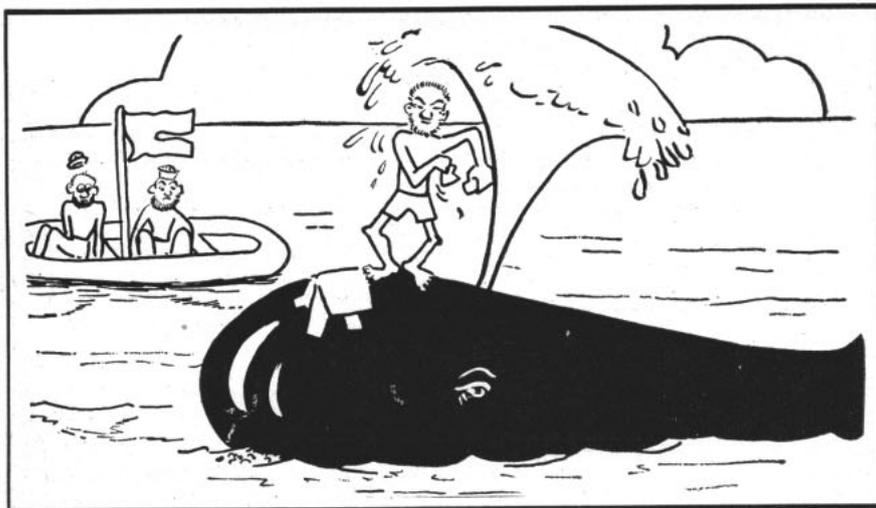
Note: Provision is made for the rating ESX, specialist, as an exclusive emergency service rating under the precision equipment group. It would absorb functions of present SPXCG and SPXGU, which do not exist in the postwar structure. Includes the work of crystal grinder and gage specialist.

Group V—

Administrative and Clerical

Teleman—TE

Absorbs present RM (partially), T (partially), SPQRP, MAM, Y (partially). Duties to include communications, clerical, coding board; operate voice radios and teletypewriters; perform functions of Navy mail clerk at naval post offices afloat and ashore; operation and upkeep of electric cipher machines. Emergency service ratings: TEM, mailman; TEL, com-



NavTraCen, San Diego, Calif.

"That's the way it is with Middagh. When he feels he needs a shower, he takes a shower."

munications clerk; TEP, registered publications clerk; TEQ, cryptographer; TET, teletypist.

Radioman—RM

Absorbs present RM (partially), T (partially). Operate and upkeep of voice and CW radio, RDF and teletypewriter equipment. Emergency service ratings: RMN, radioman; RMT, telegrapher.

Communications technician—CT

Absorbs present SPQCR, SPQIN, SPQTE (partially), RM (partially). Perform under CNO special communication duties. Emergency service ratings: CTY, clerk; CTI, intercept radioman; CTS, special device operator and technician.

Yeoman—YN

Absorbs present Y (partially). Perform clerical and secretarial duties, including stenography, filing, typing, maintain records, prepare reports, correspondence. Emergency service ratings: YNT, clerk-typist; YNS, stenographer.

Personnel man—PN

Absorbs present Y (partially), SPC, SPW, SPT (partially), SPXPC, SPR, SPXDI, SPSPS. Assist personnel, classification, training and welfare officers and chaplains in interviewing, classifying and training enlisted personnel; job, billet and position classification. Emergency serv-

ice ratings: PNI, classification interviewer; PNT, training assistant; PNW, chaplain's assistant; PNR, recruiter; PNS, personnel supervisor (women's reserve).

Machine accountant—MA

Absorbs present SPI, SPXKB. Operate, maintain and make minor repairs to punched card accounting machines and key punching equipment. Emergency service rating: same.

Storekeeper—SK

Absorbs present SK, SKT, SKCB. Perform clerical and manual duties in supply department in procurement, stowage, preservation, packaging and issuance of supplies. Emergency service ratings: SKG, general storekeeper; SKT, technical storekeeper.

Disbursing clerk—DK

Absorbs present SKD. Perform clerical duties in disbursing. Emergency service rating: same.

Commissaryman—CS

Absorbs present CCS, SC, SCB, BKR. Combines functions of cook, butcher, baker and chief commissary steward; specialize as cooks or bakers in pay grades 4-2 only. Emergency service ratings: CSG, ship's cook; CSB, butcher; CSR, baker.

Ship's serviceman—SH

Absorbs present SSMB, SSMC, SSML, SSMT. Combines functions of

ship's service ratings, sales clerks and management; specialize as barbers, cobblers, laundrymen, tailors or store clerks in pay grades 4 and 3 only. Emergency service rating: same.

Journalist—JO

Absorbs present SPXJO, SPXNC, SPXPR. Perform news reporting, copy reading, editing and related functions for the dissemination of stories on naval subjects through such media as newspapers, magazines and radio. Emergency service rating: same.

Note: Provision is made for a number of exclusive emergency service ratings in the administrative group. These, and the present ratings they absorb, include: ESE, physical training instructor (absorbs SPA); ESI, instructor (miscellaneous) (absorbs SPT partially); ESF, fire fighters (absorbs SPF partially); ESR, transportation man (absorbs SPXRT); ESB, master-at-arms (shore) (absorbs BMM); ESS, shore patrolman (absorbs SPS); ESW, welfare and recreation leader (absorbs SPERW); ESU, booker (absorbs SPEPS); ESX, specialist (absorbs SPXAC, SPXCC, SPXQM partially, SPXFP, SPXIR, SPPMP partially, SPXID, SPXRS), and includes functions of archivist, cable censor, chart clerk, fingerprint expert, librarian, linguist, motion picture technician, naval intelligence specialist, radio broadcast technician.

Group VI—Miscellaneous

Printer—PI

Absorbs present PRTR (partially). Emergency service rating: same.

Lithographer—LI

Absorbs present PRTRL, PRTR (partially), SPP (partially), PRTRM. Perform all functions incident to offset lithographic work. Emergency service ratings: LIP, pressman; LIT, cameraman and platemaker.

Draftsman—DM

Absorbs present CMCBD, EMCBD, SFCBM, SPXED, SPXTD, SPXCT, SPPPG (partially). Prepare various technical drawings, plans, sketches, tracings, illustrations, maps and charts. Prepare specifications, material estimates and bills of material. Emergency service ratings: DME, electrical; DMI, illustrator; DML, lithographic; DMM, mechanical; DMS, structural; DMT, topographic.

Musician—MU

Absorbs present MUS. Perform functions of present MUS rating, with addition of special functions in higher pay grades. Emergency service rating: same.

Note: Provision is made for a number of exclusive emergency service ratings in the miscellaneous group.

NEW RATINGS BELOW PETTY OFFICER

Pay Grade 7

Seaman recruit—SR

Same as present apprentice seaman rating; man may eventually find career in all groups above except Group XI.

Steward recruit—TR

Same as present steward's mate third rating; man may advance in Group XI.

Pay Grades 6, 5

Seaman apprentice—SA

Same as present seaman second rating; absorbs S2 (partially), BUG2. Man advances to seaman (SN).

Seaman—SN

Same as present seaman first; absorbs S1 (partially), BUG1. Combines functions of S1 and BUG1; buglers will be non-rated men, detailed to collateral duties of bugling by COs. Man may advance into Groups I, II, III, IV, V, VI.

Fireman apprentice—FA

Same as present fireman second; absorbs S2 (partially), F2. Man advances to fireman (FN).

Fireman—FN

Same as present fireman first; absorbs F1. Man may advance into Groups VII, VIII.

Airman apprentice—AA

A new rating; provides air arm with equivalent of seaman second. Absorbs S2 (partially). Man advances to airman (AN).

Airman—AN

Provides air arm with equivalent of seaman first. Absorbs S1 (partially). Man may advance into Group IX ratings.

Hospital apprentice—HA

Absorbs present HA2; man advances to hospitalman (HN).

Hospitalman—HN

Absorbs present HA1. Man may advance into Group X ratings.

These, and the present ratings they absorb, include: ESP, photogrammetry assistant (absorbs SPPPG partially); ESX, specialist (absorbs SPXAR, SPO, SPXRL, SPXVA, SPXST, SPXPI, SPXPL, SPXSB), including functions of agriculture worker, artist, fisherman, inspector of naval material, laboratory technician, model maker, petroleum production man, pigeon trainer, plastics expert, switchboard operator.

Group VII— Engineering and Hull

Machinist's mate—MM

Absorbs present MM, MMG, MMR. Emergency service ratings: MMG, industrial gas generating mechanic; MML, general machinist's mate; MMR, refrigeration mechanic.

Engineman—EN

Absorbs present MOMM (partially), MOSRG, MOSRD. Operate, maintain and repair diesel and high-powered gasoline main propulsion and auxiliary engines. Emergency service ratings: END, diesel engineman; ENG, gasoline engineman.

Machinery repairman—MR

Absorbs present MMS, MMSRO. Function as shop machinist, using precision machine and hand tools, and perform major machinery overhaul. Emergency service rating: same.

Boilerman—BT

Absorbs present WT, B, BSR. Operate and repair all types of marine boilers and equipment. Emergency service ratings: BTG, shipboard boilerman; BTR, boiler repairman.

Electrician's mate—EM

Absorbs present EM (partially), EMSRG, EMSRS. Maintain and repair power and lighting circuits, distribution switchboards, generators, motors. Emergency service ratings: EMP, power and light electrician; EMS, shop electrician.

I.C. Electrician—IC

Absorbs present EMSRT, EM (partially). Maintain and repair shipboard interior communications systems, gyros. Emergency service rating: same.

Metalsmith—ME

Absorbs present SF (partially), M (partially), MSRB, MSRS, SFSR, SFSRW, SFCBW, SFCBB. Perform metal work, including welding, soldering, forging and metal shaping. Emergency service ratings: MEG, shipboard metalsmith; MES, sheet metal worker; MEB, blacksmith; MEW, welder.

Pipefitter—FP

Absorbs present SF (partially), M

(partially), SFSRP, SFCBP, MSRC. Perform duties of steamfitter, pipefitter, plumber and coppersmith. Emergency service ratings: FPG, shipboard pipefitter; FPP, plumber; FPB, coppersmith; FPS, steamfitter.

Damage controlman—DC

Absorbs present SPF (partially), CM, CMSRJ, CMSRB, PTR. Serve as technical assistant, instructor and inspector for fire prevention, fire fighting, damage control and chemical warfare; carpentry, painting. Emergency service ratings: DCG, shipboard damage controlman; DCW, carpenter; DCP, painter.

Underwater mechanic—UM

Absorbs duties of diving details; diving will also be a collateral duty of other ratings. Perform diving and surface duties for rescue, ship salvage, harbor clearance, ship repair and underwater installations. Emergency service rating: same.

Patternmaker—PM

Absorbs present PM. Emergency service rating: same.

Molder—ML

Absorbs present ML. Emergency service rating: same.

Note: Provision is made for the exclusive emergency service rating ESK, chemical warfareman, to perform duties as chemical warfare instructor and technician.

Group VIII—Construction

Surveyor—SV

Absorbs present CMCBS. Make reconnaissance, preliminary and final location surveys for roads, airfields, pipe lines, ditches, buildings. Emergency service rating: same.

Construction electrician's mate—CE

Absorbs present EMCBL, EMCBG, EMCBC. Install, maintain and repair electrical equipment and communication systems. Emergency service ratings: CEG, general construction electrician; CEP, power lineman; CEL, communications lineman.

Driver—CD

Absorbs present MMCBE (partially). Operate and maintain automotive and heavy construction equipment such as trucks, tractors, towtrucks, bulldozers and shovels. Emergency service rating: same.

Mechanic—CM

Absorbs present MMCBE (partially), MOMM (partially). Maintain, repair and overhaul automotive and heavy construction equipment. Emergency service ratings: CMG, gasoline engine mechanic. CMD, diesel engine mechanic.

Builder—BU

Absorbs present CMCBB. Construct and maintain wood and concrete structures. Emergency service ratings: BUL, light construction; BUH, heavy construction.

Steelworker—SW

Absorbs present SFCBS, SFCBR. Erect or dismantle steel bridges, buildings and other assemblies used in heavy construction. Emergency service ratings: SWS, structural steelworker; SWR, construction rigger.

Utilities man—UT

Absorbs present WTCB. Install, operate, maintain and repair heating, water, power generating and sewage disposal equipment. Emergency service rating: same.

Note: Provision is made for an exclusive emergency service rating, ESX, specialist, to absorb the present CMCBE and perform duty as excavation foreman.

Group IX—Aviation

Aviation machinist's mate—AD

Absorbs present AMM, AMMF, AMMC, AMMP, AMMT, SPV (partially). Maintain, repair and overhaul aircraft engines and engine accessories; maintain aircraft structures and accessories; flight engineer. Emergency service ratings: ADE, engine mechanic; ADF, flight engineer; ADP, propeller mechanic; ADG, carburetor mechanic.

Aviation electronics technician—AT

Absorbs present AETM, AFC (partially). Maintain, repair and overhaul aircraft electronics equipment. Emergency service rating: same.

Aviation electronicsman—AL

Absorbs present ARM. Operate electronic equipment in flight and perform upkeep on radio, radar, Loran, ERI, RCM, radio altimeter and other electronic equipment (not including fire control equipment); flight communi-



Bluejacket, NavTechTraCen, Memphis

cator. Emergency service rating: same.

Aviation ordnanceman—AO

Absorbs present AOM, AOMT, AFC (partially). Operate, install, repair and service aviation ordnance and fire control equipment. Emergency service ratings: AOU, utility; AOT, turrets; AOF, fire controlman.

Air controlman—AC

Absorbs present SPY, RDM (partially), SPXTS, SPXQM (partially), SPV (partially). Stand watch in air station control tower and air operations offices afloat and ashore. Emergency service rating: same.

Airship rigger—AR

Absorbs present AR. Emergency service rating: same.

Aviation boatswain's mate—AB

Absorbs present ABMAG, ABMCP, ABMGA, ABMPH. Emergency service ratings: ABU, utility; ABG, gasoline handler.

Aviation electrician's mate—AE

Absorbs present AEM, AMMI. Emergency service ratings: AEM, electrician; AEI, instrument repairman.

Aviation structural mechanic—AM

Absorbs present AM, AMMH, PTRV. Maintain, repair and overhaul aircraft structures and hydraulic equipment. Emergency service ratings: AMS, structural mechanic; AMH, hydraulic mechanic.

Parachute rigger—PR

Absorbs present PR. Duties same as present rating, with more emphasis on maintenance and repair of survival equipment and flight clothing. Emergency service rating: same.

Aerographer's mate—AG

Absorbs present AERM. Emergency service rating: same.

Trademan—TD

Absorbs present SAD, SPG, SPT (partially), SPTLT. Combines functions of training devices repairmen and instructors. Emergency service ratings: TDR, repairman (non-aviation); TDI, instructor (non-aviation); TDV, repairman (aviation); TDU, instructor (aviation).

Aviation storekeepers—AK

Absorbs present SKV. Emergency service rating: same.

Photographer's mate—PH

Absorbs present PHOM, SPPPG (partially), SPPLB, SPPVM, SPPMP (partially), SPP (partially). Perform all phases of camera and lab work for both aerial and general photography. Emergency service ratings: PHG, cameramen; PHL, laboratory technician; PHR, camera repairman; PHM, microfilm photographer; PHA, aerial photographer.

Note: Provision is made for exclusive emergency service ratings: EST, transport airman (absorbs present APV partially); ESV, aviation pilot (absorbs present AP, APLA).

Group X—Medical

Hospital corpsman—HM

Absorbs present PHM, PHMDP. Emergency service rating: same.

Group XI—Steward

Steward—SD

Absorbs present CK, ST. Emergency service ratings: SDG, cook; SDS, stateroom steward.

DO YOU HAVE ANY SUGGESTIONS FOR NEW RATING BADGES?

If any sailor in the Fleet has ever felt that his rating badge needed re-designing, now he has a chance to take positive action—with an official hearing guaranteed.

The uniform section of BuPers, confronted with the necessity of devising specialty marks for the new rating structure, is soliciting suggestions from the Navy at large. They want no neon lighting proposals from brand new petty officers—only hints on distinguishing marks.

Deadline for suggestions, which should be addressed to Uniform Sec-



Electronics technician



Air controlman

tion, BuPers, is 1 May 1947. Although the new rating structure will not be installed until 1 Jan 1948, the badges must be made up by the naval clothing factory in Brooklyn and approved by every bureau and office in the Navy Department, a process that will take considerable time.

Suggested specialty marks should be neatly, clearly drawn. The uniform section also explains that designs must be kept simple for the very obvious reason that complex marks can not be embroidered. Something that looks good in a pen-and-ink drawing might be an unrecognizable blob when embroidered. Size counts too. Remember! The device must fit the space allotted on the rating badge.

Specialty marks suggested need not be confined to the new rates, BuPers has indicated. In the past some dissatisfaction with insignia for traditional ratings has been ex-

pressed. There will never be a better chance to change them. BuPers, for instance, is considering a change in the rating badge for QM and SM, possibly combining the crossed flags and helm of the present markings.

Exotic new ratings, like electronics technician's mate, pose a tougher problem. Perhaps it will be two electrons revolving in their orbits around a nucleus. No one knows what to make of engineman, but disbursing clerk is easy—the dollar sign.

BuPers also is partial to the following ideas:

- Detectorman—a cathode ray tube.
- Boilerman—a boiler burner aflame.
- IC electrician's mate—a French telephone placed above EM globe.
- Teleman—quill superimposed on present RM mark.
- Journalist—quill superimposed on scroll.
- Draftsman—T-square superimposed on triangle.
- Builder—a hand saw and/or hammer.
- Aviation photographer's mate—PHOM badge with wings or aerial camera with wings.
- Molder—a ladle.

The uniform experts say they are open-minded, however, and ready for better notions from the oceans.



PERSONNEL MAY ADVANCE TO THESE NEW WARRANT GRADES

In all cases following, the new designation is given for each rating group from which personnel may advance to warrant officer.

Boatswain D1 (Boatswain)

Assistant first lieutenant; assistant damage control officer. Rating Group: BM.

Boatswain D2 (Ship Controlman)

Assistant navigator, CIC officer, antisubmarine officer. Rating groups: QM, RD, SO.

Torpedoman O3 (Underwater Ordnance Technician)

Assigned to torpedo and mine warfare activities. Rating group: TM.

Gunner O1 (Surface Ordnance Technician)

Assistant gunnery officer aboard ship and at repair activities. Rating group: GM.

Gunner O2 (Control Ordnance Technician)

Assigned to auxiliary ships and repair activities. Rating groups: FC, FT.

Radio Electrician T1 (Electronics Technician)

Assistant electronics officer, ashore and afloat. Rating group: ET.

Machinist E5 (Instrument Technician)

Assigned to repair and overhaul shops aboard auxiliary vessels and repair activities. Rating groups: IM, OM.

Radio Electrician C1 (Communications Supervisor)

Assistant communications officer; CWO. Rating groups: TE, RM.

Radio Electrician C8 (Communications Technician)

Perform, under CNO, special communications duties. Rating group: CT.

Ship's Clerk C2 (Ship's Clerk)

Same as present ship's clerk, with additional emphasis on personnel functions. Rating groups: YN, PN.

Ship's Clerk C6 (Machine Accountant)

Assistant OinC, large accounting installations. Rating group: MA.

Pay Clerk SC1 (Supply Clerk)

Same as present pay clerk, with additional emphasis on commissary and ship's service functions. This classification may be further subdivided. Rating groups: SK, DK, CS, SH, AK, SD.

QUIZ ANSWERS

Answers to Quiz on page 37

- | | |
|--------|--------|
| 1. (b) | 4. (b) |
| 2. (b) | 5. (b) |
| 3. (c) | 6. (c) |

Ship's Clerk C7 (Journalist)

Assistant public information or public relations officer. Rating group: JO.

Ship's Clerk C3 (Printer)

Assistant OinC large printing or graphic arts activities. Rating groups: PI, LI.

Carpenter E6 (Drafting Technician)

Assistant engineering and construction officer aboard auxiliaries and at repair, CB and technical research activities ashore. Rating group: DM, SV.

Ship's Clerk C4 (Bandmaster)

In charge of fleet music and recreation activities; assist in direction of music schools. Rating group: MU.

Machinist E1 (Machinist)

Assistant engineering officer for vessels and repair activities. Rating groups: MN, EN, MR, BT.

Electrician E2 (Electrician)

Assistant engineering officer, I.C. officer aboard ship and at repair activities. Rating groups: EM, IC.

Carpenter E3 (Ship Repair Technician)

Assistant engineering officer, assistant first lieutenant, assistant damage control officer, assistant repair officer, assistant construction officer. Rating groups: ME, FP, DC, UM.

Carpenter E4 (Foundryman)

Assistant engineering officer, assistant repair officer. Rating groups: PM, ML.

Electrician CB1 (Construction Electrician)

Assistant electrical engineer in charge of design and construction of electrical installations for CB activities. Rating group: CE.

Machinist CB2 (Equipment Foreman)

In charge of operation and repair of transportation and construction equipment. Rating groups: CD, CM.

Carpenter CB3 (Building Foreman)

Supervisor of building and miscellaneous structural work. Rating groups: BU, SW.

Machinist CB4 (Utilities Technician)

Operating engineer in charge of CB utilities. Rating group: UT.

Machinist A1 (Aviation Machinist)

Assistant engineering officer, power plants and accessories. Rating group: AD.

Radio Electrician A2 (Aviation Electronics Technician)

Assistant electronics officer. Rating groups: AT, AL.

Gunner A3 (Aviation Ordnance Technician)

Assistant ordnance officer, assistant gunnery officer. Rating group: AO.

Boatswain A4 (Flight Controller)

Assistant air officer. Rating group: AC.

Boatswain A5 (Aviation Boatswain)

Assistant air officer, assistant personnel officer, assistant flight and hangar deck officer. Rating groups: AR, AB.

Electrician A6 (Aviation Electrician)

Assistant engineering officer, electrical division. Rating group: AE.

Carpenter A7 (Aviation Structural Technician)

Assistant engineering officer, structural division. Rating group: AM.

Carpenter A8 (Aviation Survival Technician)

Assistant material officer in charge of aviation safety and survival equipment and flight clothing. Rating group: PR.

Aerographer A9 (Aerographer)

Same as at present. Rating group: AG.

Radio Electrician A10 (Training Devices Technician)

Rating group: TD.

Photographer A11 (Photographer)

Same as at present. Rating group: PH.

Pharmacist HC1 (Hospital Clerk)

Same as present pharmacist. Rating group: HM.

District Offices Stocked With Blank BuPers Forms

Blank forms required by field activities for submission to BuPers are now carried by District Publications and Printing Offices, according to BuPers Circ. Ltr. 22-47 (NDB, 31 January).

Policy, Procedures Modified on Handling Of Enlisted Personnel Absence Offenses

BuPers policy and procedure directives regarding the administration of absence offenses of enlisted personnel have been modified by BuPers Circ. Ltr. 12-47 (NDB, 15 January), which expresses the desire of the Chief of Naval Personnel that disciplinary action be prompt, be taken by the man's own command within the provisions of the new directive, and be consistent, uniform and in accord with prescribed standards.

Current Navy Department policy concerning trials of offenses involving absences and desertion, and mitigation of GCM sentences, is contained in SecNav letter of 17 Oct 1946 (NDB, 31 October), to which attention was directed.

The new letter states the revised policy of returning stragglers (absentees less than 31 days) to their own ships or stations wherever possible (within the limitations set by the letter). Disciplinary action in the case of deserters (absentees over 30 days) will continue to be taken by the command to which the men surrender or are delivered, or by the commandant of the naval district, as appropriate, inasmuch as such absence warrants trial by general court martial and usually results in a period of confinement.

In order to carry out the above policy, the new circular letter made several changes in procedure. Previous instructions for sending records, accounts and personal effects ashore before sailing, in the case of absentees who missed the ship, were modified to the extent that these items will be transferred ashore only when the ship sails from the continental U. S. or on an extended cruise. When a ship sails for local operations or for another port on the same coast, the missing ship entry will be made, but the records and accounts will be retained on board.

Stragglers who are returned to their own ships and stations under orders will have written orders showing they are being returned in a dis-

ciplinary status in their own custody and that failure to comply will subject them to additional disciplinary action under the charge of deliberate disobedience of orders and further unauthorized absence. It was pointed out in the letter that when a man fails to comply with such orders, trial by general court martial is considered appropriate. Stragglers returned to their ships and stations will have their pay checked for all expenses incurred by the government in connection with their return.

The letter makes certain exceptions to the general procedure in order to relieve such stations as recruiting stations which do not have the facilities for carrying out the Bureau's policy, and also makes such exceptions as are necessary where transfer under guard is obviously called for.

The new circular letter also changes the policy of sending all absence offenders overseas upon completion of disciplinary action. They will now be returned to the same ship or station from which they were originally absent, providing that such ship or station is still in commission; otherwise to similar duty in the same administrative command.

BuPers Circ. Ltr. 12-47 again brings to the attention of COs the necessity of complying with the instructions contained in Arts. D-8002 and D-8005 of BuPers Manual in regard to declaring stragglers and deserters, and closing out and forwarding records and accounts of deserters after 30 days' unauthorized absence. These articles were brought up to date by change No. 11 to the manual. This change should be entered in all copies and should be studied by personnel concerned with handling of unauthorized absentees.

New Policy Announced on World War I Insurance

Personnel who have United States Government Life Insurance policies (not to be confused with National Service Life Insurance) have been advised that after 31 March these policies cannot be renewed by anyone but the policyholder. During the war a designated beneficiary or agent of the insured could renew the policy.

United States Government Life Insurance went into effect during World War I, but new policies have not been granted since 1940, when the newer form, National Service Life Insurance, went into effect.

This provision for automatic renewal or renewal by the beneficiary or agent is restricted by law to the period of hostilities plus three months. The President last December declared the hostilities ended.

ALNAVS, NAVACTS

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 and Marine Corps commands; NavActs apply to all Navy commands.

No. 7—Changes certain accounting procedures with regard to NSA, APA and Clothing and Small Stores.

No. 8—States immunization requirements for military and civilian personnel traveling by naval air or surface conveyance in the Pacific (see p. 20).

No. 9—Orders check of health records on board against muster roll, and forwarding to BuMed of records of personnel not attached and whose present station is not known.

No. 10—Modifies BuPers Manual to permit appointment to Naval Academy in 1947 of members of Organized Reserve units, and states conditions.

No. 11—Requests applications prior 15 March from usn officers, line and staff, including EDO, ranks captain or commander, eligible for shore duty prior 15 June, for Industrial College of the Armed Forces class.

No. 12—States Alnav 7-47 (NDB, 15 January) not applicable fleet aviation accounting offices.

No. 13—Twenty-seventh in a series listing officers selected for transfer to the regular Navy.

No. 14—Requests applications for Russian language course from male officers qualified in accordance BuPers Circ. Ltr. 202-46. (NDB, 15 Sept 1946) (see p. 50).

No. 15—Specifies 15 Oct 1948 as date uniform changes described in Alnav 406-46 (NDB, 31 July 1946) go into effect (see p. 50).

No. 16—Lists areas and lines still granting furlough rates (see p. 51).

No. 17—Announces establishment of SecNav's Retirement Advisory Board to recommend to him action concerning decision of Naval Retiring Review Boards and Naval Medical Survey Review Boards.

No. 18—States rules for ship's store operation (see p. 54).

No. 19—Twelfth in a series listing nurses selected for transfer to the regular Navy.

No. 20—Calls attention to laxity of commands in conforming to postal laws and Navy directives on postal operations.

No. 21—SecNav's message to the service on unification of the armed forces (see p. 56).

No. 22—Orders surplus Red Cross equipment be referred to American Red Cross, and never turned over to a surplus property disposal agency.

Due to Relocation, Radar School Quotas Cancelled

Quotas for the Naval Radar Training School, St. Simons Island, Ga., have been cancelled in preparation for relocation of that activity at NAS, Glenview, Ill., BuPers Circ. Ltr. 4-47 (NDB, 15 Jan 1947) announced.

To insure uninterrupted CIC training, the letter recommended that fleet training commands utilize to a maximum the facilities at CIC Group Training Centers, San Diego, Calif., and Boston, Mass.

No. 23—BuOrd repeats announcement that ordnance publications now are requisitioned through district publications and printing offices, rather than direct from BuOrd or Naval Gun Factory (see p. 54).

No. 24—Announces certain ratings to which, because of excesses in complement, advancements may not be made (see p. 49).

No. 25—Announces Navy Occupation Service Medal (see p. 40).

No. 26—Requests applications prior 15 March for course in aviation medicine.

No. 27—Announces termination of temporary appointments of named colonels and lieutenant colonels of the Marine Corps (see p. 54).

No. 28—Revises Alnav 558-46 (NDB, 15 Oct 1946) regarding selection of candidates for training and rating as fire control technicians.

No. 29—Twenty-eighth in a series listing officers selected for transfer to the regular Navy.

No. 30—Orders discontinuance issue and use until further notice of sodium chloride isotonic solution 1000 CC, 6S stock no. 1-429-500 BuMed section, Catalog of Naval Material; manufacturer, Don Baxter Inc. of Glendale, Calif.

No. 31—Promotes for temporary service as of 1 February ensigns of

the Nurse Corps who reported for continuous active duty as ensigns 2 Jan 1945 to 1 Feb 1945, inclusive.

No. 32—Provides further regulations to accomplish reduction in travel expenditures.

No. 33—Promotes for temporary service as of 1 Feb 1947 ensigns USN and USNR, including Waves, on active duty, as follows: USN ensigns, line and staff, with dates of rank between 2 Jan and 1 Feb 1945 inclusive; ensigns who have accepted permanent USN appointment, with date of commencement of active duty in rank between 2 Jan to 1 Feb 1945, inclusive; USNR ensigns, line and staff, with dates of commencement of continuous active duty between 2 Jan to 1 Feb 1945, inclusive.

No. 34—Sixteenth in a series listing officers selected for transfer to the regular Marine Corps.

No. 35—"The Secretary of the Navy heartily endorses the work of the Navy Relief Society and urges full support of the Chief of Naval Operations' call for contributions in the 15 January Navy Department Bulletin."

No. 36—SecNav announces, with deep regret, the death of Admiral Marc A. Mitscher (see p. 34).

No. 37—Requests applications of USN personnel for training as ETMs and AETMs; states qualifications and ratings which may apply.

No. 38—Requests applications prior 20 February for first course in logistics to be conducted at Naval War College.

No. 39—Announces Naval Reserve Week, planned during month of May, to highlight Naval Reserve enrollment.

No. 40—Notes suits based on negligence of personnel operating naval vehicles total more than a million dollars in last several months; enjoins commands to insure safe operation of vehicles.

No. 41—Permits exchange of gun salutes and other honors between U.S. and foreign naval vessels, accordance Chap. 5, Navy Regs (modifies subparas 1 (d) and (e), SecNav serial 132913 of 1 July 1942; NDB, cum. ed.).

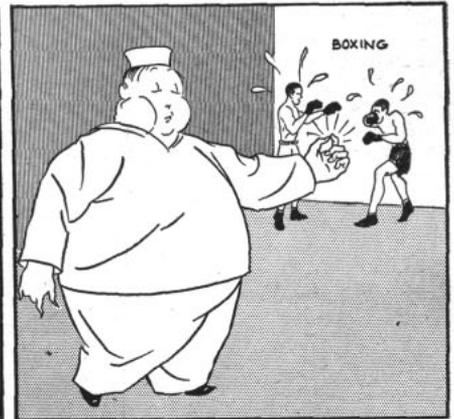
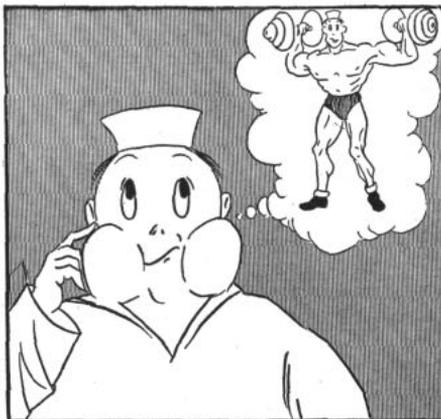
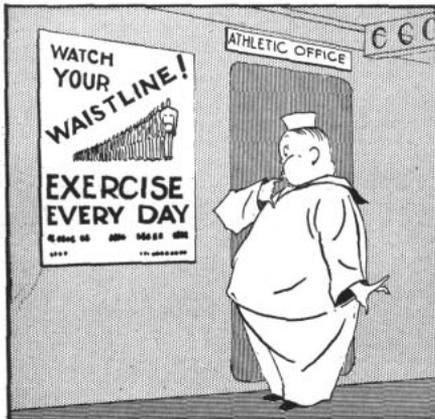
NavActs

No. 1—States limitations with regard to sale of articles of the naval uniform to former members of the naval service under Act of 12 Feb 1927.

No. 2—Requests dispatch applications for training and duty in offices of the Materjal Division and BuAer inspection offices (see p. 48).

No. 3—States procedure with respect to use of new allotment authorization (BuSandA Form 545).

BROADBEAM

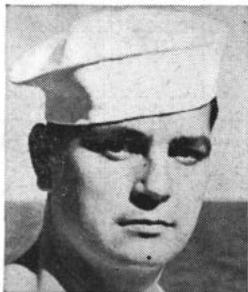


WASTELINE

FANTAIL FORUM

QUESTION: What do you think of the Naval Reserve Training Program?

(Interviews were conducted aboard USS *Wisconsin*, on her first Reserve training cruise to Cristobal, C.Z.)



Louis Irvin, BGM1, USN, San Francisco: The program is a good thing if it is run right. It keeps a large number of men ready for emergency and thus saves money. Training on the beach should be kept abreast of training on ships.



Lee W. Walker, QM3, USNR, Gap, Pa.: The Navy really profits from the Reserve program because the men in the Reserve can keep in contact with developments aboard ship. The training cruises provide fine training in general.



Fred Carozza, SM1, USNR, Yonkers, N. Y.: The Navy will never be on the losing end if it continues to train Reserves. Training cruises are the only proper and efficient way to train men—so they can actually do their job.



W. P. Barker, CBM, USN, San Francisco: The training cruises should last longer. Most of the Reserves that come aboard seem to have an interest in the program and would appreciate a longer period of actual training.



A. P. Dail, MAM1, USNR, Norfolk, Va.: It is 4.0, especially this training cruise. It was well conducted by the men and officers concerned. The program should be continued to provide a backlog of trained men for emergencies.



David E. Pinion, S1, USN, Clemson, S. C.: The Reserves should be given a lot more training, both on the beach and aboard ship. I don't think a person who's never been in the Navy can learn much under the present program.



Edward S. Mak, SM1, USNR, Bridgeport, Conn.: I think the program is well worth what the Navy is doing with it, because if a war comes up again there would be trained men ready. Duty aboard ship is the best training.



Dick Frawley, S1Y, USN, Chicago: As it is now, the program is a good thing for the regulars, too. Reserves coming aboard ship for training are often more familiar with yeomen duties than regulars and can often help us.



Paul H. Faulkner, PHOM1, USNR, Roanoke, Va.: There are still a lot of kinks to be taken out of the program but the training I receive, myself, is sufficient to keep me up to date with the training I already had in the Navy.

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired. Original articles of general interest may be forwarded to the Editor.

DATES used throughout are local time at scene of action unless otherwise indicated.

SECURITY: Since this magazine is not classified, it sometimes is limited in its reporting and publication of photographs. 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 issues.

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.

• AT RIGHT: A coxswain on a U. S. battleship pipes the crew to attention over the loudspeaker system before making an announcement of interest to all hands on board the ship. 



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